

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-12

DATE: February 16, 2012
TO: TAC
FROM: TAC Funding & Programming Committee
SUBJECT: Scope Change Request and TIP Amendment for Lakeville SP#188-118-004: Lake Marion Trail Extension and Right of Way Acquisition
MOTION: That the TAB approve a scope change and sunset date extension request for Lakeville SP#188-118-004: Lake Marion Trail Extension and Right of Way Acquisition.

BACKGROUND AND PURPOSE OF ACTION: This project received funding in the Transportation Enhancements program. The original project included a trail connection along Kenrick Avenue adjacent to I-35 as well as right-of-way acquisition along Marion Lake and a trail connection to an existing trail along the lake. The right-of-way acquisition, however, is not feasible due to renewed mining operations in the area. The proposed scope change removes the right-of-way acquisition and instead builds the trail connection from Kenrick Ave to the existing trail along the lake on an alignment adjacent to 195th Street. The F&P Committee was convinced that the scope change still makes the connection described in the original application and voted to recommend approval. The scope change results in a cost change. The project sponsor was originally awarded \$1,000,000 in TE funds for a total project cost of \$2,577,000. The change in scope results in a project with a total construction cost of \$1,033,000, of which the federal share would be \$826,400 (80%). Additional background information is attached.

RELATIONSHIP TO REGIONAL POLICY: Projects that receive funding through the regional solicitation process are subject to the regionally adopted scope change policy. The purpose of this policy is to ensure that the project is designed and constructed according to the plans and intent described in the original application. Additionally, federal rules require that any federally funded project scope change must go through a formal review and TIP amendment process if the project description or total project cost change substantially. The scope change policy and process allows project sponsors to make adjustments to their project as needed while still providing substantially the same benefits described in the original application.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	February 16, 2012

Technical Advisory Committee	Review & Recommend	
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Adopt/Approve	

390 Robert Street North St. Paul, Minnesota (651) 602-1728 Fax (651) 602-1739



February 2, 2012

Mr. Karl Keel P.E.
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: Scope Change Request
S.P. 188-118-004
Lake Marion Trail Extension and R/W Acquisition
Lakeville, Dakota County, Minnesota

Dear Mr. Keel:

The City of Lakeville respectfully requests that the Metropolitan Council TAC Funding and Programming Committee consider the attached Scope Change request for the above referenced project at its February 16, 2012 meeting.

A portion of a 60-acre parcel of land adjacent to Lake Marion (Bury Bluffs) was identified by the City of Lakeville and Dakota County as an important link in the local and regional trail system. This area was originally to be included in the proposed Transportation Enhancement project for both right of way acquisition and trail construction. However, due to renewed mining activity, an unwilling property owner and the fact that the area is not ready for development; this part of the project has been postponed until such time as the area is ready for development. Once this gravel mining operation is completed and the area is ready for development, the City and County will work with the property owner to ensure that the planned regional trail connection along the bluff is completed.

In order to insure that the proposed project maintains the local and regional connections, the proposed 195th Street trail alignment has been included in the project to replace the Bury Bluffs trail alignment. This connection provides a better linkage to the Ritter Farm Park and Ed Mako Environmental Learning Center on the west side of I-35 using the in-place 195th Street bridge.

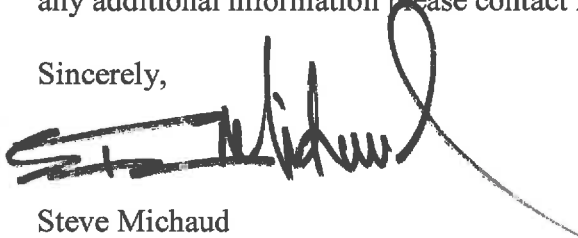
The proposed re-scoped project will continue to address these primary needs:

1. It will provide a north-south link in the City's trail system west of Lake Marion connecting residential areas to the south along 205th Street with a park-and-ride lot, a commercial center and other destinations along the 185th Street trail system to the north.
2. It will provide an important link within Dakota County's regional trail network by providing a trail segment connecting the proposed trail along Kenrick Avenue north of 205th Street to an existing trail system adjacent to Lake Marion which currently terminates just south of 195th Street.

Dakota County has been involved in the proposed re-scoping of the project and has provided a letter of support.

The enclosed information provides details on our request. If you have any questions or require any additional information please contact me at 952-985-4601 or smichaud@lakevillemn.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Michaud", with a long, sweeping underline that extends to the right.

Steve Michaud
City of Lakeville
Parks & Recreation Director

SCOPE CHANGE REQUEST
Lake Marion Trail Extension and R/W Acquisition
S.P. 188-118-004
Lakeville, Dakota County, Minnesota

SCOPE CHANGE REQUEST

Location Map

A map showing the location of the project within the area and region is attached as **Exhibit 1**.

Revised Project Description

Over the past year the City of Lakeville and Dakota County have been in active communication with the property owners of the Bury Buff area. Through these discussions it has become very apparent that until such time as this property is developed and the current mining operations are completed, there will not be any potential for acquisition of even part of the property. As a result the City has reviewed possible alternative trail alignments that will provide the same benefit to the local and regional recreational trail and park system. It should be noted that the City is **NOT** abandoning the Bury Bluffs trail, only providing a viable option that can be planned and constructed within the funding time frame. It should be noted that the Cities park and open space system plan still identifies the Burry Bluff as a priority acquisition.

The following is the proposed scope change project description. The primary changes in the description are shown as *italicized*.

The City of Lakeville proposes to improve the trail and park system west of Lake Marion, which is an important local and regional recreational destination. The project will include the following components:

- a) Construct a 8-foot multi-purpose trail adjacent to Kenrick Avenue between 185th Street and 205th Street;
- b) Purchase 14 acres (six additional acres to be secured through park dedication) for a park and trail area in a scenic bluff location overlooking the northwest portion of Lake Marion; *(this element will be completed as development occurs on the Burry Bluff property with funding from the State Heritage Conservation Grant, Dakota County and Park Dedication fees)*
- c) Construct a 10-foot multi-use trail through the purchased bluff area to be part of a Dakota County regional greenway. *(this element will be completed as development occurs on the Burry Bluff property with funding from Dakota County and Park Dedication fees)*
- d) *Construction of a 8-foot multi-use trail along 195th Street, connecting the regional and local trail systems between Casperson Park, Ritter Farm Park and Murphy Hanrehan Regional Park.*

The overall project will have important transportation benefits, linking existing and developing residential areas, a commercial center, a transit park-and-ride facility, important park areas, and other destinations. It will have general trail connectivity benefits by providing

a north-south link between trail systems along 185th Street and 205th Street, respectively. It will provide an important link in a regional greenway that Dakota County is continuing to develop. Attached in **Appendix A**, is a letter of support for the proposed scope change from Dakota County.

Project Layout

As indicated in the revised project description, the primary change in the project is, relocating the trail connection from Kenrick Avenue to Casperson Park and the Juno Trail Greenway along the Lake Marion shoreline, and removing the Burry property right of way acquisition from the project. The proposed project layout is included as **Exhibit 2**.

Work to be completed

Preliminary plans for the revised project have been completed including topographic survey, construction plan design to approximately 30%, preliminary construction limits and a preliminary construction cost estimate. In addition preliminary environmental reviews have been completed including a wetland delineation report and early agency coordination.

With approval of the Scope Change request, the City will complete the project memorandum, construction plans and right of way acquisition. **Exhibit 3** shows the proposed project schedule.

Revised cost estimate

The original estimated total cost for construction and right of way was \$2,577,000. Transportation Enhancement (TE) funding of \$1,000,000 was approved with the City of Lakeville and Dakota County funding the remaining \$1,577,000 using a variety of sources. The \$1,000,000 was allocated \$677,000 for the trail construction and \$323,000 for right of way acquisition.

Base on the proposed change in scope and the preliminary (30%) plan the following estimated cost has been developed:

Kenrick Avenue Trail	\$923,000
195 th Street Trail	<u>\$110,000</u>
Total Construction Cost	\$1,033,000

A detailed summary of these costs is included in **Appendix B**. Based on the revised estimate the City is now requesting **\$826,400** and will provide the \$206,600 matching funds using a combination of City and County sources.

Key Criteria rescoring

The following outlines each prioritizing criteria with updated responses based on the proposed revised project scope. The original application score is also included.

1. Urgency/Significance (250 points). Discuss how the project proposes or addresses each of the following: (**Original Score = 143**)

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities

RESPONSE: *The City of Lakeville has been planning a complete trail loop around Lake Marion for a number of years. However, a gap remains in the western portion of the lake are. Additionally, Dakota County has a planned greenway that would ultimately provide linkage to regional trail systems connecting the Minnesota River Greenway Corridor and the Vermillion River Greenway via park resources such as Cleary Lake Regional Park, Murphy-Hanrehan Regional Park, Ritter Farm Park and Casperson Park. (Exhibit 2). A trail segment connection adjacent to 195th Street would represent an important link in the development of this County greenway.*

The City is planning to advance fund the project to begin construction in 2012 vs FY 2014. Advance funding the project will result in lower project costs with the current favorable bidding environment.

The City has programmed the construction of a roundabout at the intersection of Kenrick Avenue and 205th Street beginning in the summer of 2012. The proposed roundabout pedestrian tails will tie directly into the Kenrick Avenue trail segment that is proposed with the TE funding. Coordination of these projects will insure that the connections are planned and constructed together.

- *Addresses a significant opportunity, un-met need or problem as relates to the development of an integrated bicycle or pedestrian transportation network; or providing a safe/enjoyable bicycle or pedestrian route.*

RESPONSE: *The attached Exhibit 2 shows the proposed improvements within the context of surrounding features. There are many origins and destinations for non-motorized transportation in the project area. These are listed in detail in the “high demand” response, below.*

The City of Lakeville is growing community in the south metro area with a population of over 56,000. The City has the continuing goal of upgrading and expanding its trail system to meet the needs of a growing population. Lake Marion and the major public recreation areas/facilities around it have long been important local and regional destinations.

There currently is a gap in the trail network in this part of Lakeville. A map depicting existing trail facilities is included in Exhibit 2. There is an east-west trail adjacent to 185th Street (with a short extension down Kenrick Avenue), and another east-west trail adjacent to 205th Street, with no direct north-south linkage between these trail systems west of Lake Marion. There is large and growing population base along and south of 205th Street, and there is a regional commercial center north of 185th Street (Exhibit 2). In addition, there is a transit park-and-ride facility south of 185th Street and west of Kenrick Avenue.

There is a 60 acre parcel of land which contains an active gravel mining operation generally bounded by Kenrick Avenue to the west, 195th Street to the south, and Lake Marion to the east and north. The City and Dakota County have identified this area as an important link in the local and regional trail system. This area was originally to be included in the proposed Transportation Enhancement project, however due to renewed mining activity, an unwilling property owner and the fact that the area is not ready for development; this part of the project has been postponed until such time as the area is ready for development. Once the gravel mining operations is completed and the area is ready for development, the City and County will work with the property owner to ensure that the planned regional trail connection along

the bluffs is completed. In addition the City wishes to preserve the easterly portion of this parcel as a natural/park area (the “Burry Bluffs” area, see **Exhibit 2**).

In order to insure that the planned project maintains the local and regional connections the proposed 195th Street trail alignment has been included in the project to replace the Burry Bluffs tail alignment. This connection provides a better linkage to the Ritter Farm Park and Ed Mako Environmental Learning Center on the west side of I-35 with the in-place 195th Street bridge.

The proposed revised project will continue to address these primary needs:

1. It will provide a north-south link in the City’s trail system west of Lake Marion connecting residential areas to the south along 205th Street with a park-and-ride lot, a commercial center and other destinations (as discussed in item 2 on page 5) along the 185th Street trail system to the north.
2. It will provide an important link within Dakota County’s regional trail network by providing a trail segment connecting the proposed trail along Kenrick Avenue north of 205th Street to an existing trail system adjacent to Lake Marion which currently terminates just south of 195th Street.

There is a safety need in the project area as well. Currently, those in the project area who wish to walk or bike to or from the recreational areas associated with the Lake Marion Basin, the Metro Transit Park and Ride Lot off of Kenrick Avenue south of 185th Street, or the commercial areas along 185th Street need to use the existing Kenrick Avenue roadway or its narrow shoulder. Kenrick Avenue is an “A” minor arterial roadway (reliever) with a posted speed limit of 50 miles per hour. The proposed project will separate non-motorized travelers from motorized traffic in the project area.

2. Impact (250 points). Discuss how the project addresses each element below (respond as appropriate to A. or B., not both): (**Original Score = 172**)

A. Bike/Ped Infrastructure (QA #1, and QA #8):

- Fills gaps, overcomes barriers, connects system segments and/or otherwise seizes on a significant opportunity in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE: *The City of Lakeville’s 2030 Parks, Trails & Open Space System Plan has identified this project as a critical link in the City’s pedestrian trail system. As stated previously, the City has been planning and implementing a trail loop entirely around the 500-acre Lake Marion basin for a number of years. The proposed project will close this loop. As described previously, the Lake Marion basin has many attributes and facilities and has an important regional as well as local draw of recreational users. The proposed project will also provide a north-south link connecting east-west trails along 185th Street and 205th Street, respectively. This linkage will significantly enhance non-motorized access to and from residential areas, commercial areas, park/recreation areas, and a transit park-and-ride facility. The proposed trail adjacent to 195th Street would represent an important segment of a*

greenway that Dakota County is continuing to develop. In addition the trail will provide access to the Juno Trail Greenway adjacent to Lake Marion, Casperson Park (50 acres on Lake Marion, the Lake Marion boat launch and the DNR fishing pier.

- Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using 2000 residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

RESPONSE: *The proposed project will enhance access between many important trip origins and destinations for non-motorized travel, including the following:*

- *Kenrick Avenue park and ride Lot (express transit service)*
 - *I-35 park and ride Lot at 167th Street via the 185th Street, Kenwood Trail and Kenrick Avenue trail and sidewalk system.*
 - *The 185th Street trail system connecting to parks and trails to the west – this system extends all the way to Prior Lake along Scott CSAH 21; to the east it connects with a trail adjacent to Kenwood Trail (CSAH 50/5) which extends from the northwest border of Lakeville all the way into the downtown area; to the north it connects to Burnsville, and; to the south it connects to Farmington.*
 - *The 205th Street trail system that can be used to access Lakeville 21 Theatre to the west and connects directly into Lakeville’s downtown area to the east*
 - *Residential areas north of 185th Street to south of 205th Street*
 - *Commercial center adjacent to 185th Street (Super Target)*
 - *Lakeville 21 Theatre*
 - *Casperson Park – 46 Acres adjacent to Lake Marion south of 195th Street*
 - *West Lake Marion Community Park – 32 acres adjacent to Lake Marion, south of Casperson Park*
 - *Ritter Farm Park and Ed Mako Environmental Learning Center – 360 acres just west of I-35W and north of 195th Street*
 - *I-35W public fishing pier off Kenrick Avenue at Lake Marion*
 - *June Trail Parkway along entire west shoreline of Lake Marion*
 - *Murphy Hanrehan Regional Park accessible from the 185th Street trail*
 - *Antlers Park on the east side of Lake Marion a regional community park destination.*
 - *Fairfield Business Park east of Kenrick Avenue and south of 205th Street.*
- Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE: *Currently, those walking or biking in the project area who wish to access the recreational areas associated with the Lake Marion Basin, the Metro Transit Park and Ride Lot (off of Kenrick Avenue south of 185th Street), or the commercial areas along 185th Street need to use the existing Kenrick Avenue roadway or its narrow shoulder. This is an “A” minor arterial roadway (reliever) with a posted speed limit of 50 miles per hour. The proposed project will separate motorized from non-motorized traffic in the project area.*

3. Relationship between Categories (100 points). Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories: **(Original Score = 50)**

- What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

RESPONSE: *Implementing the proposed project is one of the initial steps in securing and ultimately developing the Dakota County Burry Bluffs regional trail, which will provide permanent protection of several DNR qualifying bluff areas, upland forest, quality upland natural areas, and existing flora and fauna.*

The proposed plan will continue to maintain connections to Lake Marion and Casperson Park with elevated views of the lake. In addition the proposed trail will provide a direct connection to the Ritter Farm which is a natural based park.

The proposed project will include signage along the trail that will provide direction and safety information for trail users; for the regional greenway component, an interpretive kiosk or kiosks will provide fixed educational materials, such as posted informational displays on natural and cultural resources.

- What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE: *The proposed project is not anticipated to have a substantial relationship to the Historic and Archaeological group.*

4. Relationship to Intermodal/Multimodal Transportation System (100 points). Discuss how the project will function as a component and/or enhancement of the transportation system: **(Original Score = 71)**

- How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

RESPONSE: *The City considers pedestrians and bicyclists important users of the overall transportation system. As has been previously discussed and indicated on **Exhibit 2**, the proposed project will improve non-motorized linkage between many origins and destinations, including residential areas, a regional commercial center, numerous recreational areas/facilities, a transit park-and-ride facility, Lakeville's downtown area, and a regional theatre. The proposed project will make non-motorized travelers more safe and comfortable by separating them from vehicular traffic along Kenrick Avenue.*

- How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

RESPONSE: *The proposed project will improve non-motorized access to the Metro Transit park-and-ride facility west of Kenrick Avenue and south of 185th Street.*

- How does the facility serve trips that could otherwise be made by motor vehicles?

RESPONSE: *As has been discussed and indicated on **Exhibit 2**, the proposed project will improve non-motorized linkage between many origins and destinations, including residential areas, a regional commercial center, numerous recreational areas/facilities, a transit park-and-ride facility, and a regional theatre. The proposed project will make non-motorized travelers more safe and comfortable by separating them from vehicular traffic along Kenrick Avenue. With this improved and more comfortable linkage, travelers will be induced to replace motorized trips with non-motorized trips.*

5. Development Framework (100 points): (Original Score = 73)

- If the project is a trail project, does it help to connect to or complete the Metropolitan Council's Regional Trail network? How so? If the project is on part of the Regional Trail system, it must be identified in a Metropolitan Council-approved master plan.

RESPONSE: *The proposed project will complete an important segment of the Lake Marion/Vermillion River Greenway Regional Trail as identified in Dakota County's 2030 Comprehensive Plan and its 2030 Park System Plan, both of which have been approved by the Metropolitan Council. The north-south trail component adjacent to Kenrick Avenue connects east-west trail systems at 185th Street (CSAH 60) and 205th Street, respectively. The trail system adjacent to 185th Street extends all the way west to Prior Lake in Scott County (185th Street becomes CSAH 21 in Scott County).*

- Briefly describe how the project implements the Bicycle and Pedestrian Plan in the 2030 Transportation Policy Plan (2009).

RESPONSE: *Policy 18 of the 2030 Transportation Policy Plan reads: "The Council, state and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems." As discussed previously in this application, the proposed project will enhance the access, safety, and network connectivity of local and regional non-motorized facility systems. More specifically:*

- **Met Council Strategy 18a:** *The proposed project will provide/improve non-motorized access to important destinations including a regional commercial center (Super Target), a regional movie theatre, Fairfield Business park, a transit park-and-ride lot, numerous recreational facilities and areas, and other destinations. The Kenrick Avenue portion of the project will provide a north-south link between two east-west trail systems which provide connection to many destinations, particularly the 185th Street/CSAH 60 trail system which extends all the way west to Prior Lake in Scott County.*
- **Met Council Strategy 18b:** *The project directly improves non-motorized access to transit.*
- **Met Council Strategy 18c:** *The proposed project elements are identified on adopted local and regional planning documents.*

- *Met Council Strategy 18d: The proposed project is the result of coordinated planning between the City of Lakeville and Dakota County. The County is providing a portion of the local funding match.*
- *Met Council Strategy 18e: The proposed project will result in multi-modal roadway design for Kenrick Avenue. This will include vehicular traffic, multi-use trail within the roadway right-of-way, and a transit stop close to the northern terminus of the proposed project.*
- *Met Council Strategy 18f: The proposed project will include an educational and promotional element. This primarily involves the regional greenway component through the area. Signage along the routes will provide direction and safety information for trail users; for the regional greenway componen, an interpretive kiosk or kiosks will provide fixed educational materials, such as posted informational displays on natural and cultural resources.*

6. Maturity of Project Concept (200 points): (Original Score = 120)

- Projects selected through this solicitation will be programmed for construction in 2013 or 2014. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year create problems. Proposed projects that have already completed some of the work is a plus. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than others that do not.

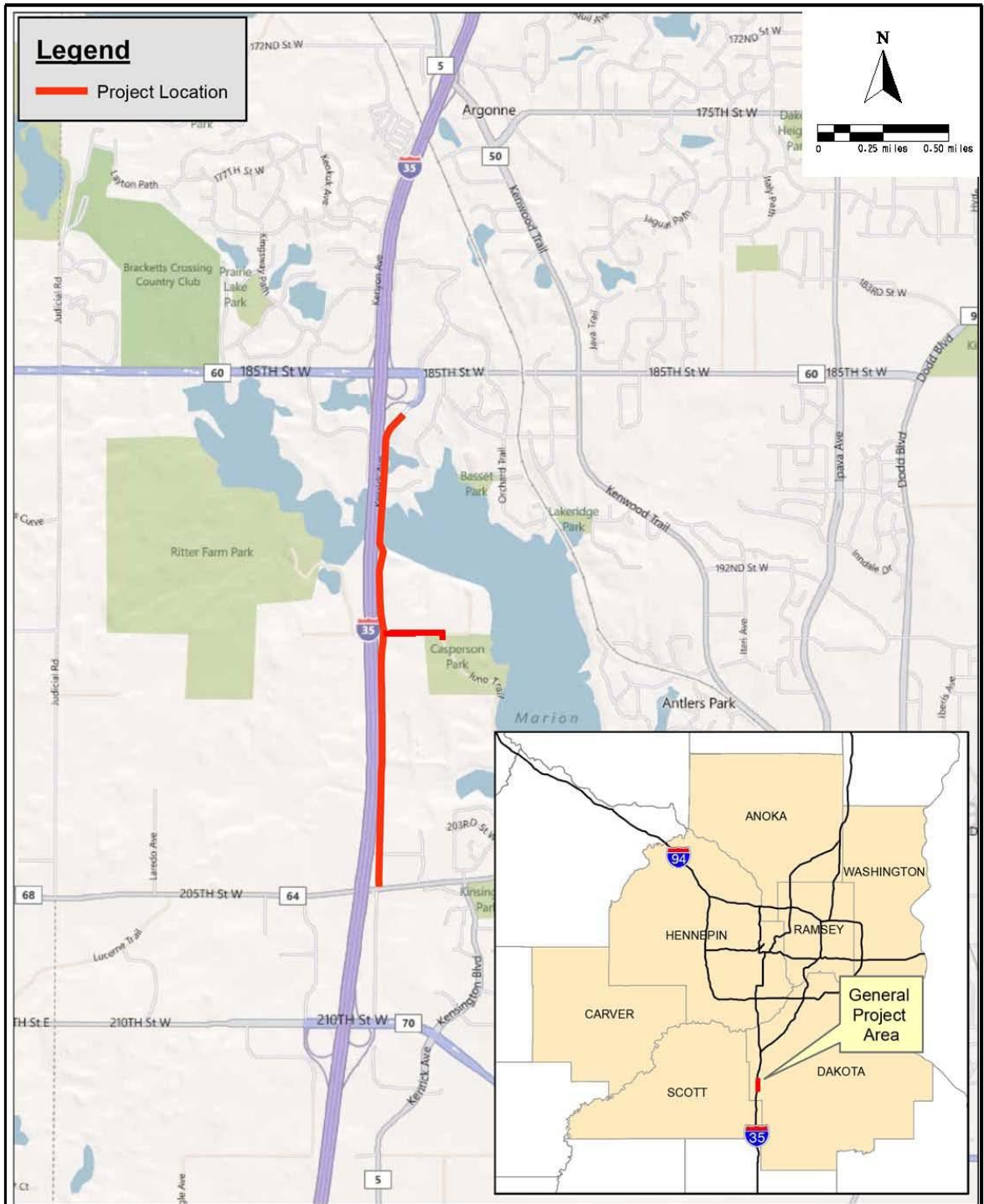
Applications involving construction must complete the project implementation project. Applications involving non-construction projects must include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE: *Please see attached implementation schedule provided as **Exhibit 4**.*

The proposed trail adjacent to Kenrick Avenue will be entirely within roadway right-of-way. The City has performed a Feasibility Study including alternatives analysis for the northerly portion of the Kenrick Avenue trail element (WSB & Associates, Inc., January 2007). There are no known issues associated with this component of the project that would unduly complicate or delay project implementation.

The 195th Street portion of the project will require minor right of way acquisition from one land owner. While final land costs have yet to be established initial contact with the property owners indicate they are willing to work with the City on the trail alignment adjacent to their property.

**Scope Change Request
Exhibit 1: Location Map**



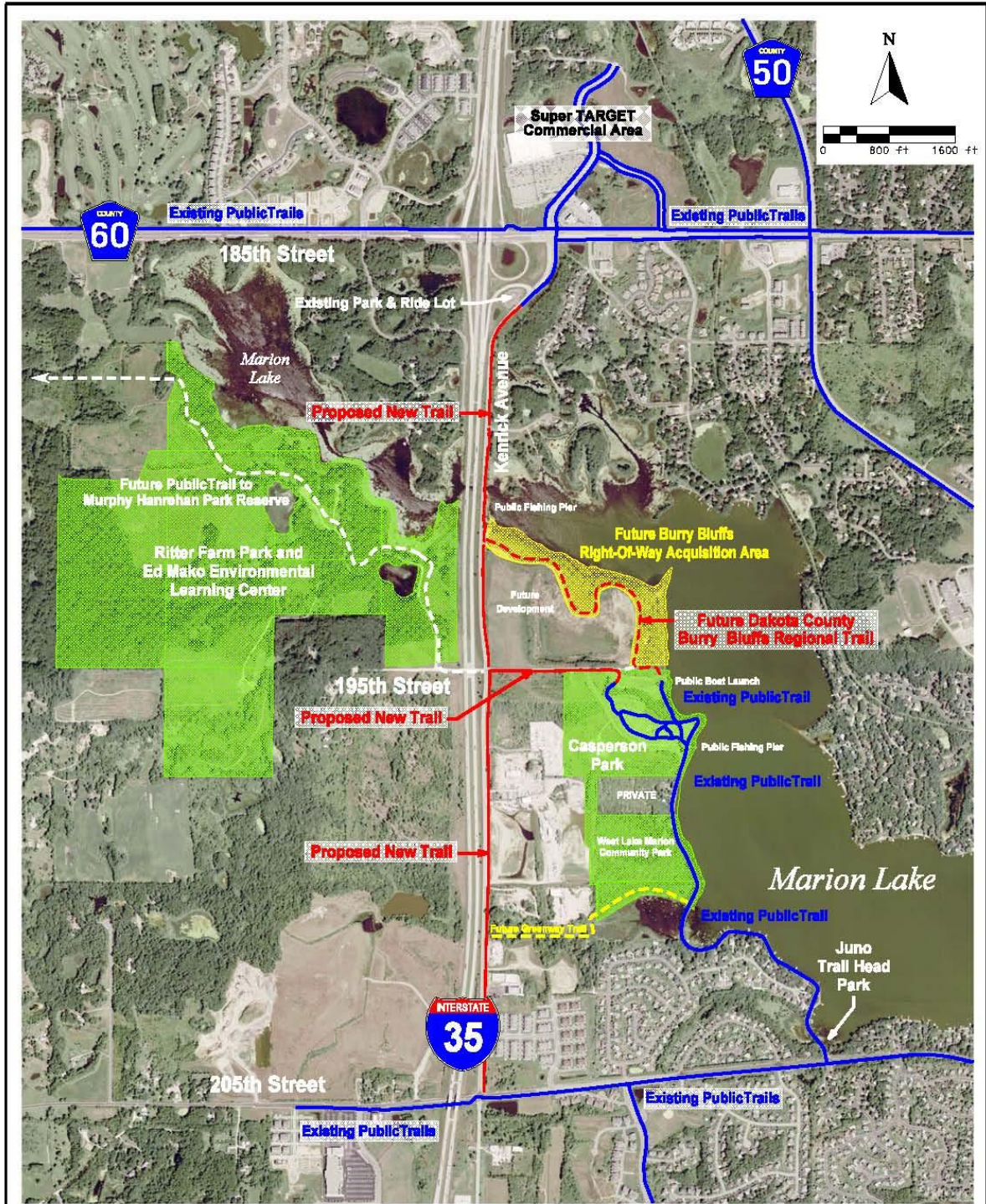
DATE: #DATE#
 FILE: #FILE#
 WSB: #WSB#



Lake Marion Trail Extension
 S.P. 188-118-004
 City of Lakeville, Minnesota

**Scope Change Request
 Exhibit 1
 Project Location
 January 26, 2012**

Scope Change Request
 Exhibit 2: Proposed Project Layout



Dates Printed: 4/24/12
 WSS File Name: 8/FILE8



Lake Marion Trail Extension
 S.P. 188-118-004
 City of Lakeville, Minnesota

Scope Change Request
Exhibit 2
Project Layout
January 26, 2012

Scope Change Request
Exhibit 3: Revised Project Schedule

Right of Way Acquisition

- Title Research February 2012
- Initial Parcel Work and Landowner NotificationFebruary 2012
- Construction Limits Determined March 2012
- AcquisitionApril to July 2012
- Title and Possession August 2012
- R/W Certificate #1 August 2012

Project Development and Documentation

- Draft PM Submittal March 2012
- Final PM Submittal (pending Mn/DOT review time) April 2012
- PM Approval (pending Mn/DOT review time).....May 2012

Final Design and Construction

- Layout Submittal to MnDOT and County for Approval February 2012
- Final Design Preparation
 - 60% Plan Submittal April 2012
 - 95% Mn/DOT Plan SubmittalJune 2012
 - Mn/DOT State Aid Plan Approval July 2012
- Permits July / August 2012
- Bidding August / September 2012
- Begin ConstructionSeptember / October 2012
- Complete Construction Spring 2013

Scope Change Request
Exhibit 4: Progress Schedule

PROGRESS SCHEDULE

ENVIRONMENTAL DOCUMENTATION

EA

X Project Memorandum

Completed/Approved

Date of Approval _____

X Not Complete

Environmental studies and early agency coordination have begun.

Anticipated date of completion – Submittal to MnDOT March 2012, MnDOT approval May 2012.

OPPORTUNITY FOR PUBLIC HEARING (Not necessary for Project Memorandum)

Completed

Date of Approval _____

Not Complete

Anticipated Date of Completion _____

FINAL ENVIRONMENTAL ASSESSMENT (Not required for Project Memorandum)

Completed/FONSI Approved

Date of Approval _____

Not Complete

Anticipated Date of Completion _____

STUDY REPORT (required for Environmental Assessment Only)

Completed

Date of Approval _____

Not Complete

Anticipated Date of Completion _____

CONSTRUCTION PLANS

Completed (Includes signature of District State Aid Engineer)

Date _____

X Not Complete

Preliminary plans completed (30%)

Anticipated date of completion – Submittal to MnDOT 60% April 2012, MnDOT approval July 2012.

RIGHT-OF-WAY ACQUISITION

Completed (Includes approval of right-of-way Cert. #1 or #1A)

Date of Approval _____

X Not Complete

Anticipated Date of Completion – August 2012

LETTING

Anticipated Letting Date – September 2012

Appendix A
Scope Change Request
Dakota County Support Letter



Physical Development Division
Lynn Thompson, Director

Dakota County
Western Service Center
14955 Galaxie Avenue
Apple Valley, MN 55124

952-891-7000
Fax 952-891-7031
www.dakotacounty.us

Environmental Mgmt Dept
Office of GIS
Parks and Open Space
Surveyor's Office
Transit Office
Transportation Department
Water Resources Department

January 31, 2012

Kevin Roggenbuck
Transportation Advisory Board
390 North Robert Street
St. Paul, MN 55101

RE: Transportation Enhancement Scope Change Request – Lake
Marion Trail Extension

Dear Mr. Roggenbuck:

Dakota County supports the City of Lakeville's scope change request for the Lake Marion Trail Extension (S.P. 188-118-004). The proposed scope change addresses the primary need to connect the existing Lake Marion Trail to Ritter Farm Park and beyond to Murphy-Hanrehan Regional Park Reserve. The County will continue to work with the City on permanently protecting the lakeshore bluffs portion of the Ashbury LP property and development of a regional trail corridor in this area.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Sullivan", written in a cursive style.

Steve Sullivan
Parks and Open Space Director

Appendix B
Scope Change Request
Estimated Construction Costs

Lake Marion Trail Extension

WSB Project: Lake Marion Trail Extension
 Project Location: LAKEVILLE, MN
 City Project No:
 WSB Project No: 1715-840
 Date: 1/26/2012

205th St. to 195th St.

TAB	SHEET No.	Item Number	Description	Unit	Unit Price	Project Total	
						Estimated Quantity	Estimated Cost
		2021.501	MOBILIZATION	LUMP SUM	\$20,000.00	1.00	\$20,000.00
		2101.501	CLEARING	TREE	\$75.00	4.00	\$300.00
		2101.502	CLEARING	ACRE	\$2,500.00	0.50	\$1,250.00
		2101.507	GRUBBING	TREE	\$75.00	4.00	\$300.00
		2101.508	GRUBBING	ACRE	\$2,500.00	0.50	\$1,250.00
		2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00	345.00	\$690.00
		2104.509	SALVAGE & REINSTALL SIGN TYPE C	EACH	\$150.00	10.00	\$1,500.00
		2104.513	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$3.00	200.00	\$600.00
		2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00	15000.00	\$105,000.00
		2105.507	SUBGRADE EXCAVATION	CU YD	\$7.00	1500.00	\$10,500.00
		2105.522	SELECT GRANULAR BORROW	CU YD	\$12.00	1500.00	\$18,000.00
		2105.522	TOPSOIL BORROW	CU YD	\$13.00	1984.00	\$25,792.00
		2501.511	18" CS PIPE CULVERT	LIN FT	\$34.00	350.00	\$11,900.00
		2501.515	18" CS PIPE APRON	EACH	\$225.00	14.00	\$3,150.00
		2521.511	2.5" BITUMINOUS WALK	SQ YD	\$14.00	4300.00	\$60,200.00
		2531.501	CONCRETE CURB & GUTTER DESIGN B418	LIN FT	\$16.00	160.00	\$2,560.00
		2531.602	PEDESTRIAN CURB RAMP - SPECIAL (TRUNCATED DOME)	EACH	\$700.00	11.00	\$7,700.00
		2554.521	ANCHORAGE ASSEMBLY-CABLE	EACH	\$1,550.00	2.00	\$3,100.00
		2554.603	INSTALL 3-CABLE GUARDRAIL	LIN FT	\$15.00	450.00	\$6,750.00
		2557.501	WIRE FENCE DESIGN 48-9322	LIN FT	\$12.00	400.00	\$4,800.00
		2563.601	TRAFFIC CONTROL	LUMP SUM	\$10,000.00	1.00	\$10,000.00
		2564.618	SIGN PANELS TYPE C	SQ FT	\$35.00	25.00	\$875.00
		2573.502	SILT FENCE TYPE MACHINE SLICED	LIN FT	\$2.00	5100.00	\$10,200.00
		2573.603	BIOROLL	LIN FT	\$5.00	100.00	\$500.00
		2575.501	SEEDING	ACRE	\$500.00	2.50	\$1,250.00
		2575.505	SODDING TYPE SALT RESISTANT	SQ YD	\$3.00	2500.00	\$7,500.00
		2575.511	EROSION CONTROL BLANKET	SQ YD	\$1.90	12100.00	\$22,990.00
SUB TOTAL CONSTRUCTION COSTS							\$ 338,657.00
20% CONTINGENCY							\$ 67,731.40
TOTAL PROJECT COSTS							\$ 406,388.40

Lake Marion Trail Extension

WSB Project: Lake Marion Trail Extension
 Project Location: LAKEVILLE, MN
 City Project No:
 WSB Project No.: 1715-840
 Date: 1/26/2012

195th St. South of Katrine Ct

TAB	SHEET No.	Item Number	Description	Unit	Unit Price	Project Total	
						Estimated Quantity	Estimated Cost
		2021.501	MOBILIZATION	LUMP SUM	\$10,000.00	1.00	\$10,000.00
		2100.601	PEDESTRIAN BRIDGE	LUMP SUM	\$41,000.00	1.00	\$41,000.00
		2100.604	MODIFY WOODEN DOCK / FISHING PIER	LUMP SUM	\$4,000.00	1.00	\$4,000.00
		2101.502	CLEARING	TREE	\$75.00	4.00	\$300.00
		2101.507	GRUBBING	TREE	\$75.00	4.00	\$300.00
		2104.501	REMOVE CULVERT PIPE (STORM)	LIN FT	\$12.00	15.00	\$180.00
		2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00	10.00	\$20.00
		2104.509	SALVAGE & REINSTALL SIGN TYPE C	EACH	\$150.00	4.00	\$600.00
		2104.513	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$3.00	60.00	\$180.00
		2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00	720.00	\$5,040.00
		2105.507	SUBGRADE EXCAVATION	CU YD	\$7.00	580.00	\$4,060.00
		2105.522	GRANULAR BORROW	CU YD	\$9.00	865.00	\$7,785.00
		2105.522	SELECT GRANULAR BORROW	CU YD	\$12.00	50.00	\$600.00
		2105.522	TOPSOIL BORROW	CU YD	\$13.00	50.00	\$650.00
		2231.604	BITUMINOUS PATCH SPECIAL (TRAIL REPAIR)	SQ YD	\$26.00	40.00	\$1,040.00
		2411.604	RETAINING WALL	SQ FT	\$30.00	300.00	\$9,000.00
		2564.618	CONCRETE FOOTINGS (FOR PEDESTRIAN BRIDGE) MIX NO 3Y43	CU YD	\$550.00	22.00	\$12,100.00
		2452.510	STEEL H-PILING DRIVEN 12" (FOR PED BRIDGE)	LIN FT	\$8.00	240.00	\$1,920.00
		2452.510	STEEL H-PILING DELIVERED 12" (FOR PED BRIDGE)	LIN FT	\$50.00	240.00	\$12,000.00
		2501.511	15" CS PIPE CULVERT	LIN FT	\$28.00	80.00	\$2,240.00
		2501.515	15" CS PIPE APRON	EACH	\$175.00	2.00	\$350.00
		2521.511	OVERLAY EXISTING BITUMINOUS WALK	SQ YD	\$8.00	550.00	\$4,400.00
		2521.511	2.5" BITUMINOUS WALK	SQ YD	\$14.00	1920.00	\$26,880.00
		2531.602	PEDESTRIAN CURB RAMP - SPECIAL (TRUNCATED DOME)	EACH	\$700.00	5.00	\$3,500.00
		2540.603	BOARDWALK W/CABLE RAILINGS	LIN FT	\$190.00	395.00	\$75,050.00
		2554.521	ANCHORAGE ASSEMBLY-CABLE	EACH	\$1,550.00	2.00	\$3,100.00
		2554.603	RECONSTRUCT 3-CABLE GUARDRAIL	LIN FT	\$10.00	625.00	\$6,250.00
		2554.603	INSTALL 3-CABLE GUARDRAIL	LIN FT	\$15.00	270.00	\$4,050.00
		2563.601	TRAFFIC CONTROL	LUMP SUM	\$2,500.00	1.00	\$2,500.00
		2564.618	SIGN PANELS TYPE C	SQ FT	\$35.00	10.00	\$350.00
		2564.618	ZEBRA CROSSWALK-WHITE EPOXY	SQ FT	\$15.00	520.00	\$7,800.00
		2571.502	DECIDUOUS TREE	EACH	\$400.00	4.00	\$1,600.00
		2573.502	SILT FENCE TYPE MACHINE SLICED	LIN FT	\$2.00	2330.00	\$4,660.00
		2573.603	BIOROLL	LIN FT	\$5.00	70.00	\$350.00
		2575.501	SEEDING	ACRE	\$500.00	1.00	\$500.00
		2575.505	SODDING TYPE SALT RESISTANT	SQ YD	\$3.00	1315.00	\$3,945.00
		2575.511	EROSION CONTROL BLANKET	SQ YD	\$1.90	860.00	\$1,634.00
SUB TOTAL CONSTRUCTION COSTS							\$ 259,934.00
20% CONTINGENCY							\$ 51,986.80
TOTAL PROJECT COSTS							\$ 311,920.80

Lake Marion Trail Extension

WSB Project: Lake Marion Trail Extension
 Project Location: LAKEVILLE, MN
 City Project No:
 WSB Project No: 1715-840
 Date: 1/26/2012

North of Katrine Ct

TAB	SHEET No.	Item Number	Description	Unit	Unit Price	Project Total	
						Estimated Quantity	Estimated Cost
		2021.501	MOBILIZATION	LUMP SUM	\$6,430.00	1.00	\$6,430.00
		2101.502	CLEARING	TREE	\$75.00	3.00	\$225.00
		2101.507	GRUBBING	TREE	\$75.00	3.00	\$225.00
		2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00	10.00	\$20.00
		2104.509	SALVAGE & REINSTALL SIGN TYPE C	EACH	\$150.00	8.00	\$1,200.00
		2104.513	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$3.00	20.00	\$60.00
		2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00	700.00	\$4,900.00
		2105.507	SUBGRADE EXCAVATION	CU YD	\$7.00	450.00	\$3,150.00
		2105.522	GRANULAR BORROW	CU YD	\$9.00	1010.00	\$9,090.00
		2105.522	SELECT GRANULAR BORROW	CU YD	\$12.00	20.00	\$240.00
		2105.522	TOPSOIL BORROW	CU YD	\$13.00	50.00	\$650.00
		2105.601	WETLAND RESTORATION	SQ FT	\$2.00	2250.00	\$4,500.00
		2411.604	RETAINING WALL	SQ FT	\$30.00	3010.00	\$90,300.00
		2501.511	36" CS PIPE CULVERT	LIN FT	\$53.00	8.00	\$424.00
		2501.515	36" CS PIPE APRON	EACH	\$825.00	2.00	\$1,650.00
		2521.511	2.5" BITUMINOUS WALK	SQ YD	\$14.00	1425.00	\$19,950.00
		2531.602	PEDESTRIAN CURB RAMP - SPECIAL (TRUNCATED DOME)	EACH	\$700.00	2.00	\$1,400.00
		2554.521	ANCHORAGE ASSEMBLY-CABLE	EACH	\$1,550.00	2.00	\$3,100.00
		2554.603	INSTALL 3-CABLE GUARDRAIL	LIN FT	\$15.00	602.00	\$9,030.00
		2557.501	WIRE FENCE DESIGN 48-9322	LIN FT	\$12.00	260.00	\$3,120.00
		2563.601	TRAFFIC CONTROL	LUMP SUM	\$2,500.00	1.00	\$2,500.00
		2564.618	SIGN PANELS TYPE C	SQ FT	\$35.00	10.00	\$350.00
		2573.502	SILT FENCE TYPE MACHINE SLICED	LIN FT	\$2.00	1580.00	\$3,160.00
		2573.603	BIOROLL	LIN FT	\$5.00	50.00	\$250.00
		2575.501	SEEDING	ACRE	\$500.00	0.50	\$250.00
		2575.505	SODDING TYPE SALT RESISTANT	SQ YD	\$3.00	1055.00	\$3,165.00
		2575.511	EROSION CONTROL BLANKET	SQ YD	\$1.90	585.00	\$1,111.50
SUB TOTAL CONSTRUCTION COSTS							\$ 170,450.50
20% CONTINGENCY							\$ 34,090.10
TOTAL PROJECT COSTS							\$ 204,540.60

195th Street Trail

WSB Project: Lake Marion Trail Extension
 Project Location: LAKEVILLE, MN
 City Project No:
 WSB Project No: 1715-840
 Date: 1/26/2012

Kenrick Ave. to Lake Marion

TAB	SHEET No.	Item Number	Description	Unit	Unit Price	Project Total	
						Estimated Quantity	Estimated Cost
		2021.501	MOBILIZATION	LUMP SUM	\$20,000.00	1.00	\$20,000.00
		2101.501	CLEARING	TREE	\$75.00	25.00	\$1,875.00
		2101.502	CLEARING	ACRE	\$2,500.00	0.10	\$250.00
		2101.507	GRUBBING	TREE	\$75.00	23.00	\$1,875.00
		2101.508	GRUBBING	ACRE	\$2,500.00	0.10	\$250.00
		2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	\$2.00	75.00	\$150.00
		2104.509	SALVAGE & REINSTALL SIGN TYPE C	EACH	\$150.00	10.00	\$1,500.00
		2104.513	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	\$3.00	8.00	\$24.00
		2105.501	COMMON EXCAVATION (P)	CU YD	\$7.00	840.00	\$5,880.00
		2105.507	SUBGRADE EXCAVATION	CU YD	\$7.00	440.00	\$3,080.00
		2105.522	SELECT GRANULAR BORROW	CU YD	\$12.00	440.00	\$5,280.00
		2105.522	TOPSOIL BORROW	CU YD	\$13.00	670.00	\$8,710.00
		2501.511	18" CS PIPE CULVERT	LIN FT	\$34.00	170.00	\$5,780.00
		2501.515	18" CS PIPE APRON	EACH	\$225.00	4.00	\$900.00
		2521.511	2.5" BITUMINOUS WALK	SQ YD	\$14.00	1510.00	\$21,140.00
		2531.602	PEDESTRIAN CURB RAMP - SPECIAL (TRUNCATED DOME)	EACH	\$700.00	5.00	\$3,500.00
		2563.601	TRAFFIC CONTROL	LUMP SUM	\$2,500.00	1.00	\$2,500.00
		2564.618	SIGN PANELS TYPE C	SQ FT	\$35.00	30.00	\$1,050.00
		2573.502	SILT FENCE TYPE MACHINE SLICED	LIN FT	\$2.00	1815.00	\$3,630.00
		2573.603	BIOROLL	LIN FT	\$5.00	40.00	\$200.00
		2575.501	SEEDING	ACRE	\$500.00	0.40	\$200.00
		2575.511	EROSION CONTROL BLANKET	SQ YD	\$1.90	1950.00	\$3,705.00
SUB TOTAL CONSTRUCTION COSTS							\$ 91,479.00
20% CONTINGENCY							\$ 18,295.80
TOTAL PROJECT COSTS							\$ 109,774.80



February 14, 2012

Karl Keel, Chair
 TAC Funding and Programming Committee
 Metropolitan Council
 390 Robert Street No.
 St. Paul, Minnesota 55101

Re: Amendment to the 2012-2015 Transportation Improvement Program (TIP) for the Twin Cities
 Metropolitan Area
 Lake Marion Trail Extension
 S.P. 188-118-004

Dear Mr. Keel:

Please amend the 2012–2015 Transportation Improvement Program (TIP) to revise the Scope for the above referenced project programmed for Fiscal Year 2012. The project is being submitted with the following information:

PROJECT IDENTIFICATION:

STIP SEQ#	STATE FISCAL YEAR	A T P	D I S T	ROUTE SYSTEM	PROJECT NUMBER (S.P. #) (Fed # if available)	AGENCY	DESCRIPTION include location, description of all work, & city (if applicable)	MILES
	2012	M	M	Ped/Bike	188-118-004	City of Lakeville	On Kenrick Ave between 185 th St and 205 th St, along 195 th St from Kenrick Ave and Caspersen Park	2.1

PROG	TYPE OF WORK	PROP FUNDS	TOTAL \$	FHWA \$	AC \$	FTA \$	TH \$	OTHER \$
EN	Construction		\$1,033,000	\$826,400	0	0	0	\$206,000 (City and County)

City of Lakeville • 20195 Holyoke Ave. • Lakeville, MN 55044
 952-985-4400 • fax 952-985-4499 • www.lakevillemn.gov

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in STIP).

The City has requested a Scope Change through the Metropolitan Council, Transportation Advisory Board, Funding and Programming Committee.

A portion of a 60 acre parcel of land adjacent to Lake Marion (Burry Bluffs) was identified by the City of Lakeville and Dakota County as an important link in the local and regional trail system. This area was originally to be included in the proposed Transportation Enhancement project for both right of way acquisition and trail construction. However, due to renewed mining activity, an unwilling property owner and the fact that the area is not ready for development; this part of the project has been postponed until such time as the area is ready for development. Once this gravel mining operations is completed and the area is ready for development, the City and County will work with the property owner to ensure that the planned regional trail connection along the bluff is completed.

In order to insure that the proposed project maintains the local and regional connections the proposed 195th Street trail alignment has been included in the project to replace the Burry Bluffs tail alignment. This connection provides a better linkage to the Ritter Farm Park and Ed Mako Environmental Learning Center on the west side of I-35 using the in-place 195th Street bridge.

The proposed re-scoped project will continue to address these primary needs:

1. It will provide a north-south link in the City’s trail system west of Lake Marion connecting residential areas to the south along 205th Street with a park-and-ride lot, a commercial center and other destinations along the 185th Street trail system to the north.
2. It will provide an important link within Dakota County’s regional trail network by providing a trail segment connecting the proposed trail along Kenrick Avenue north of 205th Street to an existing trail system adjacent to Lake Marion which currently terminates just south of 195th Street.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money (indicate type here) _____
- Anticipated Advance Construction _____
- ATP or MPO or Mn/DOT Adjustment of other projects _____
- Earmark or HPP federal funds outside the ATP target _____
- Other * _____ **X**

* The amount of funding being requested with the Scope Change is less than originally requested. Therefore, Fiscal Constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted on January 14, 2009, with FHWA/FTA conformity determination established on September 16, 2009. The amendment is also consistent with the 2030 Policy Plan update adopted by the Metropolitan Council on November 10, 2010 with FHWA/FTA conformity determination established on February 23, 2011.

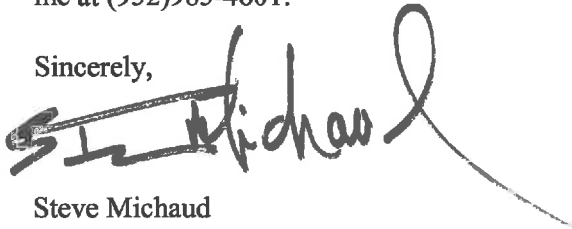
AIR QUALITY CONFORMITY:

- Subject to conformity determination_____
- Exempt from regional level analysis* X
- Exempt from project level analysis* X
- Exempt by virtue of interagency consultation*_____
- N/A (not in a nonattainment or maintenance area)....._____

*Exempt Project Category #AQ2- Bicycle and Pedestrian Facilities
Per Section 93.126 of the Conformity Rules

We are requesting approval of this TIP amendment at this time. If you have any questions, please contact me at (952)985-4601.

Sincerely,


 A handwritten signature in black ink that reads "Steve Michaud". The signature is written in a cursive style with a long, sweeping tail that extends to the right.

Steve Michaud
Parks & Recreation Director

cc: Jon P. Solberg, MnDOT Metro Program Management
Cindy Krumsieg, MnDOT Metro Program Management

Federal Transportation Enhancement Fund Application

INSTRUCTIONS: Complete and return completed application to Kevin Roggenbuck, Transportation Coordinator, Transportation Advisory Board, 390 North Robert St., St. Paul, Minnesota 55101. (651) 602-1728. Form 1 needs to be filled out electronically. Please go to Metropolitan Council's website for instructions. Applications must be received by 5:00 PM or postmarked on June 15, 2009. *Be sure to complete and attach the Project Information form. (Form 2)	Office Use Only
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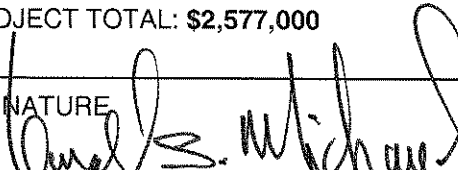
I. GENERAL INFORMATION

1. APPLICANT: City of Lakeville			
2. JURISDICTIONAL AGENCY (IF DIFFERENT):			
3. MAILING ADDRESS: 20195 Holyoke Avenue			
CITY: Lakeville	STATE: MN	ZIP CODE: 55044	4. COUNTY: Dakota
5. CONTACT PERSON: Gerald S. Michaud	TITLE: Parks & Recreation Director		PHONE NO. (952) 985-4601
CONTACT E-MAIL ADDRESS: smichaud@lakevillemn.gov			

II. PROJECT INFORMATION

6. PROJECT NAME: Lake Marion Area Trail Extensions and Right-of-Way Acquisition
7. BRIEF PROJECT DESCRIPTION for database (Include location, road name, type of improvement, etc... A more complete description must be submitted later in the application): The City of Lakeville proposes to improve the trail and park system west of Lake Marion, which is an important local and regional recreational destination. The project will have three components: a) construct an 8-foot multi-purpose trail adjacent to Kenrick Avenue between 185th Street and 205th Street; b) purchase 14 acres (six additional acres to be secured through park dedication) for a park and trail area in a scenic bluff location overlooking the northwest portion of Lake Marion; c) construct a 10-foot multi-use trail through the purchased bluff area to be part of a Dakota County regional greenway. The overall project will have important transportation benefits, linking existing and developing residential areas, a commercial center, a transit park-and-ride facility, important park areas, and other destinations. It will have general trail connectivity benefits by providing a north-south link between trail systems along 185th Street and 205th Street, respectively. It will provide an important link in a regional greenway that Dakota County is developing.
8. TE PROJECT CATEGORY – Check only one project grouping in which you wish your project to be considered (see p. 85). <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Bicycle/Pedestrian <input type="checkbox"/> Streetscape <input type="checkbox"/> Historic/Archaeological

III. PROJECT FUNDING

9 Are you applying for funds from another source(s) to implement this project? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
If yes, please identify the source(s): The City is attempting to secure funds through various programs to contribute to City's portion of the local match for Bury Bluffs property acquisition: DNR Remediation Fund; DNR Metro Greenways; DNR Natural and Scenic Area Program; Dakota County Farmland and Natural Resources; Legislative-Citizen Commission on MN Resources	
10. FEDERAL AMOUNT: \$1,000,000	13. SOURCE OF MATCH FUNDS: City of Lakeville, Dakota County
11. MATCH AMOUNT: \$1,577,000	14. MATCH % OF PROJECT TOTAL: 61
12. PROJECT TOTAL: \$2,577,000	15. PROGRAM YEAR: <input checked="" type="checkbox"/> 2013 <input type="checkbox"/> 2014
16. SIGNATURE 	17. TITLE: Parks and Recreation Director

TRANSPORTATION ENHANCEMENTS PROJECTS – PROJECT DESCRIPTION

Please provide the following general information about your proposal. Failure to provide this information will result in the application being disqualified.

Provide a map of the project location within the context of its city and county.

Describe the opportunity that the proposed project is taking advantage of or the nature of the problem that it aims to address:

Response: *For reference, **Figure 1** provides a project location map. **Figure 2** provides a project map. **Figure 3** provides the proposed improvements within the context of surrounding features.*

The City of Lakeville is growing community in the south metro area with a population of over 53,000. The City has the continuing goal of upgrading and expanding its trail system to meet the needs of a growing population. Lake Marion and the major public recreation areas/facilities around it have long been important local and regional destinations.

*There currently is a gap in the trail network in this part of Lakeville (please refer to a map of existing trail facilities included in **Attachment A**). There is an east-west trail adjacent to 185th Street (with a short extension down Kenrick Avenue), and another east-west trail adjacent to 205th Street, with no direct north-south linkage between these systems west of Lake Marion. There is a large and growing population base along and south of 205th Street, and there is a regional commercial center north of 185th Street (see **Figure 3**). In addition, there is a transit park-and-ride facility south of 185th Street and west of Kenrick Avenue.*

*There is a 60 acre parcel of land which contains a spent gravel pit generally bounded by Kenrick Avenue to the west, 195th Street to the south, and Lake Marion to the east and north. Now that the gravel mining operations have ceased, the parcel is available for redevelopment. The City wishes to preserve the easterly portion of this parcel as a natural/park area (the “Bury Bluffs” area, see **Figure 3**). This area can also provide the route for extending an existing trail system which is adjacent to the south/west shores of Marion Lake but which currently terminates just south of 195th Street.*

The City of Lakeville has been planning a complete trail loop around Lake Marion for a number of years. However, a gap remains in the western portion of the lake area. Additionally, Dakota County has a planned greenway that would ultimately provide linkage to regional trail systems connecting the Minnesota River Greenway Corridor and the Vermillion River Greenway via the park resources such as Cleary Lake Regional Park, Murphy-Hanrehan Regional Park, Ritter Farm Park and Casperson Park. A trail segment through the Bury Bluffs area referenced above would represent an important link in the development of this County greenway.

The proposed project will address three primary needs:

- 1. It will provide a north-south link in the City’s trail system west of Lake Marion connecting residential areas to the south along 205th Street with a park-and-ride lot, a commercial center and other destinations along the 185th Street trail system to the north.*

2. *It will preserve 20 acres of natural/park area in a scenic bluffs location overlooking Lake Marion north of 195th Street. This includes the permanent preservation and management of 3,300 feet of Lake Marion shoreline.*
3. *It will provide an important link within Dakota County's regional trail network by providing a trail segment in the bluffs area connecting the proposed trail along Kenrick Avenue north of 195th Street to an existing trail system adjacent to Lake Marion which currently terminates just south of 195th Street.*

This project has a significant safety issue. Currently, pedestrians from the area traveling to or from the recreational areas, the park-and-ride facility at Kenrick Avenue and Kenrick Loop, or the commercial areas adjacent to 185th Street, are walking or biking on the existing roadway or narrow shoulder. The speed limit on Kenrick Avenue is currently 50 mph.

*The proposed Kenrick Avenue trail segment is identified on the City's 2030 Park, Trails & Open Space Plan (please refer to **Figure 4**). This is part of the 2030 Lakeville Comprehensive Plan adopted by the City Council and submitted to the Metropolitan Council. Also identified on this plan is a trail greenway and community park search area through the Bury Bluffs area north of 195th Street. The Dakota County Parks, Lakes, Trails and Greenways Vision, 2030 (Included in **Attachment A**) shows a planned Regional Greenway along the westerly shore of Lake Marion. This Greenway alignment includes a segment through the Bury Bluff area as described above.*

Provide a description (no more than one page) of the project.

Response:

*Please refer to **Figure 2** and **Figure 3** when reviewing the information provided below.*

Kenrick Avenue trail construction: The new trail portion of the project would be along the east side of Kenrick Avenue within roadway right-of-way. It will be an 8-foot bituminous trail. It will connect to a short extension off of an east-west trail along the south side of 185th Street, and to an east-west trail on the south side of 205th Street. The total length of this new trail element is approximately 1.9 miles. Estimated eligible costs: \$300,000 (trail only)

Other necessary and eligible project features include the following:

- *Retaining walls adjacent to Lake Marion and the adjoining wetland areas to limit impacts. Estimated eligible costs: \$108,000*
- *Guardrail adjacent to Kenrick Avenue to protect trail users from high-speed traffic. Estimated eligible costs: \$42,000*
- *A 54-foot metal pedestrian bridge across the existing Lake Marion channel under Kenrick Avenue and I-35. Estimated eligible costs: \$67,000*

Bury Bluffs right-of-way acquisition: The City proposes to purchase right-of-way in the Bury Bluffs area. Approximately 20 acres (total) would be acquired, which includes approximately 3,300 feet of Lake Marion shoreline. Most of the shoreline rises sharply to a plateau that meets DNR bluffs criteria. Purchase of the shoreline and adjacent bluff will protect Lake Marion from impending development and the adverse affects of I-35W. This area would provide permanent vistas from the bluff of Lake Marion and beautiful views of the bluffs from the lakeside. Estimated eligible costs (includes 14 acres; 6 acres anticipated to be secured through park dedication requirements): \$1,900,000.

Bury Bluffs trail construction: A 10-foot trail will be constructed linking the proposed Kenrick Avenue trail with the existing public trail along Lake Marion which currently terminates just south of 195th Street. This will serve as a link in the County's Regional Greenway. The length of this segment is approximately 3,200 feet. Estimated eligible costs: \$160,000

The total eligible costs are summarized below:

<i>Kenrick Avenue Trail:</i>	<i>\$ 517,000</i>
<i>Bury Bluffs R/W:</i>	<i>\$1,900,000</i>
<i>Bury Bluffs Trail:</i>	<i><u>\$ 160,000</u></i>
<i>TOTAL</i>	<i>\$2,577,000</i>

The City is requesting a TE grant of \$1,000,000. The remaining local match will be provided as follows:

<i>Dakota County:</i>	<i>\$ 94,000</i>
<i>City of Lakeville:</i>	<i><u>\$1,483,000</u></i>
<i>Total Local Match</i>	<i>\$1,577,000</i>

TE PROJECTS - PRIORITIZING CRITERIA

Transportation Enhancements Category Criteria (800 points)

Each qualified project will be scored under five common category criteria within its TE project group: urgency; impact; relationship between TE categories; and relationship to intermodal/multimodal transportation; and implementation of the Development Framework. This will allow projects to be scored under these criteria relatively equally across the different categories while addressing the particular attributes of the project type. An explanation of each of the four common category criteria and reasons for their inclusion follows:

1. **Urgency/Significance.** This criterion measures how critical or time-sensitive the problem is that is being addressed by a regionally significant project. Examples might include seizing a timely opportunity to preserve a scarce or endangered resource or addressing a critical need.
2. **Impact.** This criterion quantifies the benefit from the project, without specifically relating it to how the larger public will benefit (that calculation will be made in part 2. of the general/integrative criteria).
3. **Relationship between Categories.** This criterion is being presented under the assumption that the region recognizes that there is a value in having projects that provide more than one of the eligible TE activities. Examples might include the reconstruction of a bicycle/pedestrian trail leading to a historic transportation structure.
4. **Relationship to Intermodal/Multimodal Transportation System.** This criterion measures how the proposed project clearly and credibly relates to the surface transportation system. Surface transportation is defined to include all modes of travel with the exception of aviation and military transportation. Federal TE guidance states that proximity to a transportation facility alone is not sufficient to establish a relationship.
5. **Development Framework.** This criterion measures how the proposed project relates to the goals for land use development, resource protection and transportation described in the 2030 Regional Development Framework and 2030 Transportation Policy Plan.

▪ **Bicycle and Pedestrian Pathway Group (Qualifying Activities 1, 2, and 8)**

1. **Urgency/Significance (250 points).** Discuss how the project proposes or addresses each of the following:

- Takes advantage of a time-sensitive opportunity, e.g., a willing landowner, cost savings, affiliation with another project, competing development opportunities

RESPONSE: *For the right-of-way acquisition portion of the project, securing the property at this point in time will provide permanent protection for several DNR qualified bluff areas, upland forest, quality upland natural areas, and existing flora and fauna. It will secure this area for future trail development. Securing this land now will protect the land against competing development opportunities. Now that the quarry directly to the west of the proposed acquisition area has been completely mined, this is an attractive area for development.*

- Addresses a significant opportunity, un-met need or problem as relates to the development of an integrated bicycle or pedestrian transportation network; or providing a safe/enjoyable bicycle or pedestrian route.

RESPONSE: *For reference, **Figure 2** provides a project map. **Figure 3** provides the proposed improvements within the context of surrounding features. There are many origins and*

destinations for non-motorized transportation in the project area. These are listed in detail in the “high demand” response, below.

The City of Lakeville is growing community in the south metro area with a population of over 53,000. The City has the continuing goal of upgrading and expanding its trail system to meet the needs of a growing population. Lake Marion and the major public recreation areas/facilities around it have long been important local and regional destinations.

*There currently is a gap in the trail network in this part of Lakeville. A map depicting existing trail facilities is included in **Attachment A**. There is an east-west trail adjacent to 185th Street (with a short extension down Kenrick Avenue), and another east-west trail adjacent to 205th Street, with no direct north-south linkage between these trail systems west of Lake Marion. There is large and growing population base along and south of 205th Street, and there is a regional commercial center north of 185th Street (see **Figure 3**). In addition, there is a transit park-and-ride facility south of 185th Street and west of Kenrick Avenue.*

*There is a 60 acre parcel of land which contains a spent gravel pit generally bounded by Kenrick Avenue to the west, 195th Street to the south, and Lake Marion to the east and north. Now that the gravel mining operations have ceased, the parcel is available for redevelopment. The City wishes to preserve the easterly portion of this parcel as a natural/park area (the “Bury Bluffs” area, see **Figure 3**). This area can also provide the route for extending an existing public trail which is adjacent to the south/west shores of Lake Marion but which currently terminates just south of 195th Street.*

*The City of Lakeville has been planning a complete trail loop around Lake Marion for a number of years (please refer to **Figure 4**). However, a gap remains in the western portion of the lake area. Additionally, Dakota County has a planned greenway that would ultimately provide linkage to regional trail systems connecting the Minnesota River Greenway Corridor and the Vermillion River Greenway via park resources such as Cleary Lake Regional Park, Murphy-Hanrehan Regional Park, Ritter Farm Park and Casperson Park (please refer to Dakota County information in **Attachment A**). A trail segment through the Bury Bluffs area referenced above would represent an important link in the development of this County greenway.*

The proposed project will address three primary needs:

- *It will provide a north-south link in the City’s trail system west of Lake Marion connecting residential areas to the south along 205th Street with a park-and-ride lot, a commercial center and other destinations along the 185th Street trail system to the north.*
- *It will preserve 20 acres of natural/park area in a scenic bluffs location overlooking Lake Marion north of 195th Street. This includes the preservation and management of 3,300 feet of Lake Marion shoreline.*
- *It will provide an important link within Dakota County’s regional trail network by providing a trail segment in the bluffs area connecting the proposed trail along Kenrick Avenue north of 195th Street to an existing trail system adjacent to Lake Marion which currently terminates just south of 195th Street.*

There is a safety need in the project area as well. Currently, those in the project area who wish to walk or bike to or from the recreational areas associated with the Lake Marion Basin, the Metro Transit Park and Ride Lot off of Kenrick Avenue south of 185th Street, or the commercial areas along 185th Street need to use the existing Kenrick Avenue roadway or its narrow shoulder. Kenrick Avenue is an “A” minor arterial roadway (reliever) with a posted speed limit of 50 miles

per hour. The proposed project will separate non-motorized travelers from motorized traffic in the project area.

Impact (250 points). Discuss how the project addresses each element below (respond as appropriate to A. or B., not both):

A. Bike/Ped Infrastructure (QA #1, and QA #8):

- Fills gaps, overcomes barriers, connects system segments and/or otherwise seizes on a significant opportunity in pedestrian/bicycle network. **The applicant should provide a map showing the location of the project within the context of an existing and planned bicycle or pedestrian network.** If the project is removing a barrier, the applicant should demonstrate the magnitude of the barrier (number of lanes, average daily traffic, posted speed, etc.) and how the proposed project will improve travel across that barrier.

RESPONSE: *Lakeville's 2030 Parks, Trails & Open Space System Plan is included as Figure 4. As stated previously, the City has been planning and implementing a trail loop entirely around the 500-acre Lake Marion basin for a number of years. The proposed project will close this loop. As described previously, the Lake Marion basin has many attributes and facilities and has an important regional as well as local draw of recreational users. The proposed project will also provide a north-south link connecting east-west trails along 185th Street and 205th Street, respectively. This linkage will significantly enhance non-motorized access to and from residential areas, commercial areas, park/recreation areas, and a transit park-and-ride facility.*

The proposed trail through the Bury Bluffs area would represent an important segment of a greenway that Dakota County is developing (please refer to Dakota County information in Attachment A).

- Project provides a high-demand facility or program. Relative levels of demand will be determined using population density and connections to significant travel attractors. Metropolitan Council staff will determine population density using 2000 residential population within one mile of the project. The applicant should also list below significant destinations that are near the facility or that the facility provides close connections to. Destinations can be recreation areas such as parks, beaches, rivers, lakes, etc; or commercial or mixed-use districts, major employment areas or other major cultural destinations.

RESPONSE: *The proposed project will enhance access between many important trip origins and destinations for non-motorized travel, including the following:*

- *Kenrick Avenue park and ride Lot (express transit service)*
- *The 185th Street trail system connecting to parks and trails to the west – this system extends all the way to Prior Lake along Scott CSAH 21; to the east it connects with a trail adjacent to Kenwood Trail (CSAH 50/5) which extends from the northwest border of Lakeville all the way into the downtown area*
- *The 205th Street trail system that can be used to access Lakeville 21 Theatre to the west and connects directly into Lakeville's downtown area to the east*
- *Residential areas north of 185th Street to south of 205th Street*
- *Commercial center adjacent to 185th Street (Super Target)*
- *Lakeville 21 Theatre*
- *Casperson Park – 46 Acres adjacent to Lake Marion south of 195th Street*
- *West Lake Marion Community Park – 32 acres adjacent to Lake Marion, south of Caspersen Park*

- Ritter Farm Park and Ed Mako Environmental Learning Center – 360 acres just west of I-35W and north of 195th Street
 - I-35W public fishing pier off Kenrick Avenue at Lake Marion
- Addresses safety concerns. The applicant should describe how the project addresses an identified safety problem.

RESPONSE: *Currently, those walking or biking in the project area who wish to access the recreational areas associated with the Lake Marion Basin, the Metro Transit Park and Ride Lot (off of Kenrick Avenue south of 185th Street), or the commercial areas along 185th Street need to use the existing Kenrick Avenue roadway or its narrow shoulder. This is an “A” minor arterial roadway (reliever) with a posted speed limit of 50 miles per hour. The proposed project will separate motorized from non-motorized traffic in the project area.*

- For Applications for Qualifying Activity #8 only: Who owns the railway corridor property and will there be an agreement to ensure the preservation and protection of the corridor?

RESPONSE: N/A

B. Bike/Ped Programs (QA #2):

- Significantly improves safety/behavior of bicyclists and pedestrians

RESPONSE: N/A

- Increases market share/use of bicycling and walking

RESPONSE: N/A

- Fills gaps in existing programs. Describe the target audience in this program and how they would benefit from these activities or programs.

RESPONSE: N/A

- Provides more than a local benefit. An example of such a program is a bicycle/pedestrian safety program conducted in several school districts.

RESPONSE: N/A

3. **Relationship between Categories (100 points).** Projects will score higher if they provide multiple benefits toward the purpose of the Transportation Enhancements program. Applicants should review the respective category criteria to determine the extent to which the project relates to the other two categories:

- What is the relationship to the Scenic and Environmental group? For example, how does the bike/ped project provide a natural resource enhancement?

RESPONSE: *The right-of-way acquisition element of the proposed project (Bury bluffs) has a strong relationship to the Scenic and Environmental Group. The area proposed to be acquired is approximately 20 acres which includes approximately 3,300 feet of Lake Marion shoreline. Most of the shoreline rises sharply to a plateau that meets DNR bluffs criteria. The entire bluff area offers spectacular views of the Lake Marion basin. This will be a beautiful setting for the trail extension between the proposed trail adjacent to Kenrick Avenue and the existing public trail which terminates just south of 195th Street (see **Figure 3**).*

The Bury Bluffs right-of-way acquisition will provide permanent protection of several DNR qualifying bluff areas, upland forest, quality upland natural areas, and existing flora and fauna. Now that the aggregate mining operation has ceased directly to the west, there will be development pressure for this area, but the proposed acquisition will preserve this natural setting.

- What is the relationship to the Historic and Archaeological group? For example, how does the bike/ped project take advantage of or enhance historic and cultural resources or provide orientation/interpretation to users?

RESPONSE: *The proposed project is not anticipated to have a substantial relationship to the Historic and Archaeological group.*

4. **Relationship to Intermodal/Multimodal Transportation System (100 points).** Discuss how the project will function as a component and/or enhancement of the transportation system:

- How will the bicycle or pedestrian facility benefit the experience of users of the transportation system?

RESPONSE: *The City considers pedestrians and bicyclists important users of the overall transportation system. As has been previously discussed and indicated on **Figure 3**, the proposed project will improve non-motorized linkage between many origins and destinations, including residential areas, a regional commercial center, numerous recreational areas/facilities, a transit park-and-ride facility, Lakeville’s downtown area, and a regional theatre. The proposed project will make non-motorized travelers more safe and comfortable by separating them from vehicular traffic along Kenrick Avenue.*

How will the project benefit multiple modes of transportation? An example of a project that would do this would be a bicycle facility that connects to a transit center or a mixed-use pedestrian-oriented district, or a pedestrian project that is a component of a transit-oriented development.

RESPONSE: *The proposed project will improve non-motorized access to the Metro Transit park-and-ride facility west of Kenrick Avenue and south of 185th Street.*

- How does the facility serve trips that could otherwise be made by motor vehicles?

RESPONSE: *As has been discussed and indicated on **Figure 3**, the proposed project will improve non-motorized linkage between many origins and destinations, including residential areas, a regional commercial center, numerous recreational areas/facilities, a transit park-and-ride facility, and a regional theatre. The proposed project will make non-motorized travelers more safe and comfortable by separating them from vehicular traffic along Kenrick Avenue. With this improved and more comfortable linkage, travelers will be induced to replace motorized trips with non-motorized trips.*

5. **Development Framework (100 points)**

- If the project is a trail project, does it help to connect to or complete the Metropolitan Council’s Regional Trail network? How so? If the project is on part of the Regional Trail system, it must be identified in a Metropolitan Council-approved master plan.

RESPONSE: *The proposed project will provide an important segment through the Bury Bluffs portion of the Lake Marion/Vermillion River Greenway Regional Trail as identified in Dakota County’s 2030 Comprehensive Plan and its 2030 Park System Plan, both of which have been approved by the Metropolitan Council. Please see attached information from those documents in **Attachment A**, and a letter of support for and commitment to the project from Dakota County included as **Attachment B**. The north-south trail component adjacent to Kenrick Avenue connects east-west trail systems at 185th Street (CSAH 60) and 205th Street, respectively. The trail system adjacent to 185th Street extends all the way west to Prior Lake in Scott County (185th Street becomes CSAH 21 in Scott County).*

- Briefly describe how the project implements the Bicycle and Pedestrian Plan in the 2030 Transportation Policy Plan (2009).

RESPONSE: *Policy 18 of the 2030 Transportation Policy Plan reads: “The Council, state and local units of government will support efforts to increase the share of trips made by bicycling and walking and develop and maintain efficient, safe and appealing pedestrian and bicycle transportation systems.” As discussed previously in this application, the proposed project will enhance the access, safety, and network connectivity of local and regional non-motorized facility systems. More specifically:*

- *Met Council Strategy 18a: The proposed project will provide/improve non-motorized access to important destinations including a regional commercial center (Super Target), a regional movie theatre, a transit park-and-ride lot, numerous recreational facilities and areas, and other destinations. The Kenrick Avenue portion of the project will provide a north-south link between two east-west trail systems which provide connection to many destinations, particularly the 185th Street/CSAH 60 trail system which extends all the way west to Prior Lake in Scott County.*
- *Met Council Strategy 18b: The project directly improves non-motorized access to transit.*
- *Met Council Strategy 18c: The proposed project elements are identified on adopted local and regional planning documents.*
- *Met Council Strategy 18d: The proposed project is the result of coordinated planning between the City of Lakeville and Dakota County. The County is providing a significant portion of the local funding match.*
- *Met Council Strategy 18e: The proposed project will result in multi-modal roadway design for Kenrick Avenue. This will include vehicular traffic, multi-use trail within the roadway right-of-way, and a transit stop close to the northern terminus of the proposed project.*
- *Met Council Strategy 18f: The proposed project will include an educational and promotional element. This primarily involves the regional greenway component through the Bury Bluffs area. Signage along the routes will provide direction and safety information for trail users; for the regional greenway component through the Bury Bluffs area, an interpretive kiosk or kiosks will provide fixed educational materials, such as posted informational displays on natural and cultural resources.*

General Criteria (200 points)

Maturity of Project Concept.

200 points

Projects selected through this solicitation will be programmed for construction in 2013 or 2014. That is a fairly long time but it takes several years to complete preliminary engineering, environmental studies and acquire right-of-way. The region must manage the federal funds in each year of the TIP. Projects that are not implemented in their original program year create problems. Proposed projects that have already completed some of the work is a plus. A schedule is important to know what kind of work might be needed. Large projects that need right-of-way require more work than others that do not.

- 0-200 points** Applications involving construction must complete the project implementation schedule found in Appendix K. A detailed schedule of events is expected for all phases of the project. Applications involving non-construction projects must

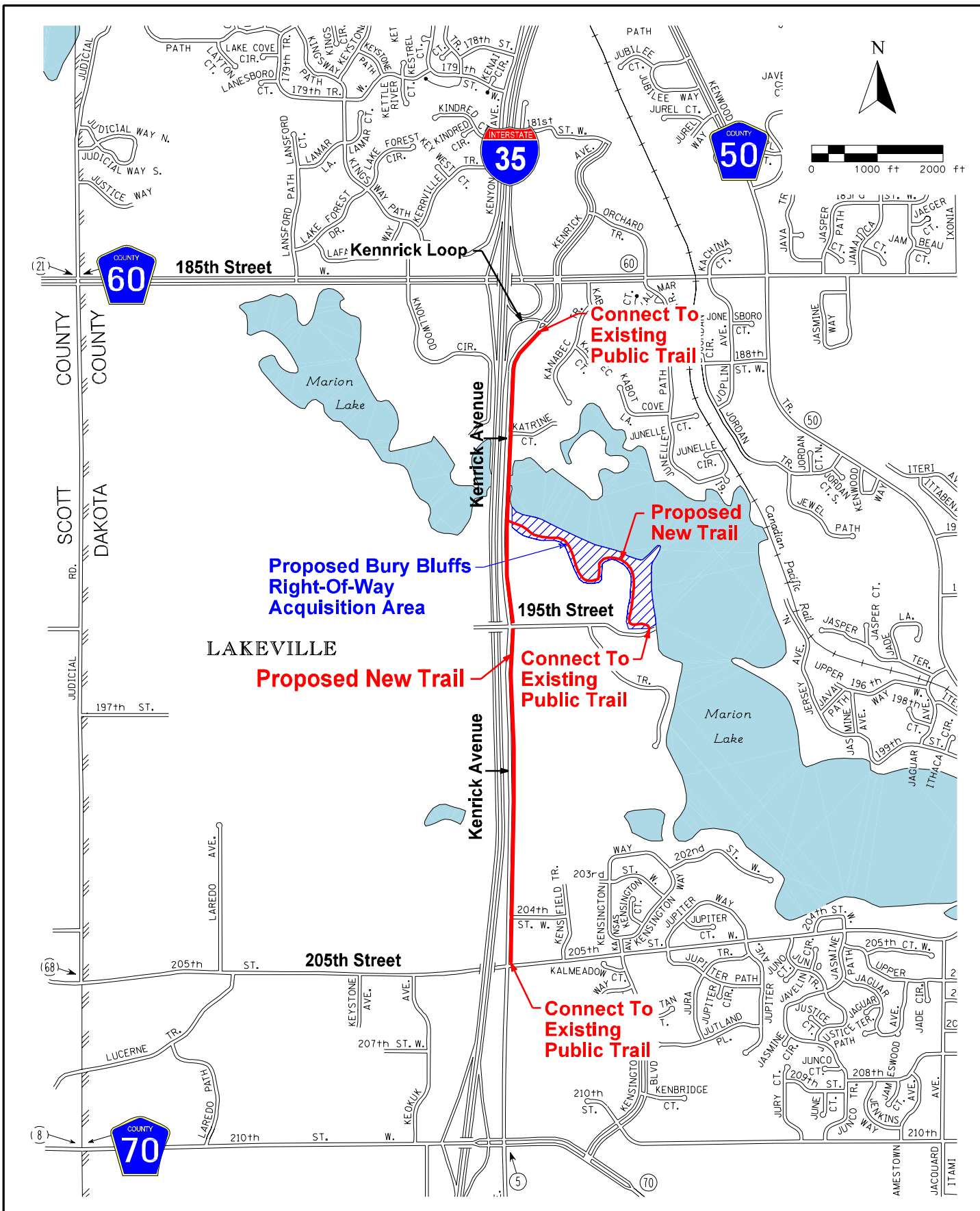
include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

RESPONSE: *Please see attached implementation schedule provided as Attachment C.*

The proposed trail adjacent to Kenrick Avenue will be entirely within roadway right-of-way. The City has performed a Feasibility Study including alternatives analysis for the northerly portion of the Kenrick Avenue trail element (WSB & Associates, Inc., January 2007). There are no known issues associated with this component of the project that would unduly complicate or delay project implementation.

Regarding the Bury Bluffs portion of the project, the City has been in ongoing communication with the property owners. While final land costs have yet to be established, these are willing sellers. Assuming that anticipated grant funding is secured, the City estimates that it will acquire the Bury Bluffs area by 2011.

TOTAL: 1000 POINTS

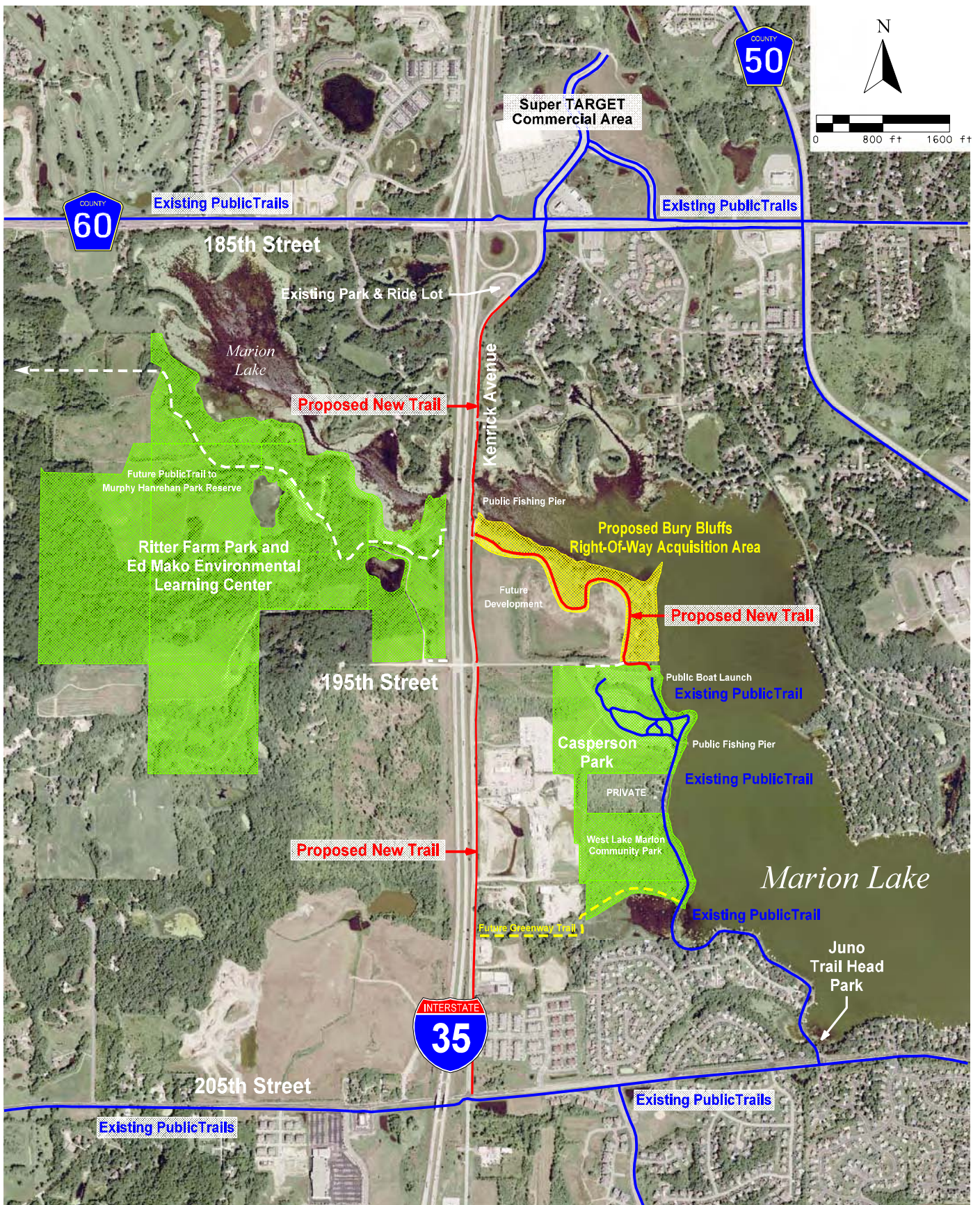


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Kenrick Avenue Trail
 SAFETEA-LU TE Funding Application
 City of Lakeville, Minnesota

Figure 2
Project Map



Date: Printed: 6/3/2009
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Kenrick Avenue Trail
 SAFETE-LU TE Funding Application
 City of Lakeville, Minnesota

Figure 3

Project Context

Transportation Enhancements - Prioritizing Criteria Scores 2009

project no.	type	applicant	project name	federal \$	match \$	prioritizing criteria						
						Cat 1 0-250	Cat 2 0-250	Cat 3 0-100	Cat 4 0-100	Cat 5 0-100	Gen 0-200	Total Points
TE-09-04	BW	Ramsey County	Warner Bridge Pedestrian and Bike Improvements	\$1,000,000	\$2,437,000	160	218	50	68	80	160	736
TE-09-57	BW	Dakota County	Mississippi River Regional Trail Segment	\$1,000,000	\$250,000	155	208	83	60	95	133	734
TE-09-48	SS	City of St. Paul	Central Corridor Streetscape	\$1,000,000	\$17,900,000	130	214	68	40	95	173	720
TE-09-11	BW	City of Anoka	Rum River Regional Trail	\$760,000	\$190,000	123	184	75	65	100	160	707
TE-09-33	BW	Scott County	Trail Along CSAH 101 in Shakopee	\$1,000,000	\$250,000	113	188	85	89	95	120	690
TE-09-17	BW	Minneapolis Park & Rec Board	James I. Rice Parkway Trail Improvements/ Connections	\$800,000	\$20,000	118	150	93	65	95	160	681
TE-09-26	BW	Minnesota Department of Natural Resources	Mill Towns State Trail- Bridge	\$532,000	\$798,000	178	153	73	85	58	133	680
TE-09-02	BW	City of Bloomington	Hyland Trail Corridor	\$519,000	\$129,750	123	174	85	74	63	160	679
TE-09-13	BW	City of Minneapolis	Bridge #9 (MN Bridge #94246) Rehabilitation and Painting	\$1,000,000	\$250,000	115	210	85	49	90	126	675
TE-09-44	SS	City of Minneapolis	Hiawatha LRT Trail Lighting	\$1,000,000	\$250,000	125	170	70	61	95	140	661
TE-09-09	BW	Three Rivers Park District	Luce Line Regional Trail Safe Bridge	\$1,000,000	\$760,000	143	175	55	76	85	120	654
TE-09-14	BW	Minneapolis Park & Rec Board	West River Parkway Trail Improvements	\$925,000	\$231,250	115	129	90	65	95	160	654
TE-09-35	BW	City of Burnsville	Big Rivers Regional Trail - Black Dog Road	\$1,000,000	\$250,000	153	165	65	64	85	120	652
TE-09-08	BW	Three Rivers Park District	Lake Minnetonka LRT Regional Trail Safe Bridge	\$1,000,000	\$1,000,000	133	178	55	64	80	140	650
TE-09-34	BW	Carver County	Southwest Regional Trail Connection	\$436,640	\$108,360	143	183	83	65	83	86	643
TE-09-55	BW	St Paul	Trout Brook Regional Trail Expansion	\$575,000	\$273,750	115	208	50	50	33	186	642
TE-09-23	BW	City of Mendota Heights	Dodd Road (TH 149) and TH 110 Pedestrian Access Improvements	\$492,800	\$123,200	148	153	53	76	65	146	641
TE-09-43	BW	Anoka County	CSAH 14 Pedestrian and Bicycle Grade Separated Crossing	\$258,640	\$64,660	138	158	83	61	88	113	641
TE-09-24	BW	City of Chanhassen	TH 5 and Minnewasha Parkway Trail Underpass	\$1,000,000	\$200,000	145	143	55	64	68	160	635
TE-09-45	SS	City of St. Paul	Western Ave Streetscape	\$1,000,000	\$425,000	135	172	63	46	73	146	635
TE-09-20	BW	City of Lakeville	Lake Marion Area Trail Extension and Right-of-Way Acquisition	\$1,000,000	\$1,577,000	143	172	50	71	73	120	629
TE-09-52	SS	City of Apple Valley and City of Lakeville	Cedar Ave Transitway- Streetscaping and Pedestrian Enhancements	\$1,000,000	\$200,000	108	92	68	68	98	193	627
TE-09-39	BW	City of Anoka and City of Ramsey	Mississippi River Trail	\$380,204	\$129,283	135	160	55	53	68	146	617
TE-09-36	BW	City of St. Francis	CR 81/ Pedestrian Drive Trail Improvements	\$179,128	\$44,782	110	147	55	45	58	200	615
TE-09-15	BW	Minneapolis Park & Rec Board	Cedar Lake Pkwy/Brownie Lake Trail Improvements	\$500,000	\$125,000	108	117	70	59	95	160	609
TE-09-16	BW	Minneapolis Park & Rec Board	Dean Parkway Trail Improvements/ Connections	\$550,000	\$137,500	110	120	65	59	95	160	609
TE-09-28	BW	City of Hanover	Hanover Bicycle and Pedestrian Trail	\$207,917	\$51,979	150	165	63	69	38	120	605

Transportation Enhancements - Prioritizing Criteria Scores 2009

project no.	type	applicant	project name	federal \$	match \$	prioritizing criteria						
						Cat 1 0-250	Cat 2 0-250	Cat 3 0-100	Cat 4 0-100	Cat 5 0-100	Gen 0-200	Total Points
TE-09-30	BW	Washington County	Hardwood Creek Regional Trail Extension	\$600,000	\$150,000	153	157	38	76	85	93	602
TE-09-53	HP	City of Minneapolis	10th Ave SE Bridge Concrete Arch (MnDOT Bridge #2796) Rehabilitation	\$1,000,000	\$2,100,000	120	119	90	61	85	120	595
TE-09-47	SS	City of St. Paul	Raymond Avenue Pedestrian Streetscape Improvements Phase II	\$1,000,000	\$425,000	110	139	78	35	85	146	593
TE-09-25	BW	City of Inver Grove Heights	Mississippi River Regional Trailhead at Heritage Village Riverfront Park	\$960,000	\$240,000	130	129	75	59	33	160	586
TE-09-46	SS	City of St. Paul	Raymond Avenue Pedestrian Streetscape Improvements Phase I	\$1,000,000	\$250,000	108	134	60	44	90	146	582
TE-09-40	BW	City of Cottage Grove	CSAH 22 Pedestrian Underpass	\$1,000,000	\$200,000	160	160	30	51	53	120	574
TE-09-05	BW	Ramsey County Parks and Rec Dept	Rice Creek North Regional Trail Extension	\$1,000,000	\$250,000	95	185	73	70	28	120	571
TE-09-27	BW	City of the Village of Minnetonka Beach	CSAH 15 Pedestrian/ Bicycle Bridge	\$1,000,000	\$572,000	150	110	35	61	75	140	571
TE-09-51	SS	Dakota County	Oakdale Avenue Streetscaping and Pedestrian Improvement	\$832,000	\$208,000	113	175	83	61	58	73	563
TE-09-03	BW	City of Bloomington	Intercity Trail- Bloomington Segment	\$840,000	\$210,000	143	115	68	76	73	86	561
TE-09-56	BW	Dakota County	Lebanon Hills Regional Connector Trail	\$960,000	\$240,000	100	167	43	60	58	133	561
TE-09-10	BW	City of Mounds View	CSAH 10 Trail Connection	\$600,000	\$150,000	120	158	28	61	53	133	553
TE-09-21	BW	City of Rosemount	TH 3 Pedestrian Underpass	\$679,000	\$170,000	128	153	13	60	68	113	535
TE-09-49	SS	City of St. Paul	Lower Payne Avenue Streetscaping	\$1,000,000	\$425,000	95	148	56	36	63	120	518
TE-09-32	BW	City of Waconia	TH 5 Pedestrian Underpass Project	\$432,000	\$108,000	100	175	13	43	53	133	517
TE-09-18	BW	Cit of Norwood Young America	TH 212/ Morse St Pedestrian Bridge	\$560,000	\$140,000	143	148	18	45	28	133	515
TE-09-50	SS	City of Rosemount	TH 3 Aesthetic and Trail Improvements	\$276,000	\$69,000	95	169	40	50	48	100	502
TE-09-12	BW	City of Minneapolis	Minneapolis Parkway Pedestrian and Bicycle Lighting System	\$1,000,000	\$200,000	88	89	28	64	75	146	490
TE-09-29	BW	Washington County	CSAH 24 (Osgood Ave) Pedestrian Tunnel	\$320,000	\$80,000	93	79	48	53	48	140	461
TE-09-07	BW	MVTA	Cedar Grove Transit Station Pedestrian Trail	\$1,000,000	\$345,000	98	59	8	39	63	186	453
TE-09-42	BW	City of Golden Valley	Douglas Drive Sidewalk Reconstruction	\$808,800	\$202,200	123	128	0	40	53	106	450
TE-09-19	BW	City of Circle Pines	Lake Drive Non-Motorized Improvements	\$474,000	\$119,000	90	143	8	55	38	113	447
TE-09-06	BW	MVTA	Bicycle Users Facilities	\$359,200	\$89,800	75	138	13	41	53	113	433
TE-09-22	BW	City of Rosemount	Non-Motorized Railroad Crossings	\$364,000	\$91,000	75	133	13	54	33	113	421
TE-09-38	BW	City of Maple Plain	Maple Plain Trail Segments #1 & #2	\$150,000	\$100,000	90	102	35	41	43	106	417
TE-09-41	BW	City of Rogers	CSAH 144 Trail Extension	\$592,640	\$333,360	140	102	8	28	28	106	412

Transportation Enhancements - Prioritizing Criteria Scores 2009

project no.	type	applicant	project name	federal \$	match \$	prioritizing criteria						
						Cat 1 0-250	Cat 2 0-250	Cat 3 0-100	Cat 4 0-100	Cat 5 0-100	Gen 0-200	Total Points
TE-09-31	BW	City of Ham Lake	Ham Lake Bike Improvements	\$472,320	\$118,080	55	110	20	33	28	160	406
TE-09-37	BW	City of Independence	Independence and Maple Plain Joint Boardwalk Project	\$1,000,000	\$200,000	85	94	48	0	50	113	390
Disqualified	SE	Grey Cloud Island Township	Add flow through culvert to 1st fill	\$0	\$0	0	0	0	0	0	0	0
Disqualified	BW	St Paul	Trout Brook Regional Trail Trailhead Acquisition	\$0	\$0	0	0	0	0	0	0	0
TOTAL FEDERAL FUNDS				\$39,396,289	\$33,524,954							

Cat 1	Urgency
Cat 2	Impact
Cat 3	Relationship Between Categories
Cat 4	Relationship to Intermodal Transportation
Cat 5	Development Framework
Gen	Maturity of Project Concept