

Committee Report

Item: 2012-104

Consent

T Transportation Committee
For the Metropolitan Council meeting of April 11, 2012

ADVISORY INFORMATION

Date Prepared: April 2, 2012

Subject: 2012-2015 TIP Amendment Request to reflect cost adjustment for
Lakeville SP#188-118-004: Lake Marion Trail Extension (TAB Action
2012-12)

Proposed Action:

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2012-2015 Transportation Improvement Program (TIP) to reflect cost adjustment for Lakeville SP#188-118-004: Lake Marion Trail Extension.

Summary of Committee Discussion / Questions:

This item was approved as part of the Consent Agenda at the Transportation Committee.

Motion by Commers, seconded by Munt and passed.

T Transportation Committee

Item: 2012-104
Consent**Meeting date: March 26, 2012****Council meeting date: April 11, 2012**

ADVISORY INFORMATION

Date: March 21, 2012
 Subject: 2012-2015 TIP Amendment Request to reflect cost adjustment for Lakeville SP#188-118-004: Lake Marion Trail Extension (TAB Action 2012-12)
 District(s), Member(s): Wulff - 16
 Policy/Legal Reference: TAB Action
 Staff Prepared/Presented: Arlene McCarthy, Director (651-602-1754)
 Amy Vennewitz, Dep. Dir. Finance & Planning (651-602-1058)
 Kevin Roggenbuck, TAB Coordinator (651-602-1728)
 James Andrew, Senior Planner (651-602-1721)
 Division/Department: Metropolitan Transportation Services

Proposed Action

That the Metropolitan Council concur with the Transportation Advisory Board (TAB) action to amend the 2012-2015 Transportation Improvement Program (TIP) to reflect cost adjustment for Lakeville SP#188-118-004: Lake Marion Trail Extension.

Background

This amendment is needed to change the project description and funding amounts for this trail project. The change in scope removes the right-of-way acquisition along Lake Marion for a scenic overlook and trail connection to a trail along the lake and instead completes the trail connection adjacent to 195th Street from Kenrick Ave to the existing trail along Lake Marion. The change in scope was necessary because right-of-way acquisition is not feasible at this time due to continued mining operations on that land. The scope change, approved by TAB, reduces the project cost from \$2,577,000 (\$1,000,000 federal) to \$1,033,000 (\$826,400 federal).

| Project Description | Federal (Transportation Enhancements) Funds | Local Match (City of Lakeville) |
|---|---|---------------------------------|
| SP#188-118-004: Lake Marion Trail Extension | \$826,400 | \$206,600 |

Rationale

The Transportation Advisory Board approves formal amendments to the Transportation Improvement Program. The Metropolitan Council concurs with the action of the TAB. This project and the amendment is exempt from air quality conformity analysis, is consistent with the Transportation Policy Plan and does not affect fiscal constraint as it reduces programmed Transportation Enhancements funds for this project.

Funding

This project was selected to receive federal Transportation Enhancements funds from the 2009 Regional Solicitation administered by the Transportation Advisory Board. The local match is provided by the City of Lakeville.

Known Support / Opposition

There was no opposition expressed on this TIP amendment. The amendment is supported by the city of Lakeville.

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

Bill Hargis
Chair

March 22, 2012

County Commissioners

Andy Westerberg
Anoka County

Randy Maluchnik
Carver County

Paul Krause
Dakota County

Jan Callison
Hennepin County

Tony Bennett
Ramsey County

Jon Ulrich
Scott County

Dennis Hegberg
Washington County

Municipal Officials

Dick Swanson
Blaine City Council

Bethany Tjornhom
Chanhassen City Council

Julia Whalen
Champlin City Council

James Hovland
Mayor of Edina

Becky Petryk
Hugo City Council

Will Rossbach
Mayor of Maplewood

Robert Lilligren
Minneapolis City Council

Steven Gallagher
Newport City Council

Sue Sanger
St. Louis Park City Council

Russ Stark
St. Paul City Council

Citizen Members - Precinct

Gerry Butcher - A
Thomas Heffelfinger - B

Jennifer Janovy - C
Kenya McKnight - D

Ashraf Siddiqui - E
Bill Hargis - F

Margaret Donahoe - G
Karl Drotning - H

Agency Representatives

Adam Duininck
Metropolitan Council

Scott McBride
Minnesota DOT

Lisa Peilen
M.A.C.

David Thornton
M.P.C.A.

Modal Representatives

Aaron Isaacs
Transit

David Van Hattum
Transit

Ron Have
Freight

Ethan Fawley
Non-motorized

Susan Haigh, Chair
Metropolitan Council
390 Robert Street No.
St. Paul, MN 55101

Ms. Haigh,

On March 21, 2012 the Transportation Advisory Board voted to amend the 2012-2015 Transportation Improvement Program to include the revised project scope and cost for SP#188-118-004: Lake Marion Trail Extension and Right of Way Acquisition.

This project received funding in the 2007 regional solicitation through the Transportation Enhancements program. The original project included right-of-way acquisition along Marion Lake for a scenic overlook 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 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%).

The TAB forwards the TIP amendment action to the Metropolitan Council for concurrence along with additional information described in TAB action transmittal 2012-12.

Sincerely,



for  Bill Hargis,
Chair

kjr/kjr

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-12

DATE: March 22, 2012
TO: Metropolitan Council
FROM: Transportation Advisory Board
SUBJECT: Scope Change Request and 2012-2015 TIP Amendment for Lakeville SP#188-118-004: Lake Marion Trail Extension and Right of Way Acquisition

MOTION: The TAB approved a scope change request for Lakeville SP#188-118-004: Lake Marion Trail Extension and Right of Way Acquisition, and amended the 2012-2015 TIP to include the revised project scope and cost.

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 for a scenic overlook 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 Technical Committee believes 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 | Review & Recommend | February 16, 2012 |

| Committee | | |
|-------------------------------|-----------------------------|----------------|
| Technical Advisory Committee | Review & Recommend | March 7, 2012 |
| TAB Programming Committee | Review & Recommend | March 21, 2012 |
| Transportation Advisory Board | Review, Approve & Adopt | March 21, 2012 |
| Metropolitan Council | Concurrence (TIP amendment) | |

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.

City of Lakeville • 20195 Holyoke Ave. • Lakeville, MN 55044
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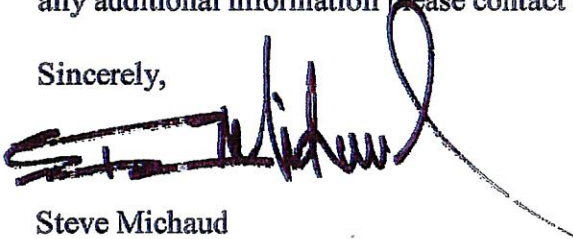
The proposed re-scoped project will continue to address these primary needs:

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 Caspersen 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 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 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 2: Proposed Project Layout



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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 Construction.....September / October 2012
- Complete Construction..... Spring 2013

Scope Change Request
Exhibit 4: Progress Schedule

PROGRESS SCHEDULE

ENVIRONMENTAL DOCUMENTATION

EA

Project Memorandum

Completed/Approved

Date of Approval _____

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 _____

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 _____

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.: 1713-840
 Date: 1/26/2013

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 |
| | | 2111.507 | 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 | 343.00 | \$686.00 |
| | | 2104.509 | SALVAGE & REINSTALL SIGN TYPE C | EACH | \$150.00 | 0.00 | \$1,500.00 |
| | | 2104.513 | SAWING BIT PAVEMENT (FULL DEPTH) | LINE FT | \$3.00 | 200.00 | \$600.00 |
| | | 2105.501 | COMMON EXCAVATION (F) | 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 | \$13.00 | 1500.00 | \$19,500.00 |
| | | 2105.522 | TOPSOIL BORROW | CU YD | \$13.00 | 1984.00 | \$25,792.00 |
| | | 2501.511 | 18"CS PIPE CULVERT | LINE FT | \$34.00 | 330.00 | \$11,300.00 |
| | | 2501.515 | 18"CS PIPE APRON | EACH | \$225.00 | 14.00 | \$3,150.00 |
| | | 2510.511 | 2.5" BITUMINOUS WALK | SQ YD | \$10.00 | 4300.00 | \$43,000.00 |
| | | 2531.501 | CONCRETE CURB & GUTTER DESIGN R418 | LINE FT | \$16.00 | 1600.00 | \$25,600.00 |
| | | 2531.602 | PEDESTRIAN CURB RAMP - SPECIAL (TRUNCATED DOME) | EACH | \$700.00 | 11.00 | \$7,700.00 |
| | | 2554.521 | ANCHORAGE ASSEMBLY CABLE | EACH | \$1,500.00 | 2.00 | \$3,000.00 |
| | | 2554.603 | INSTALL 3-CABLE GUARDRAIL | LINE FT | \$13.00 | 450.00 | \$5,850.00 |
| | | 2557.501 | WIRE FENCE DESIGN 42-1322 | LINE FT | \$12.00 | 400.00 | \$4,800.00 |
| | | 2563.501 | 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 | SPLIT FENCE TYPE MACHINE SLICED | LINE FT | \$2.00 | 5100.00 | \$10,200.00 |
| | | 2573.603 | BIOROLL | LINE FT | \$3.00 | 200.00 | \$600.00 |
| | | 2575.501 | SEEDING | ACRE | \$300.00 | 3.50 | \$1,050.00 |
| | | 2575.505 | SEEDING TYPE SALT RESISTANT | SQ YD | \$3.00 | 2500.00 | \$7,500.00 |
| | | 2575.511 | EROSION CONTROL BLANKET | SQ YD | \$1.00 | 12000.00 | \$12,000.00 |
| SUB TOTAL CONSTRUCTION COSTS | | | | | | | \$ 398,650.00 |
| 20% CONTINGENCY | | | | | | | \$ 79,730.00 |
| TOTAL PROJECT COSTS | | | | | | | \$ 406,380.00 |

Lake Marion Trail Extension

WSB Project: Lake Marion Trail Extension
Project Location: LAKEVILLE, MN
City Project No:
WSB Project No: 1715-240
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 |
| | | 2021.001 | MOBILIZATION | LUMP SUM | \$10,000.00 | 1.00 | \$10,000.00 |
| | | 2100.001 | PEDESTRIAN BRIDGE | LUMP SUM | \$41,000.00 | 1.00 | \$41,000.00 |
| | | 2100.002 | MODIFY WOODEN DOCK/FISHING PIER | LUMP SUM | \$4,000.00 | 1.00 | \$4,000.00 |
| | | 2101.501 | CLEARING | TREE | \$75.00 | 4.00 | \$300.00 |
| | | 2101.502 | GRUBBING | TREE | \$75.00 | 4.00 | \$300.00 |
| | | 2104.501 | REMOVE SILVERT PIER (STORM) | LIN FT | \$12.00 | 15.00 | \$180.00 |
| | | 2104.502 | REMOVE BITUMINOUS PAVEMENT | SQ YD | \$2.00 | 100.00 | \$200.00 |
| | | 2104.503 | SALVAGE & REINSTALL SIGN TYPE C | EACH | \$160.00 | 4.00 | \$640.00 |
| | | 2104.511 | SAWING BIT PAVEMENT (FULL DEPTH) | LIN FT | \$3.00 | 60.00 | \$180.00 |
| | | 2105.501 | COMMON EXCAVATION (F) | CU YD | \$7.00 | 720.00 | \$5,040.00 |
| | | 2105.502 | SUPGRADE EXCAVATION | CU YD | \$7.00 | 380.00 | \$2,660.00 |
| | | 2105.511 | GRANULAR BORROW | CU YD | \$9.00 | 440.00 | \$3,960.00 |
| | | 2105.521 | BEST GRANULAR BORROW | CU YD | \$10.00 | 30.00 | \$300.00 |
| | | 2105.522 | TOPSOIL BORROW | CU YD | \$18.00 | 30.00 | \$540.00 |
| | | 2211.501 | BITUMINOUS PATCH SPECIAL (TRAIL REPAIR) | SQ YD | \$26.00 | 40.00 | \$1,040.00 |
| | | 2311.001 | RETAINING WALL | SQ FT | \$30.00 | 300.00 | \$9,000.00 |
| | | 2344.011 | CONCRETE FOOTINGS (FOR PEDESTRIAN BRIDGE) MIX NO. 3143 | CU YD | \$550.00 | 22.00 | \$12,100.00 |
| | | 2422.510 | STEEL HEELING DRIVEN 12" (FOR PED. BRIDGE) | LIN FT | \$8.00 | 240.00 | \$1,920.00 |
| | | 2422.510 | STEEL HEELING DELIVERED 12" (FOR PED. BRIDGE) | LIN FT | \$35.00 | 240.00 | \$12,600.00 |
| | | 2501.511 | 12" CS PIPE CULVERT | LIN FT | \$28.00 | 80.00 | \$2,240.00 |
| | | 2501.515 | 12" CS PIPE APRON | EACH | \$175.00 | 2.00 | \$350.00 |
| | | 2524.511 | OVERLAY EXISTING BITUMINOUS WALK | SQ YD | \$9.00 | 550.00 | \$4,950.00 |
| | | 2524.511 | 2" BITUMINOUS WALK | SQ YD | \$14.00 | 1,920.00 | \$26,880.00 |
| | | 2531.001 | PEDESTRIAN CURB RAMP - SPECIAL (TRUNCATED DOME) | EACH | \$700.00 | 5.00 | \$3,500.00 |
| | | 2540.001 | ROAD WALK WITH ABDE RAILING | LIN FT | \$190.00 | 395.00 | \$75,050.00 |
| | | 2544.001 | ANCHORAGE ASSEMBLY CABLE | EACH | \$1,630.00 | 2.00 | \$3,260.00 |
| | | 2544.002 | RECONSTRUCT CABLE GUARDRAIL | LIN FT | \$10.00 | 625.00 | \$6,250.00 |
| | | 2544.002 | INSTALL 3-CABLE GUARDRAIL | LIN FT | \$15.00 | 270.00 | \$4,050.00 |
| | | 2561.001 | TRAFFIC CONTROL | LUMP SUM | \$2,500.00 | 1.00 | \$2,500.00 |
| | | 2564.011 | SIGN PANELS TYPE C | SQ FT | \$35.00 | 10.00 | \$350.00 |
| | | 2564.011 | ZEBRA CROSSWALK WHITE EPOXY | SQ FT | \$15.00 | 570.00 | \$8,550.00 |
| | | 2571.502 | DECIDUOUS TREE | EACH | \$1,600.00 | 4.00 | \$6,400.00 |
| | | 2573.502 | SILT FENCE TYPE MACHINESLICE | LIN FT | \$2.00 | 2,300.00 | \$4,600.00 |
| | | 2573.503 | BIOLOGG | LIN FT | \$5.00 | 20.00 | \$100.00 |
| | | 2575.501 | SEEDING | ACRE | \$500.00 | 3.00 | \$1,500.00 |
| | | 2575.505 | SODDING TYPE SALT RESISTANT | SQ YD | \$3.00 | 1,315.00 | \$3,945.00 |
| | | 2575.511 | EROSION CONTROL BLANKET | SQ YD | \$1.50 | 1,600.00 | \$2,400.00 |
| SUB TOTAL CONSTRUCTION COSTS | | | | | | | \$259,934.00 |
| 20% CONTINGENCY | | | | | | | \$51,986.80 |
| TOTAL PROJECT COSTS | | | | | | | \$311,920.80 |

Lake Marion Trail Extension

W&B Project: Lake Marion Trail Extension
Project Location: LAKEVILLE, MN
City Project No:
W&B 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 | \$6,950.00 | 1.00 | \$6,950.00 |
| | | 2101.502 | CLEARING | TREE | \$75.00 | 3.00 | \$225.00 |
| | | 2101.507 | GRUBBING | TREE | \$75.00 | 3.00 | \$225.00 |
| | | 2104.503 | REMOVE BITUMINOUS PAVEMENT | SQ YD | \$2.00 | 14.00 | \$28.00 |
| | | 2104.504 | SALVAGE & REINSTALL SIGN TYPE C | EACH | \$170.00 | 3.00 | \$510.00 |
| | | 2104.513 | SAWING KEY PAVEMENT 4" DIA. DEPTH | LINE FT | \$3.00 | 30.00 | \$90.00 |
| | | 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 | 1,050.00 | \$9,450.00 |
| | | 2105.523 | SELECT GRANULAR BORROW | CU YD | \$12.00 | 70.00 | \$840.00 |
| | | 2105.524 | TOPSOIL BORROW | CU YD | \$15.00 | 30.00 | \$450.00 |
| | | 2105.601 | WETLAND RESTORATION | SQ FT | \$2.00 | 2,250.00 | \$4,500.00 |
| | | 2411.504 | RETAINING WALL | SQ FT | \$40.00 | 4,010.00 | \$160,400.00 |
| | | 2501.511 | 36" CS PIPE CULVERT | LINE FT | \$52.00 | 2.00 | \$104.00 |
| | | 2501.512 | 36" CS PIPE APRON | EACH | \$625.00 | 2.00 | \$1,250.00 |
| | | 2531.511 | 2.5" BITUMINOUS WALK | SQ YD | \$14.00 | 1,325.00 | \$18,550.00 |
| | | 2531.602 | PEDESTRIAN CURB RAMP - SPECIAL (TRUNCATED DOME) | EACH | \$700.00 | 2.00 | \$1,400.00 |
| | | 2554.521 | ANCHORAGE ASSEMBLY CABLE | EACH | \$1,350.00 | 3.00 | \$4,050.00 |
| | | 2554.603 | INSTALL 55 GABRIEN GUARDRAIL | LINE FT | \$19.00 | 1,032.00 | \$19,608.00 |
| | | 2557.501 | WIRE FENCE DESIGN 42-4422 | LINE FT | \$19.20 | 2,000.00 | \$38,400.00 |
| | | 2563.601 | TRAFFIC CONTROL | LUMP SUM | \$2500.00 | 1.00 | \$2,500.00 |
| | | 2564.618 | SIGN PANELS TYPE C | SQ FT | \$15.00 | 10.00 | \$150.00 |
| | | 2573.502 | SILT FENCE TYPE MACHINE SLICED | LINE FT | \$2.00 | 1,580.00 | \$3,160.00 |
| | | 2573.603 | BLOCK | CYNT. FT | \$5.00 | 30.00 | \$150.00 |
| | | 2573.501 | SEEDING | ACRE | \$200.00 | 0.50 | \$100.00 |
| | | 2573.505 | SODDING TYPE SALT RESISTANT | SQ YD | \$3.00 | 1,055.00 | \$3,165.00 |
| | | 2573.511 | EROSION CONTROL BLANKET | SQ YD | \$1.00 | 585.00 | \$585.00 |
| SUB-TOTAL CONSTRUCTION COSTS | | | | | | | \$ 170,450.00 |
| 20% CONTINGENCY | | | | | | | \$ 34,000.00 |
| TOTAL PROJECT COSTS | | | | | | | \$ 204,450.00 |

195th Street Trail

WSB Project: Lake Marion Trail Extension
Project Location: LAKEVILLE, MN
City Project No:
WSB Project No: 1715-840
Date: 1/26/2017

Kenrick Ave. to Lake Marion

| TAB | SHEET No. | Item Number | Description | Unit | Unit Price | Project Total | |
|-------------------------------------|-----------|-------------|--|----------|-------------|--------------------|--------------------|
| | | | | | | Estimated Quantity | Estimated Cost |
| | | 2001.501 | MOBILIZATION | LUMP SUM | \$20,000.00 | 1.00 | \$20,000.00 |
| | | 2101.501 | CLEARING | TREE | \$75.00 | 23.00 | \$1,725.00 |
| | | 2101.502 | CLEARING | ACRE | \$2,500.00 | 0.30 | \$750.00 |
| | | 2101.507 | GRUBBING | TREE | \$75.00 | 28.00 | \$2,100.00 |
| | | 2101.508 | GRUBBING | ACRE | \$2,200.00 | 0.10 | \$220.00 |
| | | 2104.505 | REMOVE BITUMINOUS PAVEMENT | SQ YD | \$2.00 | 75.00 | \$150.00 |
| | | 2104.509 | REMOVE & REINSTALL SIGN TYPE C | EACH | \$150.00 | 30.00 | \$4,500.00 |
| | | 2104.513 | SAWING BIT PAVEMENT (FULL DEPTH) | LINE FT | \$3.00 | 80.00 | \$240.00 |
| | | 2105.501 | COMMON EXCAVATION (P) | CU YD | \$7.00 | 240.00 | \$1,680.00 |
| | | 2105.507 | SUBGRADE EXCAVATION | CU YD | \$7.00 | 464.00 | \$3,248.00 |
| | | 2105.522 | SELECT GRANULAR BORROW | CU YD | \$13.00 | 440.00 | \$5,720.00 |
| | | 2105.522 | TOPSOIL BORROW | CU YD | \$13.00 | 670.00 | \$8,710.00 |
| | | 2501.511 | 18" CS FIRE CHUVERT | LINE FT | \$34.00 | 170.00 | \$5,780.00 |
| | | 2501.512 | 18" CS FIRE APRON | EACH | \$225.00 | 4.00 | \$900.00 |
| | | 2521.511 | 2" BITUMINOUS WALK | SQ YD | \$64.00 | 1510.00 | \$97,440.00 |
| | | 2711.602 | PEDESTRIAN CURB RAMP - SPECIAL (FRONTCATED DOME) | EACH | \$700.00 | 3.00 | \$2,100.00 |
| | | 2543.601 | TRAFFIC CONTROL | LUMP SUM | \$2,500.00 | 1.00 | \$2,500.00 |
| | | 2564.618 | SIGN PANELS TYPE E | SQ FT | \$36.00 | 30.00 | \$1,080.00 |
| | | 2573.602 | SILT FENCE TYPE MACHINES ERECT | LINE FT | \$3.00 | 4812.00 | \$14,436.00 |
| | | 2573.603 | BROCK | LINE FT | \$5.00 | 40.00 | \$200.00 |
| | | 2575.501 | SEEDING | ACRE | \$500.00 | 0.30 | \$150.00 |
| | | 2575.511 | EROSION CONTROL BLANKET | SQ YD | \$1.50 | 1950.00 | \$2,925.00 |
| SUB TOTAL CONSTRUCTION COSTS | | | | | | | \$1,479,110 |
| 20% CONTINGENCY | | | | | | | \$295,822 |
| TOTAL PROJECT COSTS | | | | | | | \$1,774,932 |



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 Casperson 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

• Southern gateway to the Twin Cities •

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.

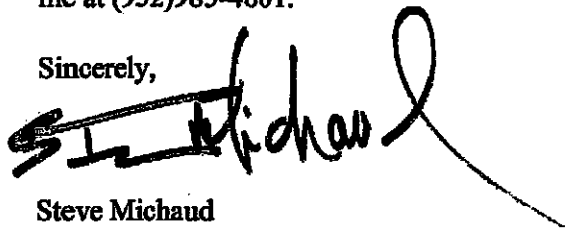
AIR QUALITY CONFORMITY:

- 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

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.**

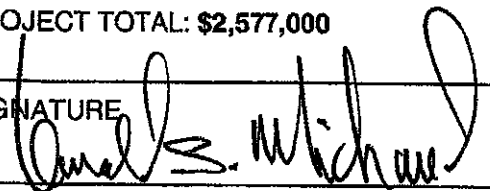
8. THE PROJECT CATEGORY – Check only one project grouping in which you wish your project to be considered (see p. 85).

Environmental
 Bicycle/Pedestrian
 Streetscape
 Historic/Archaeological

III. PROJECT FUNDING

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

10. 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 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*

- 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

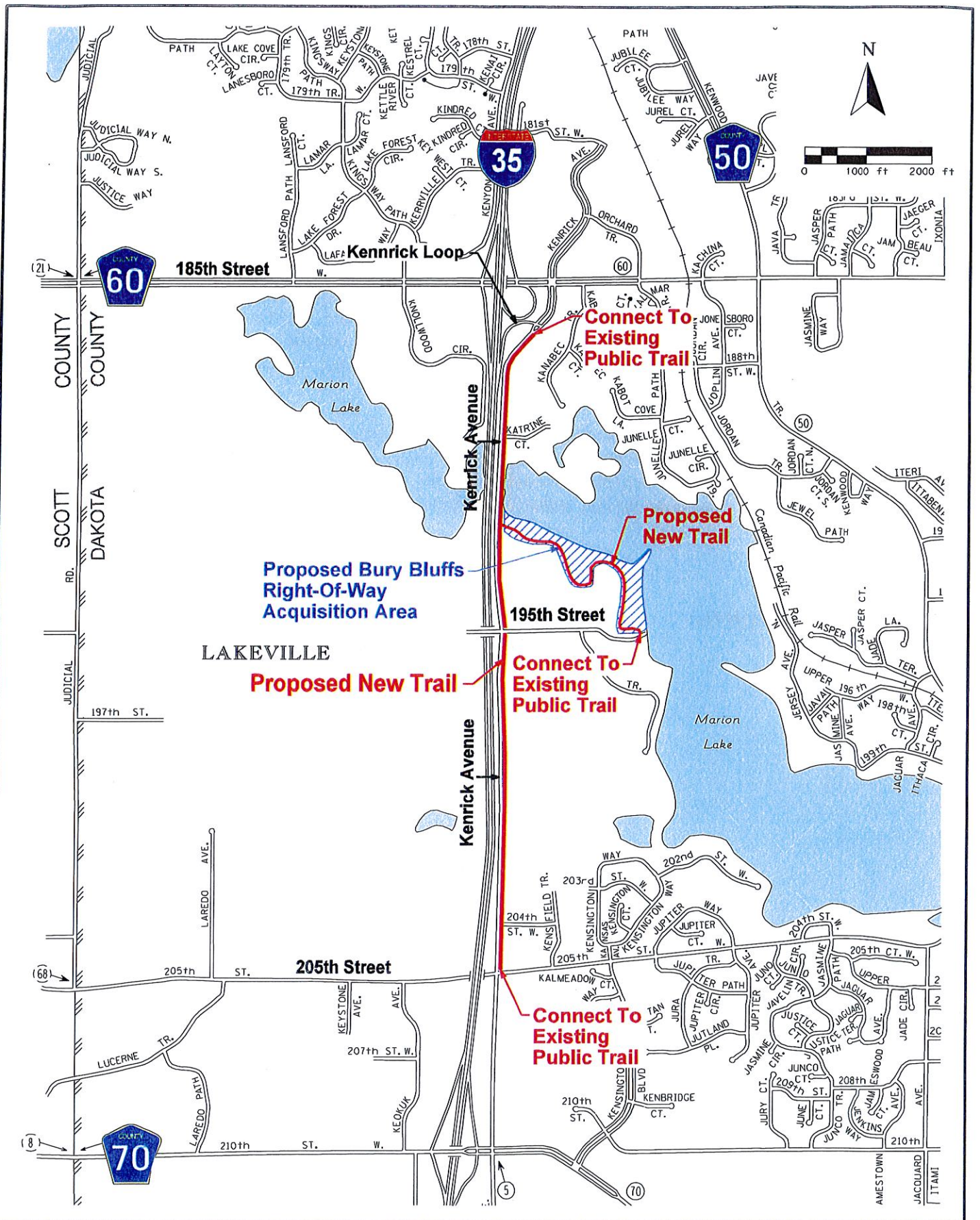
include a detailed discussion of the timeframes involved for initiating and completing each phase of planned activities. Points under this criterion are assigned based on how many steps have been taken toward implementation of the project. These steps reflect a federally funded project development path.

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
 WSB Filename: K:\0715-6\SAFETEA-LU_APP\Graphics\Fig-03 Project Area.dgn



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

Figure 3

Project Context

| County | Project Name | \$600,000 | \$150,000 | 157 | 38 | 76 | 85 | 93 | 802 | |
|-------------|---|-------------|-------------|-----|-----|----|----|----|-----|-----|
| Mississippi | 10th Ave SE Bridge Concrete Arch (MnDOT Bridge #2796) Rehabilitation | \$1,000,000 | \$2,100,000 | 120 | 119 | 90 | 61 | 85 | 120 | 595 |
| Mississippi | Raymond Avenue Pedestrian Streetscape Improvements Phase II | \$1,000,000 | \$425,000 | 110 | 139 | 78 | 35 | 85 | 146 | 593 |
| Mississippi | Mississippi River Regional Trailhead at Heritage Village Riverfront Park | \$960,000 | \$240,000 | 130 | 129 | 75 | 59 | 33 | 160 | 586 |
| Mississippi | Raymond Avenue Pedestrian Streetscape Improvements Phase I | \$1,000,000 | \$250,000 | 108 | 134 | 60 | 44 | 90 | 146 | 582 |
| Mississippi | CSAH 22 Pedestrian Underpass Rice Creek North Regional Trail Extension | \$1,000,000 | \$200,000 | 160 | 160 | 30 | 51 | 53 | 120 | 574 |
| Mississippi | CSAH 15 Pedestrian/Bicycle Bridge Oakdale Avenue Streetscaping and Pedestrian Improvement | \$832,000 | \$250,000 | 95 | 185 | 73 | 70 | 28 | 120 | 571 |
| Mississippi | Intercity Trail- Bloomington Segment Lebanon Hills Regional Connector Trail | \$840,000 | \$210,000 | 143 | 115 | 68 | 76 | 73 | 86 | 561 |
| Mississippi | CSAH 10 Trail Connection | \$960,000 | \$240,000 | 100 | 167 | 43 | 60 | 58 | 133 | 561 |
| Mississippi | TH 3 Pedestrian Underpass | \$600,000 | \$150,000 | 120 | 158 | 28 | 61 | 53 | 133 | 553 |
| Mississippi | Lower Payne Avenue Streetscaping | \$679,000 | \$170,000 | 128 | 153 | 13 | 60 | 68 | 113 | 535 |
| Mississippi | TH 5 Pedestrian Underpass Project | \$1,000,000 | \$425,000 | 95 | 148 | 56 | 36 | 63 | 120 | 518 |
| Mississippi | TH 212/ Morse St Pedestrian Bridge | \$432,000 | \$108,000 | 100 | 175 | 13 | 43 | 53 | 133 | 517 |
| Mississippi | TH 3 Aesthetic and Trail Improvements | \$560,000 | \$140,000 | 143 | 148 | 18 | 45 | 28 | 133 | 515 |
| Mississippi | Minneapolis Parkway Pedestrian and Bicycle Lighting System | \$276,000 | \$69,000 | 95 | 169 | 40 | 50 | 48 | 100 | 502 |
| Mississippi | CSAH 24 (Osgood Ave) Pedestrian Tunnel | \$1,000,000 | \$200,000 | 88 | 89 | 28 | 64 | 75 | 146 | 490 |
| Mississippi | Cedar Grove Transit Station Pedestrian Trail | \$320,000 | \$80,000 | 93 | 79 | 48 | 53 | 48 | 140 | 461 |
| Mississippi | Douglas Drive Sidewalk Reconstruction | \$1,000,000 | \$345,000 | 98 | 59 | 8 | 39 | 63 | 186 | 453 |
| Mississippi | Lake Drive Non-Motorized Improvements | \$808,800 | \$202,200 | 123 | 128 | 0 | 40 | 53 | 106 | 450 |
| Mississippi | Bicycle Users Facilities | \$474,000 | \$119,000 | 90 | 143 | 8 | 55 | 38 | 113 | 447 |
| Mississippi | Non-Motorized Railroad Crossings | \$359,200 | \$89,800 | 75 | 138 | 13 | 41 | 53 | 113 | 433 |
| Mississippi | | \$364,000 | \$91,000 | 75 | 133 | 13 | 54 | 33 | 113 | 421 |

| | | | | | | | | | |
|--|---------------------|---------------------|----|-----|----|----|----|-----|-----|
| Ham Lake Bike Improvements | \$472,320 | \$118,080 | 55 | 110 | 20 | 33 | 28 | 160 | 406 |
| Independence and Maple Plain Joint Boardwalk Project | \$1,000,000 | \$200,000 | 85 | 94 | 48 | 0 | 50 | 113 | 390 |
| Add-flow-through-culvert-to-let-fill | \$0 | \$0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trot-Brook-Regional-Trail-Trailhead-Acquisition | \$0 | \$0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL FEDERAL FUNDS | \$39,396,289 | \$33,524,954 | | | | | | | |

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