



Dakota County

Physical Development Committee of the Whole Agenda

Tuesday, February 11, 2025

9:30 AM

Conference Room 3A, Administration
Center, Hastings

(or following **General Government and Policy**)

If you wish to speak to an agenda item or an item not on the agenda, please notify the Clerk to the Board via email at CountyAdmin@co.dakota.mn.us

1. **Call to Order and Roll Call**

Note: Any action taken by this Committee of the Whole constitutes a recommendation to the County Board.

2. **Audience**

Anyone in the audience wishing to address the Committee on an item not on the Agenda or an item on the Consent Agenda may send comments to CountyAdmin@co.dakota.mn.us and instructions will be given to participate during the meeting. Verbal comments are limited to five minutes.

3. **Approval of Agenda (Additions/Corrections/Deletions)**

3.1 Approval of Agenda (Additions/Corrections/Deletions)

4. **Consent Agenda**

4.1 Approval Of Minutes Of Meeting Held On January 14, 2025

4.2 *Transportation* - Authorization To Amend Contract With Short Elliott Hendrickson Inc. And Amend 2025 Transportation Capital Improvement Program Budget For Professional Services For County State Aid Highway 38 In Burnsville, County Project 38-61

4.3 *Facilities Management* - Authorization To Execute Contract With AJ Mobility dba Mobili-Fi, LLC., For Northern Service Center Distributed Antenna System Replacement And Amend 2025 Facilities Capital Improvement Program Budget

4.4 *Parks* - Authorization To Execute Contract With Bolton & Menk, Inc. For Professional Services For Minnesota River Greenway In Burnsville And Eagan, County Project P00127

5. **Regular Agenda**

- 5.1 *Transportation* - Discussion And Direction On Dakota County Transit Priorities
- 5.2 *Parks* - Update On Lebanon Hills Sustainable Trails Study Improvements
- 5.3 *Parks* - Authorization To Submit Grant Applications To Legislative-Citizen Commission On Minnesota Resources Program, Accept Grants If Awarded, And Execute Grant Agreements
- 6. **Physical Development Director's Report**
- 7. **Future Agenda Items**
- 8. **Adjournment**
 - 8.1 Adjournment

For more information please call 952-891-7000.
Physical Development agendas are available online at
<https://www.co.dakota.mn.us/Government/BoardMeetings/Pages/default.aspx>
Public Comment can be sent to CountyAdmin@co.dakota.mn.us



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-4234

Agenda #: 3.1

Meeting Date: 2/11/2025

Approval of Agenda (Additions/Corrections/Deletions)



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-4236

Agenda #: 4.1

Meeting Date: 2/11/2025

Approval Of Minutes Of Meeting Held On January 14, 2025



Dakota County

Physical Development Committee of the Whole

Minutes

Tuesday, January 14, 2025

9:30 AM

Conference Room 3A, Administration
Center, Hastings

(or following General Government and Policy)

1. Call to Order and Roll Call

The meeting was called to order at 9:45 a.m. by Commissioner Holberg.

Present

- Commissioner Mike Slavik
- Commissioner Joe Atkins
- Commissioner Laurie Halverson
- Commissioner William Droste
- Commissioner Liz Workman
- Chairperson Mary Liz Holberg
- Commissioner Mary Hamann-Roland

Also in attendance were Heidi Welsch, County Manager; Tom Donely, First Assistant County Attorney; Georg Fischer, Physical Development Division Director; Liz Hansen, Administrative Services Coordinator.

The audio recording of this meeting is available upon request.

2. Audience

Commissioner Holberg asked if there was anyone in the audience that wished to address the Physical Development Committee of the Whole on an item not on the agenda or an item on the consent agenda. No one came forward and no comments were submitted to CountyAdmin@co.dakota.mn.us.

3. Approval of Agenda (Additions/Corrections/Deletions)

3.1 Approval of Agenda (Additions/Corrections/Deletions)

Motion: Mary Hamann-Roland

Second: Liz Workman

Commissioners discussed amending the agenda by removing the following items from the Regular Agenda and placing them on the Consent Agenda:

5.2 Physical Development Administration - Approval And Authorization To Award Construction Contracts To Accomplish 2025 Transportation, Parks, And Facilities Capital Improvement Projects

5.3 Physical Development Administration - Approval Of Right Of Way

Acquisition For Projects Included In The 2025 Transportation CIP, Authorization To Make First Offers Based On Appraised Values And Delegated Acquisition Settlement Authority

On a motion by Commissioner Hamann-Roland, seconded by Commissioner Workman, the consent agenda was unanimously approved as amended:

Ayes: 7

4. Consent Agenda

4.1 Approval Of Minutes Of Meeting Held On November 19, 2024

Motion: Mike Slavik

Second: Mary Hamann-Roland

Ayes: 7

4.2 Authorization To Execute Contracts With Veolia ES Technical Solutions, L.L.C., And Clean Harbors Environmental Services, Inc., For Hazardous Waste Management

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, Minn. Stat. § 115A.96 requires counties to have a household hazardous waste program to help keep hazardous waste out of the solid waste stream; and

WHEREAS, the Dakota County Board of Commissioners wishes to provide a household hazardous waste program to further the goals of protecting public health and the environment; and

WHEREAS, Veolia ES Technical Solutions, L.L.C., and Clean Harbors Environmental Services, Inc. are the State contract vendors for hazardous waste management; and

WHEREAS, the current Agreement for the Operation of a Household Hazardous Waste Program with the Minnesota Pollution Control Agency indemnifies the County when the County uses State contracts for hazardous waste management; and

WHEREAS, Dakota County currently uses the State contract to manage hazardous waste collected at The Recycling Zone and one-day events; and

WHEREAS, the County's Attorney's Office and Risk Management determined that a County contract is needed for hazardous waste management; and

WHEREAS, the \$800,000 annual contract cost is included in the household hazardous waste annual budget; and

WHEREAS, staff recommends execution of contracts with Veolia ES Technical

Solutions, L.L.C., and Clean Harbors Environmental Services, Inc., for hazardous waste management.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Environmental Resources Director to execute a contract with Veolia ES Technical Solutions, L.L.C., for hazardous waste management for waste collected at The Recycling Zone and one-day collection events subject to approval by the County Attorney's Office as to form; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Environmental Resources Director to execute a contract with Clean Harbors Environmental Services, Inc., for hazardous waste management for waste collected at The Recycling Zone and one--day collection events, subject to approval by the County Attorney's Office as to form; and

BE IT FURTHER RESOLVED, That the terms of the contracts will start March 1, 2025, and will incorporate the same terms and conditions of the State contracts; and

BE IT FURTHER RESOLVED, That the Environmental Resources Department Director is authorized to execute annual renewals of the contracts for up to nine years in an amount consistent with the annual budget for the required services.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.3 Authorization To Award Bid And Execute Contract With Native Resource Preservation, LLC, For Restoration And Enhancement At Grannis and McCullough Conservation Easements

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, the Land Conservation Plan, approved by the Dakota County Board of Commissioners on November 17, 2020, identified 24 Preliminary Conservation Focus Areas and directed staff to pursue the acquisition and restoration of conservation easements with willing landowners within these Focus Areas; and

WHEREAS, the Dakota County Board of Commissioners approved the purchase of conservation easements on the Gelhar-Emrick (now McCullough) property on July 22, 2008, and on the Grannis property on June 21, 2011, and June 21, 2016; and

WHEREAS, funding for restoration work at these properties is derived from the Board of Water and Soil Resources Habitat Enhancement Landscape Program grant, authorized by the Dakota County Board of Commissioners on June 25, 2024, and the Minnesota Legislature's 2022 Outdoor Heritage Fund grant,

authorized on August 23, 2022; and

WHEREAS, a request for quotes was prepared and released on November 7, 2024, to ten vendors; and

WHEREAS, the lowest responsive, responsible quote was from Native Resource Preservation, LLC, for \$109,052.62; and

WHEREAS, Native Resource Preservation, LLC's submission for Alternate 1 will be included in the contract scope for an additional \$23,704.09.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Parks Department Director to execute a contract with Native Resource Preservation, LLC, for restoration work on the Gelhar-Emrick/McCullough and Grannis properties, with a contract maximum of \$132,756.71, subject to the approval of the County Attorney's Office as to form.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.4 Authorization To Award Bid And Execute Contract With Native Resource Preservation, LLC For Restoration And Enhancement Of County Conservation Easement On Wicklund Trust Property

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, the 2020 Land Conservation Plan identified 24 Preliminary Conservation Focus Areas and directed staff to pursue conservation easements with willing landowners within these Focus Areas; and

WHEREAS, on April 6, 2021, the Dakota County Board of Commissioners approved the purchase of a conservation easement on the Wicklund property; and

WHEREAS, funding for this work will be derived from the Minnesota Legislator's 2018 Outdoor Heritage Fund Grant; and

WHEREAS, a request for proposals was prepared and released on December 6, 2024; and

WHEREAS, the lowest responsive, responsible proposal, including all alternates, was submitted by Native Resource Preservation, LLC; and

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute a contract with Native Resource Preservation, LLC, for the Wicklund Conservation Easement Natural Resource Management Plan Implementation Project for a contract maximum of \$240,371, subject to approval by the County

Attorney's Office as to form.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.5 Authorization To Acquire Wicklund Trust Property In Waterford Township And Amend 2025 Parks Capital Improvement Program Budget

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, the Jerry C. Wicklund and Audrey C. Wicklund Trust, under Agreement dated October 25, 2021, (Wicklund Trust) own 151 acres in Waterford Township; and

WHEREAS, the Wicklund Trust property is located within the Chub Creek Conservation Focus Area, identified in the 2020 Land Conservation Plan for Dakota County, and includes a portion of the future Chub Creek Greenway corridor identified in the 2008 Dakota County 2030 Park System Plan; and

WHEREAS, several State-listed rare plants have been identified on the Wicklund Trust property, and Jerry and Audrey Wicklund (Wicklund) have allowed County staff to harvest native seeds for use within the park system; and

WHEREAS, the Wicklunds planted many native trees and prairie species over their lifetime of ownership, in addition to investing extensive effort into controlling invasive species, such as buckthorn; and

WHEREAS, County staff began working with the Wicklunds in 2009 to permanently protect a portion of their property, and

WHEREAS, by Resolution No. 20-633 (December 14, 2020), the County Board of Commissioners approved the expenditure of up to \$291,912 to acquire a 121.60-acre permanent natural area conservation easement (Easement) on the Wicklund property; and

WHEREAS, due to a reduction in landowner donation and a slight increase in the size of the Easement, the County Board of Commissioners rescinded Resolution No. 20-633 and by Resolution No. 21-185 (April 6, 2021), approved the expenditure of up to \$339,412 to acquire a 122.43-acre Easement on the Wicklund property; and

WHEREAS, the Easement was acquired on May 14, 2021, using a combination of State Outdoor Heritage (OH) funds and County grant-match; and

WHEREAS, the Wicklunds transferred ownership of their property to the Jerry C. Wicklund and Audrey C. Wicklund Trust, under Agreement dated October 25, 2021, (Wicklund Trust); and

WHEREAS, the Easement area includes two countywide snowmobile trails and numerous mowed trails that can serve as future public hiking trails and function as natural resource management unit boundaries; and

WHEREAS, the Easement would allow a future paved Chub Creek Greenway trail but would require approval from the Lessard-Sams Outdoor Heritage Council (LSOHC), which is responsible for administering OH funds; and

WHEREAS, the County and the Wicklund Trust continue improving natural resource quality within the Easement area through implementation of a natural resource management agreement; and

WHEREAS, the Wicklunds and the Wicklund Trust have allowed special turkey hunting opportunities for military veterans and youth on their property for many years; and

WHEREAS, the Wicklund Trust began exploring future ownership options for their property in 2023 and now desire to sell fee title to the Easement area and additional land to the County for a new County Park Conservation Area; and

WHEREAS, the County completed, reviewed, and approved an appraisal for acquiring fee title to the Easement area and an additional 1.07 acres for access and a small parking area; and

WHEREAS, County staff contacted the LSOHC to determine if OH funds previously appropriated to the County would be eligible for fee title acquisition since most of the property is already protected by the Easement; and

WHEREAS, the LSOHC recently denied a request to use OH funds for property already protected by an easement and affirmed an existing policy in which expenditure of additional OH funds for land already protected by an easement would not be approved; and

WHEREAS, the Wicklund Trust is willing to sell fee title to 123.5 acres and a 6,250 square foot access easement for 31 percent less than the \$617,000 appraised value, or \$425,000; and

WHEREAS the Wicklund Trust has requested that the County consider amending Section 3.7 of Park Ordinance 107 to allow Spring youth and military veterans turkey hunting within their former property once acquired by the County; and

WHEREAS, the estimated closing costs are \$3,500; and

WHEREAS, the Wicklund Trust property includes two, ten-year Conservation Reserve Program (CRP) contracts with the Commodity Credit Corporation of the U.S. Department of Agriculture; and

WHEREAS, the CRP contracts provides \$15,876 annual payments to the landowner, and the County would be eligible to receive the remaining CRP payments totaling \$63,305 for the years 2025 through 2028; and

WHEREAS, adequate funding for this fee title acquisition is available in the 2025 Parks Capital Improvement Program budget through the 2022 Minnesota Legislature OH County grant-match; and

WHEREAS, the final acquisition costs of the property will be determined after the settlement statement is finalized and all associated acquisition expenses have been invoiced.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the expenditure of up to \$428,500 to acquire 123.5 acres and a 6,250 square foot access easement in Waterford Township from the Jerry C. Wicklund and Audrey L. Wicklund Trust, under an Agreement dated October 25, 2021, including \$425,000 for fee title acquisition and \$3,500 in estimated closing costs; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Division Director to execute a purchase agreement with the Jerry C. Wicklund and Audrey L. Wicklund Trust, under an Agreement dated October 25, 2021, to acquire fee title to 123.5 acres and a 6,250 square foot access easement, subject to approval by the County Attorney's Office as to form; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby designates the property being acquired from the Jerry C. Wicklund and Audrey L. Wicklund Trust, under an Agreement dated October 25, 2021, as a new County Park Conservation Area; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby directs that the \$15,876 annual Conservation Reserve Program payments for the Wicklund Trust property be added to the Parks Capital Improvement Program budget for the years 2025 through 2028; and

BE IT FURTHER RESOLVED, That the 2025 Parks Capital Improvement Program budget is hereby amended as follows:

Expense	
Wicklund Trust Property Acquisition	<u>\$63,305</u>
Total Expense	\$63,305
Revenue	
Conservation Reserve Program	<u>\$63,305</u>
Total Revenue	\$63,305

; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby directs staff to submit a potential amendment to section 3.7 of Park Ordinance 107 for consideration that would allow for a limited number of permits to be issued to non-profit and other community organizations for hunting within identified County Park Conservation Areas.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.6 Authorization To Execute Contract With Bolton & Menk, Inc. For Construction Administration And Inspection Services For Minnesota River Greenway In Burnsville And Eagan, County Project P00127

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, by Resolution No. 11-516 (October 18, 2011), the Dakota County Board of Commissioners adopted the Minnesota River Greenway Plan; and

WHEREAS, Dakota County requires professional services for the administration and inspection for the construction of the pedestrian bridge over the Union Pacific Railroad track; and

WHEREAS, a request for proposals was released on November 25, 2024, for construction administration and inspection services; and

WHEREAS, three responses were received from qualified proposers; and

WHEREAS, Bolton & Menk, Inc. was identified as the most responsive to the request for proposals and within the project budget.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute a contract with Bolton & Menk, Inc. to provide construction administration services for the pedestrian bridge for the Fort Snelling Segment of the Minnesota River Greenway in Eagan in an amount not to exceed \$666,423, subject to approval by the County Attorney's Office as to form.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.7 Authorization To Execute First Amendment With Max Steininger, Inc. For Veterans Memorial Greenway Construction In Inver Grove Heights, County Project P00147

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, to provide high-quality recreational and educational opportunities in harmony with natural resource preservation and to honor Dakota County's more than 25,000 veterans, Dakota County is proceeding with the Veterans Memorial Greenway County Project (CP) P00147; and

WHEREAS, the Veterans Memorial Greenway Phase I is the first segment of regional trail to be secured, designed, and constructed in order to connect the Mendota to Lebanon Greenway in Eagan to the Mississippi River Greenway in Inver Grove Heights; and

WHEREAS, the Veterans Memorial Greenway Phase I includes construction of two miles of trail starting 500' west of the intersection of Alameda Path and Cliff Road in Inver Grove Heights and extending east along Cliff Road through Flint Hills property and then ending at Rich Valley Park; and

WHEREAS, by Resolution No. 24-188 (April 9, 2024), the County Board authorized the execution of a contract with Max Steininger Inc., for the construction of Phase I of the Veterans Memorial Greenway, CP P00147; and

WHEREAS, the project is now substantially complete with only minor items of work and turf establishment remaining; and

WHEREAS, the construction contract has increases of \$598,476.58 or 22 percent over the original contract amount; and

WHEREAS, the construction cost increases include additional costs for excavation, grading, hauling, and quantity overruns for the trail base; and

WHEREAS, staff recommends authorizing a contract amendment with Max Steininger Inc. in the amount of \$598,476.58 for construction cost increases; and

WHEREAS, the 2025 Park's Capital Improvement Program Budget has sufficient funds to accommodate the construction contract.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute a first amendment to the contract with Max Steininger Inc., in the amount of \$598,476.58 for increased costs, resulting in a total amount of \$3,345,698.88 for the construction work (County Project P00147) associated with the Veterans Memorial Greenway Phase I Segment, subject to approval by the County Attorney's Office as to form.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.8 Authorization To Execute Contract With CityVerse For Real Estate Acquisition Tracking Software

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, the County has identified a need for real estate acquisition tracking software; and

WHEREAS, CityVerse performed a demonstration and provided a quote for their software-as-a-service and was selected for their functionality and cost effectiveness; and

WHEREAS, staff recommends executing a contract with CityVerse to implement CityVerse software; and

WHEREAS, the projected total cost of the contract is \$150,000 for a period of three years, commencing on the date of execution of the contract.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Deputy Director to execute a contract with CityVerse for real estate acquisition software in an amount not to exceed \$150,000 for a period of three years commencing on the date of execution of the contract, subject to approval by the County Attorney's Office as to form.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.9 Authorization To Submit And Accept Grant Funds For 2025 Rebuilding American Infrastructure With Sustainability And Equity Federal Grant Program For County Projects 50-33 And 54-11

Motion: Mike Slavik

Second: Mary Hamann-Roland

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

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

WHEREAS, funding for County Project (CP) 50-33, the Interstate 35 and County State Aid Highway (CSAH) 50 bridge and interchange project, will improve freight capacity and general mobility, accommodate future growth and support economic development opportunities, promote safety, and enhance multimodal connections; and

WHEREAS, funding for CP 54-11 will address safety and modern design improvements for CSAH 54 and integrate pedestrian facilities between Hastings

and the Dakota County line; and

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

WHEREAS, project submittals are due on January 30, 2025; and

WHEREAS, the two projects proposed are consistent with the adopted Dakota County Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the resubmittal of County Project 50-33, the Interstate 35 and County State Aid Highway 50 bridge and interchange project, and County Project 54-11, reconstruction of County State Aid Highway 54 and integration of pedestrian facilities to the U.S. Department of Transportation for the Rebuilding American Infrastructure with Sustainability and Equity grant program and authorizes the Transportation Director to accept grant funds, if awarded, and execute grant agreements subject to approval as to form by the Dakota County Attorney's Office; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby approves requesting letters of support from cities within the project areas, the Minnesota Department of Transportation, the Metropolitan Council, the Prairie Island Indian Community, and the Dakota County congressional delegation.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.10 Authorization To Execute First Contract Amendment With Kimley-Horn And Associates, Inc. And Execute Joint Powers Agreements With City Of Apple Valley For Improvements To County State Aid Highway 42 In Apple Valley, County Project 42-163

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, to provide a safe and efficient transportation system, Dakota County is proceeding with County Project (CP) 42-163; and

WHEREAS, CP 42-163 is the preliminary and final engineering design of improvements to County State Aid Highway 42 in the City of Apple Valley from Redwood Drive to 147th Street and vicinity; and

WHEREAS, by Resolution No. 23-602 (December 19, 2023), the Dakota County Board of Commissioners authorized the execution of a design services contract with consultant Kimley-Horn and Associates, Inc. (Kimley-Horn) to perform preliminary and final design engineering services for a total contract amount not to exceed \$959,920; and

WHEREAS, the cost of the additional out-of-scope and expanded work tasks and professional services to be performed by Kimley-Horn is \$619,285, resulting in a new contract amount not to exceed \$1,579,205; and

WHEREAS, the County Engineer recommends executing the first contract amendment with Kimley-Horn for Contract Number DCA20482 for preliminary and final engineering of CP 42-163; and

WHEREAS, staff recommends authorization to execute two joint powers agreements with the City of Apple Valley, first to define cost-share responsibilities for the preliminary and final engineering design contract costs and second to define cost-share responsibilities for right of way and construction costs for CP 42-163.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to amend the not-to-exceed contract value of \$959,920 for Contract Number DCA20482 with Kimley-Horn and Associates, Inc., for County Project 42-163 to a total contract amount not to exceed \$1,579,205, including reimbursables; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute two joint powers agreements with the City of Apple Valley for County Project 42-163, first to define cost-share responsibilities for the preliminary and final engineering design contract costs and second to define cost-share responsibilities for right of way and construction costs.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.11 Authorization To Execute Amendment To Contract With HDR Engineering, Inc., For County Road 86 Railroad Bridge Replacement In Castle Rock Township, County Project 86-34

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, to provide a safe and efficient transportation system, Dakota County is replacing the original timber railroad bridge over County State Aid Highway 86; and

WHEREAS, the design of the bridge plans was done by HDR Engineering, Inc.; and

WHEREAS, a contract was executed with HDR Engineering, Inc., for the review of materials and plan changes; and

WHEREAS, the current contract amount is \$140,000; and

WHEREAS, the bridge completion date is February 28, 2025; and

WHEREAS, staff recommends authorizing the execution of an amendment to the contract with HDR Engineering, Inc., in the amount of \$150,000 funded by Sales & Use Tax.

NOW, THEREFORE BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Transportation Director to execute an amendment to the contract with HDR Engineering, Inc., in the amount of \$150,000 for additional review and approval of materials and changes to the bridge plans for County Project 86-34, subject to approval by the County Attorney's Office as to form.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.12 Authorization To Execute Purchase Agreement For Advanced Acquisition Of Property For Transportation, County Project 63-33

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, to promote a safe and efficient transportation system, Dakota County is proceeding with County Project 63-33, Delaware Avenue Reconstruction in the Cities of Mendota Heights, and West St. Paul; and

WHEREAS, County Board authorized the execution of a contract with Kimley Horn, Inc. for professional design services for CP 63-33 and CP 4-18; and

WHEREAS, during the preliminary engineering process, it was determined that acquisition of the property owned by Russell and Angela Radabaugh located at 1211 Delaware Avenue might be necessary to complete the project; and

WHEREAS, County staff discovered that this property was listed for sale at \$325,000 in the open real estate market; and

WHEREAS, County staff collaborated with the design consultant to conduct an early engineering analysis of construction impacts and make the necessary determinations of early right of way acquisition needs; and

WHEREAS, preliminary engineering analysis indicated that construction would directly impact the property structure at the improved parcel, and thus an early acquisition of the parcel would be advantageous from a fiscal perspective; and

WHEREAS, it was determined that the early acquisition of the property owned by Russell and Angela Radabaugh located at 1211 Delaware Ave, for \$325,000, including an additional \$5,000 in transaction costs, is necessary to move forward with CP 63-33; and

WHEREAS, the 2024-2028 Transportation Capital Improvement Program Adopted Budget includes sufficient funding for right of way acquisition costs.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners approve the advanced acquisition of 1211 Delaware Ave and authorizes the execution of a purchase agreement with Russell and Angela Radabaugh for a purchase price of \$325,000 with an additional \$5,000 to cover the transaction costs and authorizes payment from the 2024 Transportation Capital Improvement Program Adopted Budget.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

4.13 Authorization To Execute Joint Powers Agreement With City Of Eagan For City Utility Improvement Incorporation Into 2025 Preservation Projects On County State Aid Highway 30, County Project 30-43

Motion: Mike Slavik

Second: Mary Hamann-Roland

WHEREAS, to provide a safe and efficient transportation system, Dakota County is proceeding with the 2025 Preservation of Paved Highway Surfaces; and

WHEREAS, included in the County's preservation work is an opportunity for coordination with the city stakeholders to partner on any necessary utility repairs within the road segments being included; and

WHEREAS, the City of Eagan desires to incorporate sanitary sewer, water main, or storm sewer repairs as part of County Project 30-43; and

WHEREAS, County Project 30-43 is the mill and overlay of County State Aid Highway 30 (Diffley Road) from Trunk Highway 13 to Interstate Highway 35E in Eagan; and

WHEREAS, a joint powers agreement (JPA) between the County and the City of Eagan is necessary to outline roles, responsibilities, and cost participation; and

WHEREAS, the cost share for utility maintenance/improvements associated with storm sewer is 80 percent County and 20 percent City in accordance with the terms and conditions of the current adopted Maintenance Agreement for Storm Sewer Systems (Dakota County Contract No. C0025408); and

WHEREAS, the cost share for utility maintenance/improvements associated with water main and sanitary sewer is 100 percent City; and

WHEREAS, the 2025 Transportation Capital Improvement Program Adopted

Budget includes sufficient funds to proceed with the 2025 Preservation of Paved Highway Surfaces, including the County's cost share for storm sewer improvements.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute a joint powers agreement between Dakota County and the City of Eagan for utility repair work associated with County Project 30-43 which is included in the 2025 Preservation of Paved Highway Surfaces.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

5. Regular Agenda

5.1 Discussion And Direction On Transportation Cost Participation Policy For Aesthetics

Erin Laberee, Transportation Director/County Engineer, presented this topic and responded to questions.

The following people were also in the audience and spoke to this item:

Clint Hoopshaw, Mayor of Apple Valley

Tom Lawell, City Administrator

Doug Abere, Dakota County, Sr. Project Manager

Staff and committee members discussed the transportation cost policy for aesthetics, using the County Road 42 project in Apple Valley as an example on how it is currently written and the impact of potential changes to the policy. The policy, which is included in the Dakota County 2040 Transportation Plan, currently caps county participation in aesthetics at 3% of the overall county share for the project. Staff provided examples of other metro counties and the Mn Department of Transportation on aesthetics for comparison. Of the metro counties, Dakota and Washington Counties have the highest cost share for aesthetic items, such as landscaping, decorative pavements, surface treatments and decorative fencing.

Staff provided a summary of the two alternatives currently being considered for the County Road 42 project between Redwood Drive and Pennock Drive in Apple Valley. The standard barrier design is estimated at \$1.9M less than the cities preferred cast-in-place design. Clint Hoopshaw (Mayor, Apple Valley) and Tom Lawell (City Administrator, Apple Valley) expressed concerns regarding the economic impact and aesthetics of the standard barrier design. Some commissioners expressed a preference for the standard design to ensure consistency and cost efficiency.

The commissioners called for a deeper discussion on the county's policy

regarding aesthetic contributions for road projects. They asked the staff to evaluate its impact on principal arterials and consider expanding eligibility to other roads that could benefit. This information will be presented along with other cost share considerations later this year.

The Board provided direction to continue with the current 3% cost shar policy for aesthetics until additional discussion and evaluation of the County's other Transportation cost-share policies could be completed. The County Board also stressed that they did not want to delay the County Road 42 project, but that the Joint Powers Agreement that will govern the project could provide language indicating that any future changes to the policy would apply to the project.

Information only; no action requested.

5.2 Approval And Authorization To Award Construction Contracts To Accomplish 2025 Transportation, Parks, And Facilities Capital Improvement Projects

Motion: Mike Slavik

Second: Mary Hamann-Roland

This item was approved through the Consent Agenda and no presentation was given.

WHEREAS, the Dakota County Physical Development Administration Department regularly requests County Board approval for actions required to deliver projects in the adopted Capital Improvement Program (CIP); and

WHEREAS, awarding construction contracts to the lowest responsible bidder is a regular consent action item brought forward to the Board for projects in the CIP; and

WHEREAS, awards to bidders that are not the low bid would be brought to the County Board for approval; and

WHEREAS, this resolution does not alter the Board process for adopting projects in the CIP each year or the process for obtaining Board approval for professional services contracts, study recommendations, appraisals, and right of way settlements; and

WHEREAS, project updates would continue to be presented to the Board; and

WHEREAS, staff will provide the Board with a detailed list of authorized projects, including budget reference information, and provide periodic updates on executed and construction contract awards.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners delegates authority to the County Manager or designee to award construction contracts to the lowest responsible bidder, consistent with County Policies, provided sufficient funds are available for the following projects:

Transportation:

- CP 5-58 on CSAH 5 (County Road 5) at Southcross Drive W Signal Replacement in Burnsville
- CP 26-67 on CSAH 26 (Lone Oak Road) from TH 13 to I-35E in Eagan
- CP 28-69 on CSAH 28 (80th Street) from 730' E of Cahill Avenue to CSAH 56 (Concord Boulevard) in Inver Grove Heights; tied to CP 56-14
- CP 32-65 on "New" CSAH 32 (117th Street) from CSAH 71 to TH 52 in Inver Grove Heights
- CP 42-168 on CSAH 42 (150th Street) at Southcross Drive Signal Replacement in Burnsville
- CP 42-172 on CSAH 42 (150th Street) from 147th Street to CSAH 33 (Diamond Path) in Apple Valley
- CP 42-177 on CSAH 42 at Garrett Avenue and at Pilot Knob Road in Apple Valley
- CP 43-55 on CSAH 43 (Lexington Avenue) from CSAH 32 (Cliff Road) to Wescott Drive in Eagan
- CP 50-37 on CSAH 50 (202nd Street W) at Hamburg Avenue Roundabout in Lakeville
- CP 56-14 on CSAH 56 (Concord Blvd/Concord St) Pedestrian Crossing Enhancements in Inver Grove Heights; tied to CP 28-69
- CP 64-28 on CR 64 (195th Street) at Eureka Avenue in Farmington
- CP 85-23 on CSAH 85 (Goodwin Avenue) Reconstruct Bridge No. 19504 in Vermillion Township
- CP 91-30 on CSAH 91 (Nicolai Avenue) from Miesville Trail to Trunk Highway 61 (240th Street) in the City of Miesville/Douglas Township
- CP 97-218 on CSAH 38 (McAndrews Road) Retaining Wall Replacement in Apple Valley
- CP 97-144 Township Bridge L3285 Replacement on Inga Avenue in Hampton and Douglas Townships
- CP 97-164 Township Bridge L3249 Replacement on 205th Street East in Marshan Township
- Paved Highway Surfaces
- Gravel Highway Surface
- Gravel Highway Surface - Repairs
- Crack Seal
- Pedestrian and Bicycle Facilities
- Retaining Wall Maintenance
- Traffic Safety & Operations - Pavement Markings
- Storm Sewer System Maintenance
- Signal Revisions/Communications
- Traffic Signal - New/Replacement
- Trail Gap Setaside

Parks:

- 2000232 - Mississippi River Greenway - Wayfinding, Landscaping, Interpretation
- P30002 - River to River Greenway - Mendota Heights Valley Park - North of Marie
- 2000234 (CP 42-175) - Vermillion Highlands Greenway - Rosemount (Connemara to CSAH 42 to 155th)
- Mississippi River Greenway - Hastings Bluff and Overlook

Facilities:

- Judicial Center Water Softener Replacement
- Countywide Carpet Replacement Program
- Countywide Roof Replacement Program
- Law Enforcement Center Housing Unit Floor Replacement
- Countywide Parking Lots Seal and Repair
- Judicial Center Exterior Window Replacement
- Countywide Infrastructure Maintenance Allocation Projects
- Law Enforcement Center Boiler and Chiller Replacement
- Western Service Center Cooling System Replacement
- Law Enforcement Center Restroom Renovations
- Juvenile Services Center Intake Shower and Storage Area Renovation
- Law Enforcement Center Intake, Release, and Garage Renovation

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

5.3 Approval Of Right Of Way Acquisition For Projects Included In 2025 Transportation CIP, Authorization To Make First Offers Based On Appraised Values And Delegated Acquisition Settlement Authority

Motion: Mike Slavik

Second: Mary Hamann-Roland

This item was approved through the Consent Agenda and no presentation was given.

WHEREAS, to provide a safe and efficient transportation system, Dakota County is proceeding with projects included in the 2025 Transportation Capital Improvement Program (CIP); and

WHEREAS, Dakota County is the lead agency for right of way acquisition necessary in 2025 for construction to begin in 2026; and

WHEREAS, the acquisition of property interests, such as fee title and temporary and permanent easements, from private property parcels identified in Dakota County 2025 Transportation CIP projects by the County is necessary to deliver and construct the projects during the programmed year; and

WHEREAS, all valuations of the property interests to be acquired are based upon independent valuation reports; and

WHEREAS, delegation of authority to approval appraisals of value and all first offers being made to the property owners by the Director of Physical Development or their designee will allow for more time for property owners to review the County's offers and resolved the acquisitions before eminent domain may be necessary; and

WHEREAS, in the event that timely acquisition by direct negotiation of all required parcels does not appear possible, staff will seek County Board authorization for the County Attorney's Office to initiate quick-take condemnation of the remaining unsettled parcels;

WHEREAS, by Resolution No. 11-241 (May 18, 2011), second resolving clause at item 13, the County Board delegated authority to the County Manager to may acquisition payments of \$10,000 in excess of the County Board's approved appraisal to settle right of way acquisitions;

WHEREAS, Staff recommends that Resolution No. 11-241 (May 18, 2011), second resolving clause item 13, be rescinded and replaced with authority to for the County Manager to make payments for property interests necessary for the County's Capital Improvement Program in an amount up to \$30,000 in excess of the County approved appraised value, upon determination that the payment is reasonable, prudent and in the public's best interest, but not to exceed an award by the condemnation commissioners or court.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Director of Physical Development or their designee to approve appraisals of value and to make initial offers based on appraised value for any right of way acquisitions needed for 2025 Transportation Capital Improvement Program projects.

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby rescinds item 13 in the second resolving clause of Resolution No. 11-241 (May 18, 2011) delegating authority to may payment for right of way acquisitions and authorizes the County Manager to make payments for property interests necessary for the County's Capital Improvement Program in an amount up to \$30,000 in excess of the County approved appraised value, upon determination that the payment is reasonable, prudent and in the public's best interest, but not to exceed an award by the condemnation commissioners or court.

This item was approved and recommended for action by the Board of Commissioners on 1/21/2025.

Ayes: 7

5.4 Discussion And Direction On 2050 Parks, Greenways, And Natural Systems
2050 Vision Plan Draft Goals And New Park Units

Lil Leatham, Principal Planner, presented this topic and responded to questions.

Staff presented draft goals for the 2050 Vision Framework and draft strategies related to potential new parks and greenways.

Commissioners provided feedback on several of the 14 draft aspirational goals. This feedback included developing a clearer delineation between City and County roles related to parks and trails and incorporating planned development into park planning efforts. Commissioners also discussed initiatives to preserve tribal settlement sites and burial grounds in Dakota County, emphasizing their historical significance. Commissioners requested more information on community outreach's impact on recommendations.

Potential new park search areas and Greenway search corridors were discussed in detail. Three park search areas were identified to support historically underrepresented populations and geographic areas. Commissioners encouraged exploring future development opportunities, such as financial contributions or land donations, while prioritizing the completion of the existing Greenway system before any expansion. Further discussions with cities regarding the community trail concept are also needed to understand their priorities.

Staff were asked to come back to the Board to specifically address the tools that can be used to protect land within the Park System. This will include a better defined County Park Conservation Area concept, and additional information on the Regional Systems park components like Bridging Facilities and Special Recreation Features.

The importance of interconnected trails for development and funding was also highlighted, as Dakota County's efforts to connect amenities and improve transportation can enhance residents' quality of life and walkability in suburban areas.

Information only; no action requested.

6. Physical Development Director's Report

Georg Fischer, Physical Development Director, provided the Committee with a written Division update.

7. Future Agenda Items

Chair, Commissioner Mary Liz Holberg, asked the Committee if anyone had a topic they would like to hear more about at an upcoming Physical Development Committee of the Whole. No Commissioners requested topics for future meetings at this time.

8. Adjournment

8.1 Adjournment

Motion: Mike Slavik

Second: Mary Hamann-Roland

On a motion by Commissioner Mike Slavik, seconded by Commissioner Mary Hamann-Roland, the meeting was adjourned at 11:11 a.m.

Ayes: 7

Respectfully submitted,
Liz Hansen
Administrative Coordinator



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-3800

Agenda #: 4.2

Meeting Date: 2/11/2025

DEPARTMENT: Transportation

FILE TYPE: Consent Action

TITLE

Authorization To Amend Contract With Short Elliott Hendrickson Inc. And Amend 2025 Transportation Capital Improvement Program Budget For Professional Services For County State Aid Highway 38 In Burnsville, County Project 38-61

PURPOSE/ACTION REQUESTED

Authorize execution of a contract amendment with Short Elliott Hendrickson, Inc., for preliminary engineering and consulting services for the corridor study along County State Aid Highway (CSAH) 38 from CSAH 5 to Aldrich Avenue S, County Project (CP) 38-61 in Burnsville, and authorize a budget amendment to the 2025 Transportation Capital Improvement Program (CIP) Budget.

SUMMARY

To provide a safe and efficient transportation system, Dakota County is proceeding with CP 38-61, which includes preliminary engineering for a corridor study and non-motorized crossing assessment for CSAH 38 (McAndrews Road) roadway improvements from CSAH 5 to Aldrich Avenue S in Burnsville (Attachment: Project Location Map). County Project 38-61 is intended to lay the groundwork for programming future projects within the corridor. It is driven with a safety focus to address existing crash data trends, has a traffic analysis component to evaluate and propose solutions for corridor mobility needs, and includes a non-motorized crossing assessment to improve the multimodal experience and interaction between the residential neighborhood north of the roadway and commercial area directly south.

Amendment Request

By Resolution No. 23-585 (December 19, 2023), the County Board authorized the execution of a contract for \$149,915 with Short Elliot Hendrickson Inc. for engineering services for CP 38-61. Since the contract was awarded, the project team has identified the need for scope expansion to better select a preferred alternative and successfully program a construction project.

Through public engagement efforts, coordination with the City of Burnsville, and a closer analytical look at the existing safety and mobility concerns, the project management team recommends the programming of a construction project on a more defined timeline. An amendment is needed to the original consultant contract to develop the preferred alternative as a geometric layout. This work will increase the understanding of right-of-way impacts, provide a more accurate cost estimate, and set the project up to better pursue funding. Other additions to the scope include improvements to the CSAH 5 signal, exploration of more multimodal crossing opportunities, additional traffic analysis to respond to neighborhood concerns from public engagement, and an extended timeline and coordination efforts to complete the geometric layout. The following scope tasks have increased.

- Task 1 - Project Management: \$9,600
- Task 2 - Public and Agency Involvement: \$9,300
- Task 3 - Analyze Data Compilation, Surveys, and Mapping: \$6,000
- Task 4 - Traffic Analysis and Corridor Study: \$5,200
- Task 5 - Non-Motorized Crossing Assessment: \$3,400
- Task 6 - Corridor Recommendations: \$91,800
 - Includes a geometric layout and more alternative analysis.

The amendment for preliminary engineering totals \$129,500, bringing the amended contract total to \$279,415. The County will be responsible for all the amendment request amount based on the cost participation policy of the original contract F.15 - Small Safety Projects. A more detailed description of all tasks associated with the negotiated scope increase is provided by Short Elliot Hendrickson, Inc. (Attachment: Amendment Memorandum).

RECOMMENDATION

Staff recommends execution of a contract amendment with Short Elliott Hendrickson, Inc. for, professional design services and amending the 2025 Transportation CIP Budget to proceed with CP 38-61.

EXPLANATION OF FISCAL/FTE IMPACTS

A budget amendment of the 2023 Transportation CIP was completed at the time of the consultant contract award to increase the project budget to \$149,915. A second contract amendment is needed for \$129,500 from the Transportation Fund Balance to total \$279,915 for the added scope of work.

- | | | |
|---------------------------------------------------------|-----------------------------------------|-----------------------------------------------|
| <input type="checkbox"/> None | <input type="checkbox"/> Current budget | <input type="checkbox"/> Other |
| <input checked="" type="checkbox"/> Amendment Requested | | <input type="checkbox"/> New FTE(s) requested |

RESOLUTION

WHEREAS, to provide a safe and efficient transportation system, Dakota County is proceeding with County Project (CP) 38-61; and

WHEREAS, CP 38-61 is a preliminary corridor study intended to lay the groundwork for programming future projects within the corridor, including a traffic study, non-motorized crossing assessment, and recommendations report; and

WHEREAS, by Resolution No. 23-585 (December 19, 2023), the County executed a contract with Short Elliot Hendrickson, Inc., for a corridor study and preliminary engineering consulting services; and

WHEREAS, County staff recognizes and recommends that the proposed additional tasks are necessary to complete the project successfully; and

WHEREAS, staff negotiated an amount of \$129,500 with Short Elliot Hendrickson, Inc., to complete the work; and

WHEREAS, a budget amendment is necessary to proceed with the consultant services contract

amendment for CP 38-61.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute a contract amendment with Short Elliott Hendrickson, Inc., to perform additional engineering consulting services for County Project 38-61 in an amount not to exceed \$129,500, resulting in a total amended contract not to exceed \$279,415, subject to approval by the County Attorney's Office as to form; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes a budget amendment to increase the budget to \$279,415 and transfer \$129,500 from the Transportation fund balance to County Project 38-61; and

BE IT FURTHER RESOLVED, That the 2025 Transportation Capital Improvement Program is hereby amended as follows:

Expense	
County Project 38-61	<u>\$129,500</u>
Total Expense	\$129,500

Revenue	
Transportation Fund Balance	<u>\$129,500</u>
Total Revenue	\$129,500

PREVIOUS BOARD ACTION

23-585; 12/19/23

ATTACHMENTS

Attachment: Project Location

Attachment: Amendment Memorandum

BOARD GOALS

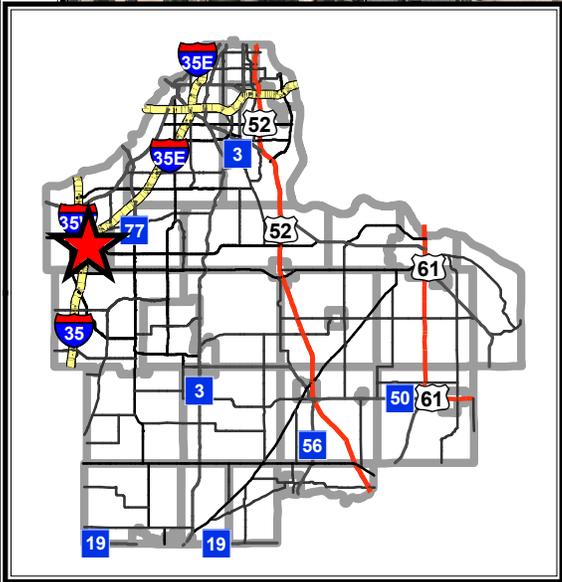
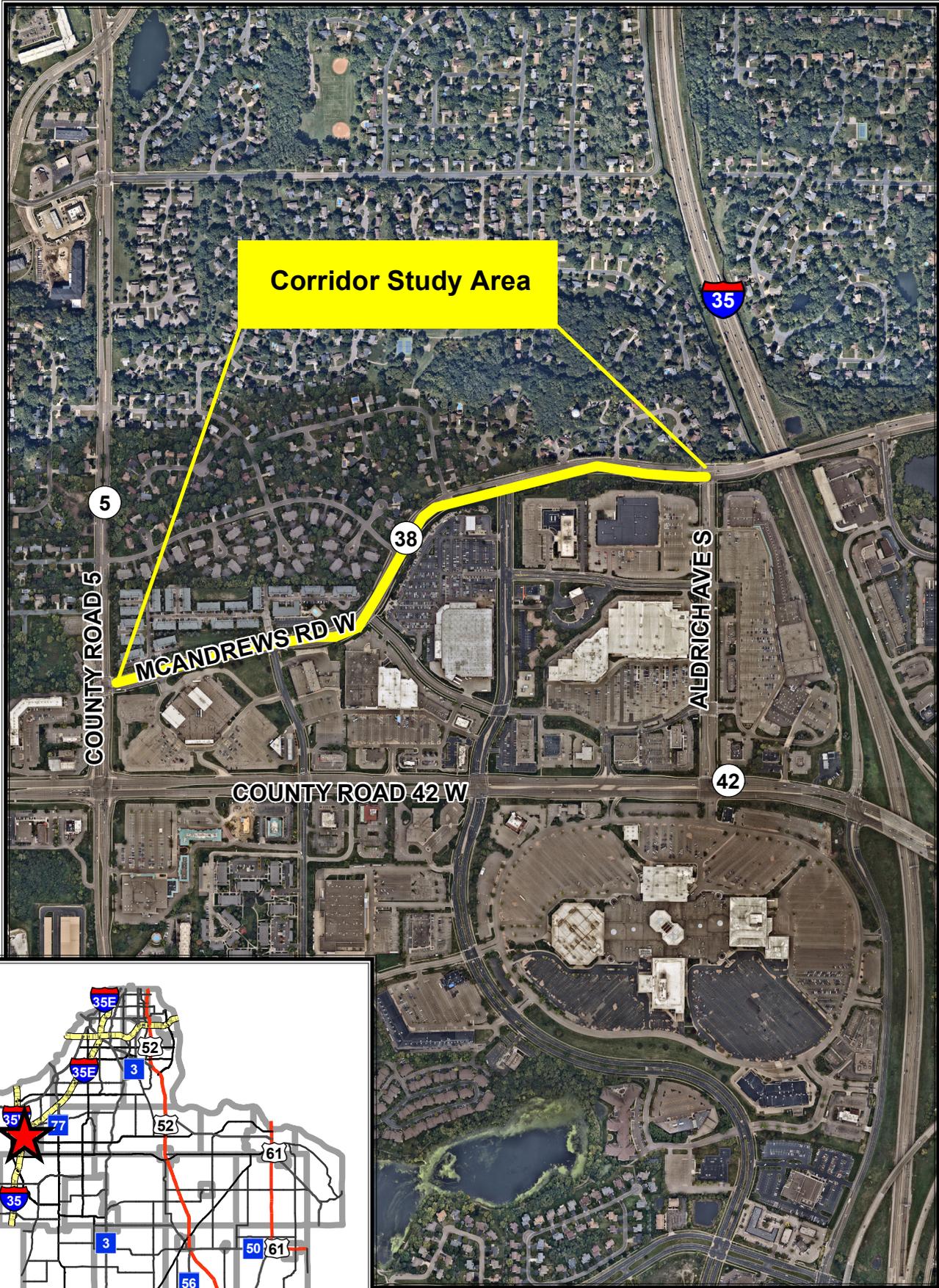
- | | |
|-------------------------------------------------------------------|-------------------------------------------------------|
| <input checked="" type="checkbox"/> A Great Place to Live | <input type="checkbox"/> A Healthy Environment |
| <input type="checkbox"/> A Successful Place for Business and Jobs | <input type="checkbox"/> Excellence in Public Service |

CONTACT

Department Head: Erin Laberee

Author: Keelee Roggenbuck

Prepared by Dakota County Physical Development Division



County Project 38-61



Building a Better World
for All of Us®

January 28, 2025

RE: Dakota County Contract No. DCA21174
County Project 38-61
CSAH 38 Corridor Study
Amendment No. 1
SEH No. DAKOT 177197

Keelee Roggenbuck
Project Manager
Dakota County Transportation Department
14955 Galaxie Avenue
Apple Valley, MN 55124

Dear Ms. Roggenbuck,

Short Elliott Hendrickson® (SEH) appreciates the opportunity to submit this amendment request to Dakota County Transportation Department for the CSAH 38 (McAndrews Rd) Corridor Study (County Project 38-61). As discussed, this amendment will allow us to conduct a more thorough and comprehensive analysis of the corridor and provide additional services beyond the original scope of work.

SEH understands the intent of this work scope is to primarily:

- Document services requested and completed outside of the original scope of work.
- Document remaining effort and additional scope that support an extended schedule, additional deliverables, additional alternative analysis and evaluation, and a Geometric Layout of the preferred concept.

The proposed scope of work outlined in the following sections provides information regarding the tasks that have been completed outside the original scope and additional items that have been requested that are remaining to be completed. Each task provides a summary of the total additional hours and associated fee with the abovementioned tasks. Please note that fees are based on updated fiscal year 2025 labor rates for our staff.

Task 1: Project Management

- Project extended 6 months; therefore, additional bi-weekly meetings, coordination, management, and project updates are required.

Task 1 Summary:

Total Additional Hours: 52
Total Additional Fee: \$9,600

Task 2: Public and Agency Involvement

- Project extended 6 months; therefore 6 additional monthly PMT meetings to prepare, attend, and summarize.
 - Hours: 48 hours
 - Fee: \$9,300

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-3507

651.490.2000 | 800.325.2055 | 888.908.8166 fax | sehinc.com

SEH is 100% employee-owned | Affirmative Action–Equal Opportunity Employer

- Print and mail postcards for up to 3 open house events. SEH has invoiced Dakota County for one set of mailers for phase 1 of engagement and expects to invoice Dakota County for two additional sets of mailers for the remaining phases of engagement.
 - Hours: 3
 - Fee: \$4,200 (Includes approximately \$200 for labor/round and postcard mailing expense of \$1,200/round)
- One Council Meeting from the original scope has been removed from the original scope and has been replaced with a virtual Alternatives and Crossing Enhancement Workshop which discussed the possible corridor-wide and intersection specific alternatives early in the study schedule with City and County representatives. No changes to fee are needed for this amended task.

Task 2 Summary:

Total Additional Hours: 51

- Completed: 10 hours
- Anticipated: 41 hours

Total Additional Fee: \$13,500

- Completed: \$2,800
- Anticipated: \$10,700

Task 3: Analyze Data Compilation, Surveys, and Mapping

- Original scope assumed to fill in the gaps of any existing survey/topo data provided by the County. The County was unable to provide survey data along the corridor; thus, SEH completed a thorough topo survey of the corridor, including full survey of the two existing signals, 100-200 feet along each side street, and up on the steep grade on the south side of the road. This effort required two surveyors for one full day.
 - Hours: 14
 - Fee: \$2,500
- Additional effort requested to review utility conflicts for preferred concept(s) along the corridor. Original contract assumed basic utility coordination/GSOC information request.
 - Hours: 18
 - Fee: \$3,500

Task 3 Summary:

Total Additional Hours: 32

- Completed: 14 hours
- Anticipated: 18 hours

Total Additional Fee: \$6,000

- Completed: \$2,500
- Anticipated: \$3,500

Task 4: Traffic Analysis & Corridor Study

- Traffic data and speed data recounts were completed due to the original data conflicting with the City of Burnsville's Memorial Convoy for fallen officers on Saturday, February 24. Traffic dynamics were abnormal, and recounts were requested to obtain data that was more representative of typical traffic and speed patterns.
 - Hours: 12
 - Fee: \$2,100 (includes \$80 of direct expenses)
- Completion of a high-level StreetLight Analysis was performed to understand the Top Routes/Origin-Destination dynamics in the study area. This information was requested based on resident feedback at Open House #1 regarding cut-through traffic concerns and will be helpful to understand change in patterns with any recommended access modifications.

- Hours: 10
- Fee: \$1,700
- Comment resolution for the Existing Conditions Tech Memo is expected to require approximately 6-8 hours to finalize and perform quality review, and include the additional information from the StreetLight analysis and other Open House #1 feedback.
 - Hours: 8
 - Fee: \$1,400

Task 4 Summary:

- Total Additional Hours: 30
- Completed: 20 hours
 - Anticipated: 10 hours
- Total Additional Fee: \$5,200
- Completed: \$3,500
 - Anticipated: \$1,700

Task 5: Non-Motorized Crossing Assessment

- The original hours and fee for this task were not sufficient to achieve the County and City goals. At the time of this amendment, the Count requested additional efforts to achieve the level of detail desired for the analysis and final recommendations for multi-modal elements. Additional effort also includes the analysis of 5 (originally 3) additional concept alternatives for crossing assessments.
 - Hours: 16
 - Fee: \$3,400

Task 5 Summary:

- Total Additional Hours: 16
Total Additional Fee: \$3,400

Task 6: Corridor Recommendations

- 6.2 Alternatives Evaluation (increase from 3)
- Evaluate the top 5 alternatives for safety, build traffic operations, and review through the determined evaluation criteria. Analysis will also include additional detail requested by the PMT through development of the evaluation matrix.
 - Hours: 80 hours (Increases effort for each alternative from 14 to 26 hours and adds 2 alternatives at this evaluation level)
 - Fee: \$14,600
 - 6.2.2(b) (new) Analyze signal timing mitigations and recommended geometrics at the intersection of CSAH 38 and CSAH 5 for the top 5 alternatives.
 - Hours: 20
 - Fee: \$4,000
- 6.3 (6.3.1 to 6.3.4) Refinement of up to 3 Alternatives (increase from 2)
- Alternatives evaluation increased from a total of 2 to 3 and additional analysis was added to include benefit-cost analysis, explore funding opportunities more than the original scope, and develop the conceptual layouts to a further degree of detail before selecting a preferred concept. The concepts will be more detailed with realistic color hatching, making them easily shareable with the public. This approach aims to help people understand the realistic implications of each option. The effort required for each alternative will increase from 22 hours to 42 hours, reflecting a more thorough evaluation process. Additionally, one more

alternative will be included at this level of evaluation, providing a broader range of options for consideration.

- Hours: 120 hours
- Fee: \$22,600

6.3.5 (new) Geometric Layout of Preferred Alternative (1)

- For the preferred alternative, the completion of a preliminary construction cost estimate and design that includes a Geometric Layout (10%).
- The Geometric Layout will include effort for reviewing ROW linework, creating a 3D surface/TIN model, modeling limits/cross sections, construction limits, insets with turning movements, most elements of a Geometric Layout, excluding construction limits and turning movement details for roundabouts.
 - Hours: 194 hours
 - Fee: \$32,400

6.4 Documentation

- A technical memorandum will be added to the scope to summarize the results of the additional requested analysis. Additionally, analysis and concept evaluation will be incorporated into the final Corridor Study Report.
 - Hours: 100 hours
 - Fee: \$18,200

Task 6 Summary:

Total Additional Hours: 514 hours

Total Additional Fee: \$91,800

Amendment 1.0 Fee Summary Table

Task	Estimated Fee
Task 1	\$9,600
Task 2	\$13,500
Task 3	\$6,000
Task 4	\$5,200
Task 5	\$3,400
Task 6	\$91,800
Total	\$129,500

Project Schedule

Upon receiving notice to proceed, SEH anticipates completing this work by Spring 2025, but is requesting the contract to be extended through December 2025 for flexibility. A more detailed project schedule will be discussed with the County staff to meet deliverable and review timelines.

Project Cost

We propose to provide the above services for an estimated cost of \$129,500.

We appreciate the opportunity to continue providing engineering services to Dakota County. Please contact me directly at 651.256.1054 or ejordan@sehinc.com if you have any questions or comments regarding this amendment proposal.

Sincerely,

SHORT ELLIOTT HENDRICKSON INC.



Erin Jordan, PE
Project Manager
(Lic. IA, MN, NE, WI)

Accepted this _____ day of _____, 2025

DAKOTA COUNTY, MINNESOTA

By: _____

Signature: _____

Title: _____

ekj

Attachment:

- Amendment Fee Estimate Table

Dakota County CSAH 38 (McAndrews Rd) Corridor Study (County Project #38-61)
 Irving Ave S to Aldrich Ave S
 Amendment #1 Fee Estimate - December 19, 2024



Task	Description	Eric Jordan	Nikki Farrington	Ken Strubbe	Justin Andrus	Brian Andrus	Mark Nolan	Kristin Peterson	Adrian Diaz	Scott Hopkins	Carl Dushner	Matt Barnes	Thao Brown	Jared Metzloff	Expenses	Total Hours	Total Cost Per Task (Labor and Expenses)	
		Project Manager	Principal / QA/QC	Senior Multimodal Engineer	Lead Traffic Engineer	Graduate Engineer	Lead Concept Development / Planner	Lead Engagement Specialist	Planner / Engagement Specialist	Civil Engineering Lead	Professional Engineer	Civil Technician	Professional Land Surveyor	Administration	Equipment/Material			Mileage (\$0.65/mi)
1.0	PROJECT MANAGEMENT																\$ 9,000.00	
1.1	Additional 5 months of contract (March '25) Approximately 12 hours per month	40											4			52	\$9,000	
	Task 1.0 - Totals:	40											4			52		
2.0	PUBLIC & AGENCY INVOLVEMENT																\$ 11,500.00	
2.1	PMT Meetings (up to 6 additional, from 9 to 15) PMT meetings. Prepare and host up to an additional 1 hour virtual Project Management Team meetings with County and City staff, includes preparation of agenda and minutes.	24		6	6		6	6								48	\$ 9,300.00	
2.2	Postcard Mailings (3 Open House) Print and mail postcards								3						\$5,645	3	\$ 4,200.00	
	Task 2.0 - Totals:	24		6	6		6	6	3					\$5,645		51		
3.0	ANALYZE DATA CORRELATION, SURVEYS AND MAPPING																\$ 6,000.00	
3.1	Utility Coordination Complete utility coordination with private and public utilities to understand impacts and conflicts based on preferred concepts.			12							4		2			18	\$ 3,500.00	
3.2	Complete topographic survey and TIN surface model SEH completed a thorough survey, including top of two full signalized intersections and approximately 100-200 feet along side street and grades on south side of corridor. 2 surveys approximately 2 days per staff			2									12			14	\$ 2,500.00	
	Task 3.0 - Totals:			14							4		14			32		
4.0	TRAFFIC ANALYSIS & CORRIDOR STUDY																\$ 1,200.00	
4.1	Existing Conditions Review and Additional Data Collection																\$ -	
4.1.2	Saturday Turning Movement Request Deployed 10 cameras on a Saturday to record data at the study intersections due to original data being on a day conflicting with the City of Burnsville's Memorial Cemetery				8										\$80	8	\$ 1,400.00	
4.1.3	Speed Data Collection & Evaluation Deploy up radar units at up to two locations along the corridor to capture motor vehicle speed data. This trip will be made during the same time as the video data collection trips. Data will be collected for 48 hours during the weekend. An optional speed study will summarize the speed data to help support recommendations as part of this study			4												4	\$ 700.00	
4.1.9	Signal Warrant Analysis (up to 3 intersections) Using MMUTCD Guidance, signal warrant analyses will be conducted at up to three (3) intersections identified through PMT discussions and data review			2												2	\$ 300.00	
4.1.10	Streetlight Analysis Complete a Top Routes Analysis using the County's Streetlight subscription to understand origin/destination dynamics in the study area			8												8	\$ 1,400.00	
4.4	Corridor Assessment and Documentation Based on the existing and no build operations analysis, and existing conditions review (Task 4.1), enable or operationally deficient intersections and segments will be identified. Improvement opportunities will be documented in a draft section of the Technical Memorandum.	2		6												8	\$ 1,400.00	
	Task 4.0 - Totals:	2		28												38		
5.0	NON-MOTORIZED CROSSING ASSESSMENT																\$ 3,400.00	
5.1	Initial Review Review non-motorized gaps and demand locations to understand activity, needs and priority areas. Data collection efforts will occur at Task 4.																\$ -	
5.2	Evaluation and Recommendation Plan Develop evaluation plan and complete review to determine final crossing locations and enhancements. Using Dakota County Crossing Assessment and Crossing Evaluation Technical Manual, recommendations for crossing locations and enhancements will be evaluated. Up to two (2) improvement concepts will be included.	2		6												8	\$ 1,700.00	
5.3	Crossing Assessment Documentation Based on the review and PMT feedback, draft recommendations for short to long-term crossing enhancement opportunities will be identified. Evaluation methodology and improvements will be documented in a draft section of the Technical Memorandum.	2		6												8	\$ 1,700.00	
	Task 5.0 - Totals:	4		12												16		
6.0	CORRIDOR RECOMMENDATIONS																\$ 91,800.00	
6.1	Preliminary Alternatives Development Technical Memo Completion of a tech memo that provides early screening analysis of alternatives considered prior to evaluation and analysis of up to 5 alternatives																\$ -	
6.2	Recommendation Evaluation																\$ -	
6.2.1	Safety Assessment Review safety improvements/crash modification factors based on initial recommendation concepts.	2		16												18	\$ 3,300.00	
6.2.2(a)	2043 Build Operations Analysis (up to 3 peak hours, up to 5 alternatives) Using Synchro/SimTraffic and/or HCM methodologies, future (2043) operations analysis will be analyzed for the weekday AM, PM, and weekday midday peak hours, reporting level of service, queuing, and delay for each intersection	4		16	6											26	\$ 4,300.00	
6.2.2(b)	CMV/SIC/SCM Build Operations Analysis Using Synchro/SimTraffic and/or HCM methodologies, future (2043) operations analysis will be analyzed for the weekday AM, PM, and weekday midday peak hours, reporting level of service, queuing, and delay for the study intersection	2		12					6							20	\$ 4,000.00	
6.2.3	Evaluation Evaluate each alternative based on metrics established by the PMT, including safety, operations, and multimodal improvements. An evaluation and screening process will be approved by the County and City before evaluating alternatives	10		10	8	8	8									36	\$ 7,200.00	
6.3	Recommendation Refinement																\$ -	
6.3.1	Safety Analysis HSP or MnDOT Cost-Benefit ratio analysis for up to 3 alternatives			8												8	\$ 1,400.00	
6.3.1	2043 & 2043 Build Operations Analysis Technical Recommendations (up to 3) Operations analysis will be performed for the build (2043) and design year (2043) and sensitivity analysis (25% volume of 2043 design year) for the refined alternative recommendations (3)			2	5											7	\$ 1,000.00	
6.3.2	ROW and Preliminary Cost Estimates (up to 3) Review of right-of-way impacts and completion of high-level, preliminary cost estimates for up to three (3) preferred alternatives.	2		8					10	14						34	\$ 6,700.00	
6.3.3	Funding Opportunity Review Using SEH Funding Experts, potential funding opportunities will be identified based on the preferred alternatives.			4			4									8	\$ 1,600.00	
6.3.4	Draft Conceptual Layouts (up to 3) Develop draft conceptual layouts of refined alternatives (up to 3)	2		16					16	24	5					63	\$ 11,900.00	
6.3.5	Level 1 Geometric Design of Preferred Alternative (3) Completion of a 2D top view, profile (2D) on plan-sheet - MnDOT formatting/style with 10% cost estimate	4		30					30	90	40					104	\$ 22,400.00	
6.4	Documentation Completion of a tech memo that provides early screening analysis of alternatives considered prior to evaluation and analysis of up to 5 alternatives. Draft and Final Conceptual Layouts and Technical Memorandum will summarize the comprehensive study, public engagement efforts, non-motorized crossing assessments, and evaluation matrix. Final recommendations will be summarized, providing justification and review supporting the recommendation. Implementation plan will be recommended, including any low-cost, low-impact solutions in the short term to improve operations and/or safety.	16	2	18	40	16	4		4							100	\$ 18,200.00	
	Task 6.0 - Totals:	42	2	82	106	27	16		66	128	45					514		
Project Summary		TOTAL BASE PROJECT HOURS (TASKS 1-6)															695	\$ 129,500.00



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-4150

Agenda #: 4.3

Meeting Date: 2/11/2025

DEPARTMENT: Facilities Management

FILE TYPE: Consent Action

TITLE

Authorization To Execute Contract With AJ Mobility dba Mobili-Fi, LLC., For Northern Service Center Distributed Antenna System Replacement And Amend 2025 Facilities Capital Improvement Program Budget

PURPOSE/ACTION REQUESTED

Authorize execution of a contract with AJ Mobility, dba Mobili-Fi, LLC., for the Northern Service Center Distributed Antenna System Replacement Project and amend the 2025 Facilities Capital Improvement Program Budget.

SUMMARY

Dakota County owns and operates the Northern Service Center located at 1 Mendota Road, West St. Paul, MN 55118. For several years, the cellular signal for some cell service providers has been declining to the point of now adversely impacting life safety and emergency response in the facility. The emergency notification in the building relies on expected cell coverage, and the Sheriff's Office staff cannot safely perform required building security functions without adequate cell coverage. The Risk Management department manages all emergency drills and broadcasts active shooter and shelter notifications to all employees' mobile devices, regardless of provider. Due to this declining coverage in the building, many of these notifications are not coming through as expected.

Staff worked with Verizon Wireless to implement local and temporary measures to bridge the period until a broader solution could be designed and implemented.

Staff worked with Pierson Wireless to design and specify a commercial-grade Distributed Antenna System solution to broadcast all cell carriers' signals throughout the facility.

The Request for Proposal was publicly advertised on the Dakota County website with five proposals received by the due date. The Request for Proposal outlined scoring for the proposals and the weight of each criteria shown in attachment. (Attachment: Consultant Selection Summary). Staff met on January 30, 2025, to discuss the proposals and identify vendor rankings. Based on the rankings identified, vendor reference checks, and verification of proposal completeness, staff unanimously recommends AJ Mobility, dba Mobili-Fi, LLC., to complete the project.

RECOMMENDATION

Staff recommends that the County Board of Commissioners authorize the Facilities Management Director to execute a contract with AJ Mobility, dba Mobili-Fi, LLC., for the Northern Service Center Distributed Antenna System Replacement project in an amount not to exceed \$388,394.

EXPLANATION OF FISCAL/FTE IMPACTS

The Facilities Capital Improvement Program includes sufficient funds in prior project savings to address this critical infrastructure and life-safety need. A budget amendment to transfer funds from the set-aside and create a project for tracking purposes is required.

- None Current budget Other
 Amendment Requested New FTE(s) requested

RESOLUTION

WHEREAS, Dakota County owns and operates the Northern Service Center located at 1 Mendota Road, West St. Paul, MN 55118; and

WHEREAS, for several years, the cellular signal has been declining to the point of now adversely impacting life safety and emergency response in the facility; and

WHEREAS, the emergency notification in the building relies on expected cell coverage, and the Sheriff’s Office staff cannot safely perform required building security functions without adequate cell coverage; and

WHEREAS, the Risk Management department manages all emergency drills and broadcasts active shooter and shelter notifications to all employees’ mobile devices; and

WHEREAS, due to declining coverage in the building, many of these notifications are not coming through as expected; and

WHEREAS, staff worked with Verizon Wireless to implement local and temporary measures to bridge the period until a broader solution could be designed and implemented; and

WHEREAS, staff worked with Pierson Wireless to design and specify a commercial-grade Distributed Antenna System solution to broadcast all cell carriers’ signals throughout the facility; and

WHEREAS the Request for Proposal was publicly advertised on the Dakota County website, with five proposals received by the due date; and

WHEREAS, staff met on January 30, 2025, to discuss the proposals and identify vendor rankings; and

WHEREAS, based on the rankings identified, vendor reference checks, and verification of proposal completeness, staff unanimously recommends AJ Mobility, dba Mobili-Fi, LLC., to complete the project; and

WHEREAS, staff recommends that the County Board of Commissioners authorize the Facilities Management Director to execute a contract with AJ Mobility, dba Mobili-Fi, LLC., for the Northern Service Center Distributed Antenna System Replacement project in an amount not to exceed \$388,394.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby

authorizes the Facilities Management Director to execute a contract with AJ Mobility, dba Mobili-Fi, LLC., for the Northern Service Center Distributed Antenna System Replacement project in an amount not to exceed \$388,394, subject to approval by the County Attorney's Office as to form.

BE IT FURTHER RESOLVED, That the 2025 Facilities Management Capital Improvement Program budget be amended as follows. Funding is ready in the Prior Projects Saving Set-aside:

Expense

Prior Projects Savings Set-aside (1001646)	(\$388,394)
NSC Distributed Antenna System Project (TBD)	<u>\$388,394</u>
Total Expense	\$0

Revenue

Prior Project Savings Set-aside (1001646)	(\$388,394)
NSC Distributed Antenna System Project (TBD)	<u>\$388,394</u>
Total Revenue	\$0

PREVIOUS BOARD ACTION

None

ATTACHMENTS

Attachment: Consultant Selection Summary

BOARD GOALS

- | | |
|-------------------------------------------------------------------|------------------------------------------------------------------|
| <input type="checkbox"/> A Great Place to Live | <input type="checkbox"/> A Healthy Environment |
| <input type="checkbox"/> A Successful Place for Business and Jobs | <input checked="" type="checkbox"/> Excellence in Public Service |

CONTACT

Department Head: Mike Lexvold

Author: Mike Lexvold

Vendor Selection Summary						
Criteria						Weight
Cost to satisfy all requirements listed in RFP						30%
Vendor experience and qualifications of similar systems						15%
Project implementation plan and schedule						30%
References for similar or larger installations						15%
Completeness of the proposal						10%
	Total					100%
	AJ Mobility, DBA Mobili-Fi LLC	Matrix NDI	One Way Wireless	Pierson Wireless	Telamon	
Average Score of 6						
Reviewers	88.67	62.17	14.33	80.50	80.83	



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-4175

Agenda #: 4.4

Meeting Date: 2/11/2025

DEPARTMENT: Parks

FILE TYPE: Consent Action

TITLE

Authorization To Execute Contract With Bolton & Menk, Inc. For Professional Services For Minnesota River Greenway In Burnsville And Eagan, County Project P00127

PURPOSE/ACTION REQUESTED

Authorize the execution of a contract for professional services for the pedestrian bridge portion of the Minnesota River Greenway, Fort Snelling Segment (P00127).

SUMMARY

Dakota County is proceeding with the Minnesota River Greenway, Fort Snelling Segment to construct 3.7 miles of the greenway between trailheads located near Nicols Road and Lone Oak Road in Eagan and Burnsville, including a pedestrian bridge to cross over railroad owned by Union Pacific Railroad (Attachment: Project Area Map). By Resolution No. 18-487 (September 18, 2018), the County executed a contract with Bolton & Menk, Inc. for \$269,850 to complete design for the pedestrian bridge. By Resolution No. 20-291 (June 16, 2020) and by Resolution No. 21-538 (November 16, 2021), the contract was amended to increase the not-to-exceed amount to \$631,580.

Additional work toward completion of the bridge design was carried out beyond the amended not-to-exceed amount and the contract term of September 22, 2022. This was directed by staff, with the expectation that the additional work needed would be minor, with a cost overrun to be absorbed by the consultant. However, the tasks completed beyond these contract terms had to satisfy an expanding work scope driven by review and permitting requirements, as well as an increasingly complex bridge design that was needed to satisfy the constraints of the project area. Substantially more time and effort were required for coordination with the Minnesota Department of Transportation for design review and revision, the Minnesota Department of Natural Resources to coordinate on fen protection and mitigation measures, continued coordination with Union Pacific Railroad, and multiple permitting agencies for design reviews and approvals needed to proceed with construction. This work exceeded the previous not-to-exceed limit by \$149,158. Bolton & Menk, Inc. has submitted a memo (Attachment: Contract Request) to staff requesting payment for these additional services needed to produce a completed bridge plan. With the expiration of the earlier contract, a new one is required to authorize a final payment to Bolton & Menk, Inc.

RECOMMENDATION

Staff recommends authorizing the execution of a contract with Bolton & Menk, Inc. in the amount of \$149,158 for professional services that were performed by Bolton & Menk, Inc. necessary to complete the bridge design.

EXPLANATION OF FISCAL/FTE IMPACTS

The adopted Parks Capital Improvement Plan includes a total project budget of \$16,975,833, with sufficient funding available for the proposed action.

- None Current budget Other
 Amendment Requested New FTE(s) requested

RESOLUTION

WHEREAS, the Minnesota River Greenway runs along the south side of the Minnesota River in Eagan and Burnsville, extending from I-35W in Burnsville to Lilydale Regional Park in Saint Paul; and

WHEREAS, by Resolution No. 11-516 (October 18, 2011), the Dakota County Board of Commissioners adopted the Minnesota River Greenway Plan; and

WHEREAS, the rapidly developing and robust recreational network that has developed in the area has created increased demand for the completion of the trail connection between the recently constructed Lone Oak Trail Head, the Cedar-Nicols Trailhead, and the Minnesota River Greenway Black Dog Segment to the west; and

WHEREAS, by Resolution No. 18-487 (October 11, 2018), the Dakota County Board of Commissioners authorized staff to proceed with consultant selection for the project to include 30 percent design for the river bottom trail (Project Component 1) and 100 percent design and engineering for the Union Pacific Railroad Bridge (Project Component 2); and

WHEREAS, by Resolution No. 18-608 (November 28, 2018), the Dakota County Board of Commissioners authorized staff to execute a contract with Bolton & Menk, Inc. for design services for the Union Pacific pedestrian bridge for a not-to-exceed amount of \$269,850; and

WHEREAS, by Resolution No. 20-291 (June 16, 2020), the contract not-to-exceed amount was amended by \$69,730 to \$339,580 to address constraints to the bridge that are inherent to the project area; and

WHEREAS, by Resolution No. 21-538 (November 16, 2021), the contract not-to-exceed amount was amended by \$292,000 to complete the design of the selected bridge alignment; and

WHEREAS, work was continued to complete the design of the bridge; and

WHEREAS, significant time and resources were required in reviewing and revising the bridge design with the Minnesota Department of Transportation, reviewing design and obtaining required permits from Union Pacific Railroad, and reviewing design and obtaining required permits from multiple state and local permitting agencies with jurisdiction over the project area; and

WHEREAS, these actions were necessary to secure all agreements and permits required to advance the project to construction; and

WHEREAS, a majority of this work was carried out beyond the end of the contract term of September 22, 2022; and

WHEREAS, staff recommends the execution of a new contract to enable payment for these additional necessary costs to produce a final design and obtain permits to proceed with construction.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Parks Director to execute a contract with Bolton & Menk, Inc., to complete design services necessary to approve and construct the Union Pacific Railroad Pedestrian Bridge for the Minnesota River Greenway, Fort Snelling Segment (P00127) in an amount not to exceed \$149,158, subject to approval by the County Attorney's Office as to form.

PREVIOUS BOARD ACTION

- 11-516; 10/18/11
- 18-487; 9/18/18
- 18-608; 11/28/18
- 20-291; 6/16/20
- 20-163; 3/24/20
- 21-538; 11/16/21

ATTACHMENTS

- Attachment: Project Area Map
- Attachment: Contract Request

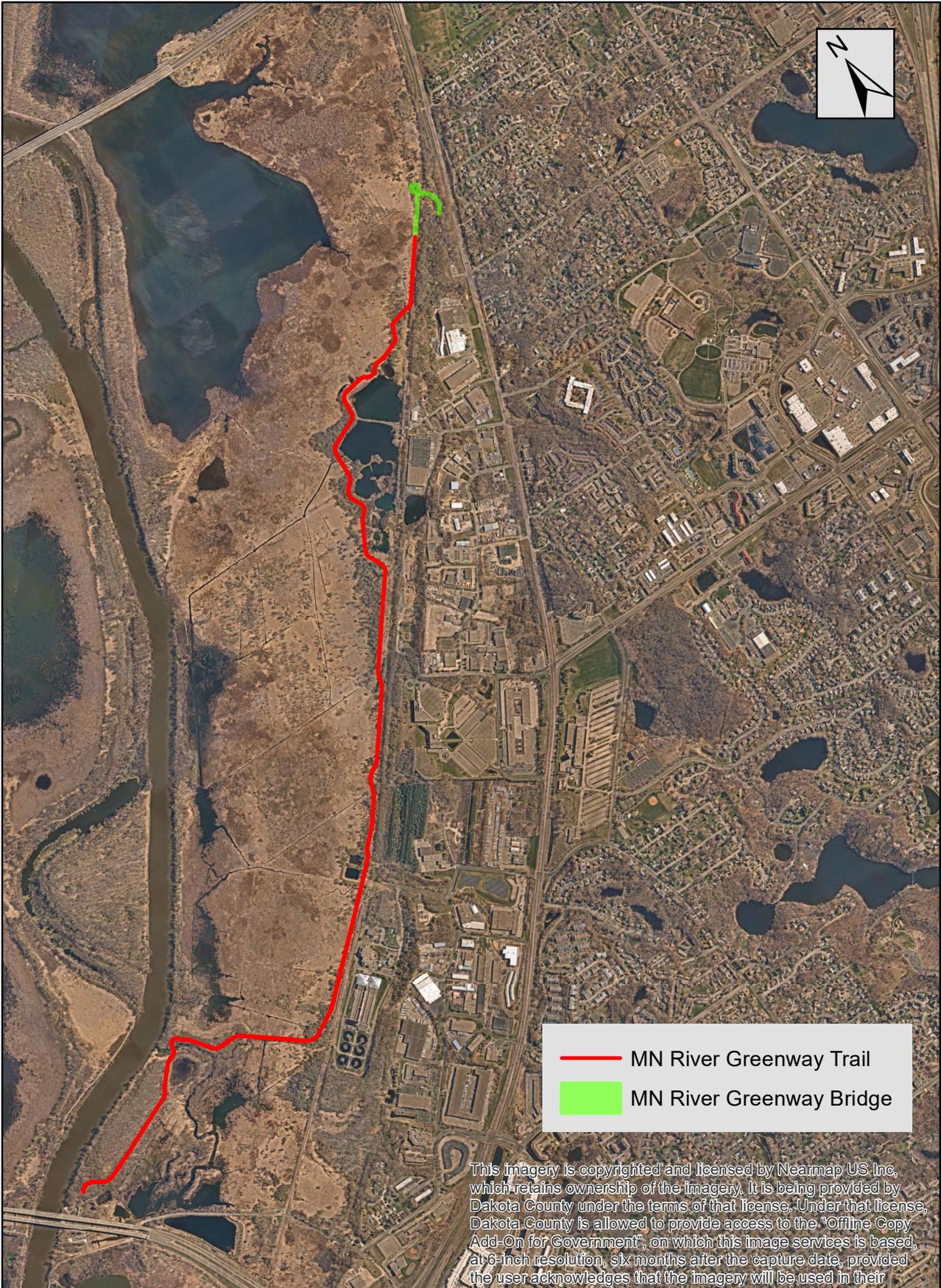
BOARD GOALS

- A Great Place to Live
- A Healthy Environment
- A Successful Place for Business and Jobs
- Excellence in Public Service

CONTACT

Department Head: Niki Geisler
Author: Joe Morneau

Attachment: Project Map





**BOLTON
& MENK**

Real People. Real Solutions.

12224 Nicollet Avenue
Burnsville, MN 55337-1649

Ph: (952) 890-0509
Fax: (952) 890-8065
Bolton-Menk.com

January 29, 2025

Mr. Joe Morneau - Dakota County Project Manager
14955 Galaxie Avenue
Apple Valley, MN 55124

RE: Contract Request: MN River Greenway – Fort Snelling Segment Project - S.P. 019-090-024

Dear Mr. Morneau:

Bolton & Menk, Inc. respectfully requests approval of this Supplemental Agreement for Engineering Services (agreement) for the above referenced project. The agreement is needed to address alterations and additions to the project scope items requested by Dakota County, and then carried out by Bolton & Menk, that were not included in a current professional services contract. This request is to execute a new contract with the County to recognize these additional tasks and to facilitate billing and payment. A project summary along with additional scope items is presented below.

Job to date, Bolton & Menk has experienced project expenditures, including labor, equipment, and subconsultant fees, totaling **\$851,935.55**. This contract request is for **\$149,158.00**, representing costs incurred in excess of the not-to-exceed amount of **\$637,180.00** under contract C0031113 (also recognizing Bolton & Menk loses to date of **\$65,597.55**). This represents time and services expended to date in the continued support of plan updates, railroad coordination and approval, environmental documentation and permitting approvals from various regulatory agencies.

PROJECT HISTORY

On October 19, 2018, Bolton & Menk submitted a proposal to provide design services in partnership with Dakota County for the development of plans for the Minnesota River Greenway Fort Snelling Segment. The original contract was for a single span pedestrian bridge over the railroad executed on February 15th, 2019.

After considerable efforts aimed at establishing a viable, ADA compliant alignment & profile that navigated environmentally sensitive areas, achieved clearance requirements for both the railroad and Xcel transmission lines, the team had exhausted its resources. Bolton & Menk & County staff met on February 7, 2020, to discuss the project scope, deliverables to date and a path forward. The results of the meeting were summarized in a February 10, 2020, email, which led to a contract amendment dated July 13th, 2020. This amendment was crafted to include final design plans based on the alignment and profile of the then current preliminary bridge plan.

The preliminary bridge plan alignment then underwent several unforeseen and additional alterations due to proximity to and potential impact to numerous environmentally sensitive resources. This resulted in nine different preliminary plan layouts ultimately leading to the relocation of a large Xcel utility pole. These alterations resulted not only in additional work, but also in the need for a much larger, more complicated, and costly bridge structure. The result of this change was captured in a second amendment request which was executed on December 14, 2021. This increased the not to exceed limit, extended the term of services

through September 29, 2022, and recognized a managerial overrun of \$28,000 by Bolton & Menk.

The last invoice issued by Bolton & Menk, issued in July 2022, was for services through June of 2022 and, reached the current contract maximum of \$637,180.00.

Despite being over the contractual budget and outside the amended term, Bolton & Menk has been diligently working as necessary and as requested to satisfy regulatory requirements, complete plan alterations, and ultimately advance the project into the construction phase.

Since the last invoice in July 2022, the Bolton & Menk team has spent nearly a thousand hours working through various project and permitting updates.

This contract request recognizes work performed to date, as described in detail below; extends the terms of service into the bidding phase and recognizes Bolton & Menk losses to date totaling **\$65,597.55**.

To the best of our knowledge and understanding, all final design work activities and permitting requirements are satisfied, complete, and are sufficient to successfully transition the project from the design to the construction phase.

CONTINUED PROJECT MANAGEMENT & COORDINATION – TASK 001

Since our last invoice, 27 months ago, the project has continued to progress, leading to a variety of plan and permit changes and alterations. This has included over 758 coordination emails, the integration of bridge and trail plans with SEH (including EAW elements), finalization of bridge plans including UPRR coordination, Xcel transmission line relocation, inclusion of bench and kiosk details, a no-effect concurrence letter for the fen (MnDNR), transition to development of a fen management plan (MnDNR), wetland credit withdrawal (BWSR), SWPPP, and a design exception request to MnDOT for a reduced speed bike path. Each of these required their own unique level of coordination with both internal staff and external partners.

ADDITIONAL SERVICES FEE (102 HOURS)

\$22,441.00

FINAL BRIDGE PLAN ALTERATIONS & APPROVALS – TASK 012

The plan review and approval processes for both MnDOT State Aid and the Union Pacific Railroad, along with numerous updates and inclusions from permitting agencies, far exceeded plan delivery expectations set forth in amendment 2. This can be summarized by the development of 29 additional plan sheets over what was estimated in amendment 2.

Final bridge plans were not conditionally approved by the Union Pacific Railroad until February 2023 necessitating multiple iterations of plan submittal followed by comment resolution.

The change to curved steel superstructure and a helical ramp was understood to include more complex and sophisticated analysis. This also required more engagement with MnDOT state aid reviewers that the typical preliminary and final design review process. Some additional tasks associated with this effort included:

- Curved Steel Girder Planning Meeting

- Design & Review of Erection Sequencing
- Fabrication & Constructability Meeting
- Additional State Aid Bridge Submittal & Comment Resolution
- Design exception development for bike curve

In addition, the amount of time elapsed between final plans and construction prompted the review and update to some of the bid documents. This effort included:

- Update to Division SB Special Provisions
- Updated Construction Cost Estimate

Project requirements of the DNR Technical Evaluation Panel (TEP) necessitated further plan alteration than assumed by amendment 2. Similarly, the delivery of the adjacent trail project identified potential gaps in the transition between these two projects. Plan updates and additions for these included:

- Incorporation of details and notation to satisfy TEP Requirements
- Amended Railroad Crossing Location Plan & Details
- TH13 Access Details
- Addition of Bench, Kiosk & Wayfinding Plans
- Trail Restoration Plans

ADDITIONAL SERVICES FEE (573.5 HOURS)

\$90,977.00

NO-EFFECT CONCURRENCE LETTER (FEN) FOR MNDNR – TASK 013

The project progressed during development and execution of amendment 2. Rather than move forward with a fen management plan, the MnDNR directed us to prepare a no-effect concurrence letter for their review relative to the fen. This was said to be sufficient and a lower-level commitment. The Draft version of the no-effect concurrence letter was prepared and presented July 2022. The MnDNR spent months in review before rejecting the letter. Conversations were then had regarding either development of a fen Management Plan or a fen Mitigation Plan before direction to develop a FEN Management Plan was given in November 2022. This misdirection resulted in a 5-month setback and an over run to the Fen Mitigation Plan scoped in amendment 2.

ADDITIONAL SERVICES FEE (92 HOURS)

\$12,650.00

PERMIT APPROVALS & REGULATORY AGENCY COORDINATION – TASK 013

Time associated with TEP meetings and coordination far exceeded the 3 meetings assumed in amendment 2. Some of the tasks associated included:

- EAW coordination with the Trail construction phase
- Wetland Credit Withdrawal (BWSR)
- Cooperative agreement with MnDNR
- Lower MN River Watershed District Individual Project Permit Application & Coordination

ADDITIONAL SERVICES FEE (169.5 HOURS)

\$23,090.00

SUMMARY OF PERFORMED WORK

Project Management & Coordination (Task 001)	\$22,441
Final Design of Railroad Crossing (Task 012)	\$90,977
No-Effect Concurrence Letter (Task 013)	\$12,650
Permits & Approvals (Task 013)	\$23,090
Total	\$149,158

CONTRACT SUMMARY

Original Contract	\$269,850
Amendment 1	\$69,730
Amendment 2	\$297,600
Contract 3 Request	\$149,158
Proposed Total Project Amount	\$786,338

The requested contract amount is the amount spent on the project to date. To the best of our knowledge and understanding, all final design work activities and permitting requirements are satisfied, complete, and are sufficient to successfully transition the project from the design to the construction phase.

If you approve this request, please prepare a new contract accordingly. Should you have any questions or seek additional information regarding this request, please do not hesitate to contact me directly at james.archer@bolton-menk.com or 612-205-5160.

Sincerely,

BOLTON & MENK, INC.



James D. Archer, PE
Principal Structural Engineer



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-4083

Agenda #: 5.1

Meeting Date: 2/11/2025

DEPARTMENT: Transportation

FILE TYPE: Regular Information

TITLE

Discussion And Direction On Dakota County Transit Priorities

PURPOSE/ACTION REQUESTED

Review and discuss summary of Dakota County transit priorities and proposed action plan resulting from recent County Board Transit Workshops.

SUMMARY

The County Board held two Transit Workshops on October 29, 2024, and November 12, 2024, to hear information about transit and transportation services in the County and discuss the County’s vision and strategic priorities. Staff has utilized the feedback gathered during the Transit Workshops to summarize County priorities for transit and prepare a work plan with general timeline to guide future work.

Attachment: County Work Plan provides a summary of items discussed at the Transit workshops and outlines future activities to achieve the County’s transit vision. Staff is seeking feedback and direction from the Board on the proposed document and proposed activities.

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

None. Future actions identified in the Action Plan may result in projects that require funding. Those items would be brought to the Board for consideration as independent actions.

- None
- Current budget
- Other
- Amendment Requested
- New FTE(s) requested

RESOLUTION

Information only; no action requested.

PREVIOUS BOARD ACTION

None.

ATTACHMENTS

- Attachment: County Action Plan
- Attachment: Presentation Slides

BOARD GOALS

- A Great Place to Live
- A Successful Place for Business and Jobs
- A Healthy Environment
- Excellence in Public Service

CONTACT

Department Head: Erin Laberee
Author: Gina Mitteco

Dakota County Transit Workshop Update: Proposed Vision and Work Plan

Vision Statement:

Transit and Transportation Services in Dakota County:

- Are safe, reliable, and accessible;
- Provide access to destinations such as jobs, education, daily services, and special events;
- Are guided by performance standards that are applied consistently across the region yet recognize differences in service types and modes;
- Are funded transparently and equitably between regions, systems, and operators;
- Meet the needs of residents who cannot or choose not to drive in all areas of the County.

Priorities:

- Primary: Ensuring people, especially those who cannot drive or do not have access to personal vehicles, can access daily needs.
- Secondary: Improving transit quality and access for all to ensure transit is a viable alternative to driving.

Work Plan:

Staff propose to use the Work Plan to guide future work beginning in 2025. Staff will provide regular updates to the County Board on progress toward these initiatives. Items requiring County Board action will be brought forward for consideration at appropriate Board and Committee meetings.

Proposed Action	Intended Outcomes	Proposed Timeline
Rejoin the Minnesota Valley Transit Authority (MVTA) Board	Improve communication and engagement between Dakota County and transit service providers.	Quarter (Q)1 2025 Board action March/April 2025
Support eligible Community Services Transportation programs with Transportation funding sources such as Sales and Use Tax transit set aside and/or Transportation Advancement Account funds.	Provide a stable and ongoing funding source for Jail Transportation Program. Provide improved/expanded services for residents facing the greatest barriers to transportation.	Begin Q1 2025 Potential Board action Spring 2025
Work with cities of Hastings and Farmington to identify transit needs and potential solutions. Coordinate with potential providers on pilot services.	Improve rural transit options and test potential models and solutions.	Begin Q2 2025
Work with staff from Metro Transit and the Minnesota Valley Transit Authority (MVTA) to identify solutions for connecting the two service areas. Identify origins and destinations across the two service areas that are priorities for serving with transit.	Identify solutions and needed next steps to addressing the current gap between service provider areas.	Begin Q2 2025
Develop strategies and identify projects that will be competitive for future Metropolitan Council Regional Solicitation and Active Transportation applications based on revised application guidelines and structure (currently under development).	Improve success of receiving external federal and regional funding for transit and transportation projects in Dakota County.	Begin Q3 2025 as additional details are available regarding Regional Solicitation application guidelines
Identify potential funding partnerships and pilot projects with transit providers to improve transit within Dakota County for consideration in the 2026-2030 Capital Improvement Program (CIP). Consider County funding partnerships utilizing SUT and/or TAA funds.	Improve and support transit services within the County in partnership with transit providers and operators. Test potential models and solutions.	Begin Q3 2025 Integrate with CIP development

Convene stakeholders including cities, chambers of commerce, businesses, and social service providers to gather information on transit needs and gaps within the County	Develop a high-level transit needs assessment to inform future transit priorities and initiatives.	Begin Q4 2025
Coordinate with other metro counties with rural/exurban communities that are not served by fixed route transit to discuss best practices, challenges, and shared goals.	Identify opportunities to improve rural and suburban transit utilizing regional sales tax funds.	Begin Q4 2025
Identify pedestrian and bicycle facility needs, gaps, and safety concerns around transit stops located adjacent to County Highways. Program capital improvement projects that address pedestrian and bicycle access and safety issues.	Improve access and safety on the County highway system for those walking and biking to transit stops and stations.	Begin Q1 2026
Coordinate with cities and transit agencies regarding future land use, growth, development, and transit needs.	Improved planning and coordination for future growth that can support transit. Improved information sharing regarding future transit needs and service areas.	Q1 2026 and in conjunction with City Comprehensive Plan updates



Discussion and Direction on Dakota County Transit Priorities

Gina Mitteco

Regional and Multi-Modal Transportation Manager

February 11, 2025

Agenda



- Background
- County Transit Vision and Priorities
- Proposed Work Plan
- Discussion

Background



- Fall 2024, County Board Transit Workshops
 - October 29, 2024
 - Information on existing modes and services
 - Transit provider presentations
 - November 12, 2024
 - Discussion on roles and priorities
 - Metro Transit Network Now comments



Background



- Today's Discussion
 - Recap discussion/confirm direction
 - Revised vision statement
 - Work Plan and timeline

Vision



Transit and Transportation Services in Dakota County:

- Are safe, reliable, and accessible
- Provide access to destinations such as jobs, education, daily services, and special events
- Are guided by performance standards that are ~~suited to community context and~~ applied consistently across the region, **yet recognize differences in service types and modes;**
- Are funded transparently and equitably **between systems, regions, and operators;**
- Meet the needs of residents who cannot or choose not to drive in all areas of the County

Priorities



- Primary:
 - Access to daily needs for those who do not drive
- Secondary:
 - Improve transit access and quality for all

Proposed Work Plan



Quarter 1 Priorities (February – March 2025)

Proposed Action and Outcomes

Rejoin MVTA Board

- Improve coordination and communication with transit providers and communities

Support Eligible Community Services Transportation Programs with Transportation Funds

- Provide stable and ongoing funding for Jail Transportation Program
- Improve/expand transportation services for residents with greatest needs

Proposed Work Plan



Quarter 2 Priorities (April – June 2025)

Proposed Action and Outcomes

Address Transit Needs and Gaps in Hastings and Farmington

- Identify priorities and potential solutions in partnership with cities and providers

Convene Metro Transit and MVTA

- Identify strategies to connect service areas
- Identify priority origins and destinations across service areas

Proposed Work Plan



Quarter 3 Priorities (July – September 2025)

Proposed Action and Outcomes

Develop Strategies and Projects for Regional Solicitation

- Improve success of County federal funding and active transportation applications with new guidelines

Identify Potential Funding Partnerships /Pilot Projects with Transit Providers for Consideration in Capital Improvement Program (CIP)

- Improve transit within the County, fill needed gaps.

Proposed Work Plan



Quarter 4 Priorities (October – December 2025)

Proposed Action and Outcomes

Convene County Stakeholders Around Transit Needs

- Identification of future priorities and needs with input from cities, chambers, businesses, social service providers.

Coordinate with Suburban/Rural Counties

- Identify shared goals and best practices
- Identify opportunities to improve transit through regional sales tax funding

Proposed Work Plan



Quarter 1, 2026 Priorities (January – April 2026)

Proposed Action and Outcomes

Identify Pedestrian Needs at Transit Stops

- Improve pedestrian safety and connections to transit stops within County rights-of-way through County-led study

Coordinate with Cities and Transit Agencies on Growth and Development

- Improve land use and transit coordination and communication between cities and transit providers

Discussion/Questions



- Is anything missing?
- Comments on priorities/timeline



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-4179

Agenda #: 5.2

Meeting Date: 2/11/2025

DEPARTMENT: Parks

FILE TYPE: Regular Information

TITLE

Update On Lebanon Hills Sustainable Trails Study Improvements

PURPOSE/ACTION REQUESTED

Receive an update on proposed improvements and implementation strategy from the study.

SUMMARY

By Resolution No. 15-156 (March 17, 2015), the Dakota County Board of Commissioners adopted an updated Master Plan (MP) for the Lebanon Hills Regional Park (LHRP). By Resolution No. 201-458 (September 21, 2021), the Dakota County Board of Commissioners authorized staff to select a consultant to prepare a Sustainable Trails Study (Study); and by Resolution No. 22-204 (May 24, 2022), the Dakota County Board of Commissioners authorized the Physical Development Director to execute a contract with SRF, Inc., for the Study. The Study addressed the following trail topics: preservation of high-quality trail recreation and nature-based experiences; minimization and mitigation of impacts to natural resources; minimization and mitigation of impacts to culturally important sites; identification of trail use conflicts; safety and risk concerns; American with Disabilities Act (ADA) accessibility; reduction of trail-related erosion issues; identification of deferred maintenance needs; and improvement of sustainable maintenance practices. The Physical Development Committee of the Whole received an update on Phase 1 of the Study, most recently on January 10, 2023. The Study recommendations and implementation strategies were presented to the Dakota County Board of Commissioners in December 2022. By Resolution No. 24-414 (August 13, 2024), the Dakota County Board of Commissioners authorized staff to select a consultant to complete preliminary and final design of recommendations from the Study.

The following are the top priorities and staff recommendations for implementation:

West Park

Reduce the number of mountain bike and hiking trail intersections by combining and realigning sections of hiking and ski trails.

Convert existing mountain bike green trail to accommodate adaptive-use mountain bikes. Consider strategies for making adaptive mobility devices available.

Maintain clear sightlines at mountain bike and hiking trail intersections. Establish features to slow mountain bikers down at intersections.

Decommission skate ski and summer hiking trails.

Realign and decommission severely eroded hiking and skate ski trails utilizing sustainable design principles.

Middle Park

Conduct impact assessment and feasibility study for accessible trail around Wheaton Pond.
 Complete Preliminary Design the hiking loop around Gerhardt Lake and Apple Pond (Not intended to be ADA accessible).
 Complete Preliminary Design for more hiking trails in the middle segment to provide more trails to campground and other park uses.
 Allow for shared use of equestrian/hiking trails.
 Realign and decommission severely eroded trails.

East Park

Complete Preliminary Design of the south neighborhood connection to Jensen Lake loop trail and decommission informal trails from the neighborhood.
 Complete Preliminary Design of hiking loop around Holland Lake (Not intended to be ADA accessible)
 Improve the existing gravel trail around Schulze Lake with the preferred trail surfacing alternative.
 Establish shared equestrian and hiking trails.
 Complete Preliminary Design of the summer and winter hiking trail connection to the equestrian trailhead.
 Provide year-round hiking access from adjacent neighborhoods to avoid conflicts with ski trail use.
 Decommission redundant trails and restore with native vegetation.

RECOMMENDATION

Information only; no action requested

EXPLANATION OF FISCAL/FTE IMPACTS

None.

- None
- Current budget
- Other
- Amendment Requested
- New FTE(s) requested

RESOLUTION

Information only; no action requested

PREVIOUS BOARD ACTION

- 15-156; 3/17/15
- 21-458; 9/21/21
- 22-204; 5/17/22
- 24-414; 8/13/24

ATTACHMENTS

- Attachment: Lebanon Hills Sustainable Trail Study
- Attachment: Presentation Slides

BOARD GOALS

- A Great Place to Live
- A Healthy Environment
- A Successful Place for Business and Jobs
- Excellence in Public Service

CONTACT

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Author: Mike Adams



LEBANON HILLS REGIONAL PARK SUSTAINABLE TRAILS STUDY

Dakota County MN
January 12, 2023

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LEBANON HILLS REGIONAL PARK SUSTAINABLE TRAILS STUDY

DAKOTA COUNTY MINNESOTA

JANUARY 12, 2023

PREPARED FOR:



PREPARED BY:



SRF Consulting Group

Applied Trail &
Boardwalk Design LLC

TABLE OF CONTENTS

Section 1 - Project Introduction	1
Project Purpose.....	1
Project Intent	2
Trails Types Addressed in Plan	2
Project Schedule.....	4
Section 2 - Phase I: Trail Assessment.....	6
Trail Evaluation Criteria	6
Existing Trail Typologies	8
Integration of Natural Resources	8
Field Assessment of Trails	18
Section 3 - Phase II: Recommendations and Implementation Strategy	30
Sustainable Trail Maintenance Practices.....	30
Trail Maintenance Recommendations and Initiatives.....	34
Accessible Trail Surfacing Alternatives	52
Accessible Trail Surfacing Recommendation	55
Phasing Plan & Cost Estimate.....	56
Implementation and Ongoing Trail Operations and Maintenance Cost.....	62

Section 4 - Outreach and Engagement63
 Minnesota Off-Road Cyclists (MORC)Engagement Summary 63
 Wilderness in the City (WITC) Engagement Summary 63
 School of Environmental Studies Engagement (SES) Summary 63
Appendix A: Engagement Notes64
Appendix B: Trail Maintenance Recommendation 81

LIST OF FIGURES

Figure 1: Park Context Map.....	3
Figure 2: Project Schedule	4
Figure 3: Existing Trail Typologies.....	9
Figure 4: Lakes and Wetlands Buffer	10
Figure 5: Slopes.....	11
Figure 6: Soil Erodibility K Factor	12
Figure 7: USDA Limiting Soil Properties Rating for Trails	13
Figure 8: Steep Slopes and Highly Erodible Soils	14
Figure 9: Sensitive and Significant Natural Resources	15
Figure 10: Natural Resource Categories	17
Figure 11: West Segment Trail Assessment Summary Map.....	20
Figure 12: West Segment Trail Assessment Summary Table	21
Figure 13: Middle Segment Trail Assessment Summary Map	24
Figure 14: Middle Segment Trail Assessment Summary Table	25
Figure 15: East Segment Trail Assessment Summary Map.....	28
Figure 16: East Segment Trail Assessment Summary Table	29
Figure 17: Length Difference Between Fall Line & Side Hill Trail Alignment	34
Figure 18: West Segment Trail Recommendations Map	37
Figure 19: West Segment Recommended Summer/Winter Trail Organization.....	38

Figure 20: Middle Segment Trail Recommendations Map 41

Figure 21: Middle Segment Recommended Summer Trail Organization 42

Figure 22: Middle Segment Recommended Winter Trail Organization..... 43

Figure 23: East Segment Trail Recommendations Map 48

Figure 24: East Segment Recommended Summer Trail Organization 49

Figure 25: East Segment Recommended Winter Trail Organization 50

Figure 26: Existing and Proposed Total Miles of Trail Comparison..... 51

Figure 27: Existing and Proposed Trail Comparison 51

Figure 28: Accessible Trail Surface Alternatives Matrix..... 55

Figure 29: Phase I Cost Estimate..... 59

Figure 30: Phase II Cost Estimate..... 60

Figure 31: Phase III Cost Estimate 61

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SECTION 1 - PROJECT INTRODUCTION

PROJECT PURPOSE

This Study is being undertaken to provide a detailed assessment of existing trail conditions at Lebanon Hills Regional Park, identify opportunities for improving the long-term sustainability of the trail system, and ensuring trail compatibility with the parks surrounding natural and cultural resources. A sustainable trail is defined as trails that are physically, ecologically, and economically sustainable while providing high quality trail recreation and nature-based experiences for the community.



The Study addresses the following trail issues and opportunities in the park:

- Preservation of high-quality trail recreation and nature-based experiences
- Minimization and mitigation of impacts to natural resources
- Minimization and mitigation of impacts to culturally important sites
- Identification of trail use conflicts
- Identification of safety and risk concerns
- ADA accessibility
- Reduction of trail related erosion issues

- Identification of deferred trail maintenance needs
- Improvement of sustainable maintenance practices

The primary four areas of this study include:

1. Assessment of current trail system based on the above defined criteria
2. Recommendations for modifications and improvements to current trail system based on the field assessments
3. Identification of maintenance practices and resources needed to maintain sustainable trails
4. Development of a phasing plan and preliminary cost estimate to inform funding needs for trail improvements

This Study does not include detailed design or engineering for any new trail improvements.

PROJECT INTENT

The intent of this Study is to assess the existing trail system and refine the 2015 Master Plan conceptual trail network to achieve safe, sustainable trails throughout the park, improve ADA accessibility, and provide quality nature-based visitor experiences. Refinements minimize natural resource impacts and improve long term sustainability of trails by integrating sustainable trail building practices.

Outcomes of this Study will determine operations and maintenance needs for the trail system in the park and will establish an implementation strategy for trail improvements. Recommendations from the 2015 park Master Plan and 2019 park Natural Resource Management Plan were used to guide outcomes and recommendations of this trail study. Not all trail recommendations identified in the 2015 Lebanon Hills Regional Park Master Plan are addressed in this study. Other trail recommendations, for example the year round accessible connector trail and Holland Lake peninsula trail, grade separated crossings, trailhead improvements, and Camp

Sacajawea trails, not included in this study may be addressed as separate projects in the future. Other guiding resources used for this study include:

- Trail Planning, Design, and Development Guidelines, Minnesota Department of Natural Resources - Trails & Waterways Division, 2006
- Trail Solutions IMBA's Guide to Building Sweet Singletrack, 2004
- Natural Surface Trails by Design, Troy Scott Parker, 2004
- Managing Mountain Biking IMBA's Guide to Providing Great Riding, 2007

TRAILS TYPES ADDRESSED IN PLAN

This study addresses all approximately 50 miles of trails found in the West, Middle, and East segments of the park (Figure 1). The existing trails in the park include:

- Mountain Bike Trails
- Equestrian Trails
- Skate Cross Country Ski Trails
- Classic Cross Country Ski Trails
- Winter Hiking/Snowshoe trails
- Summer Hiking Trails
- Portage Trails



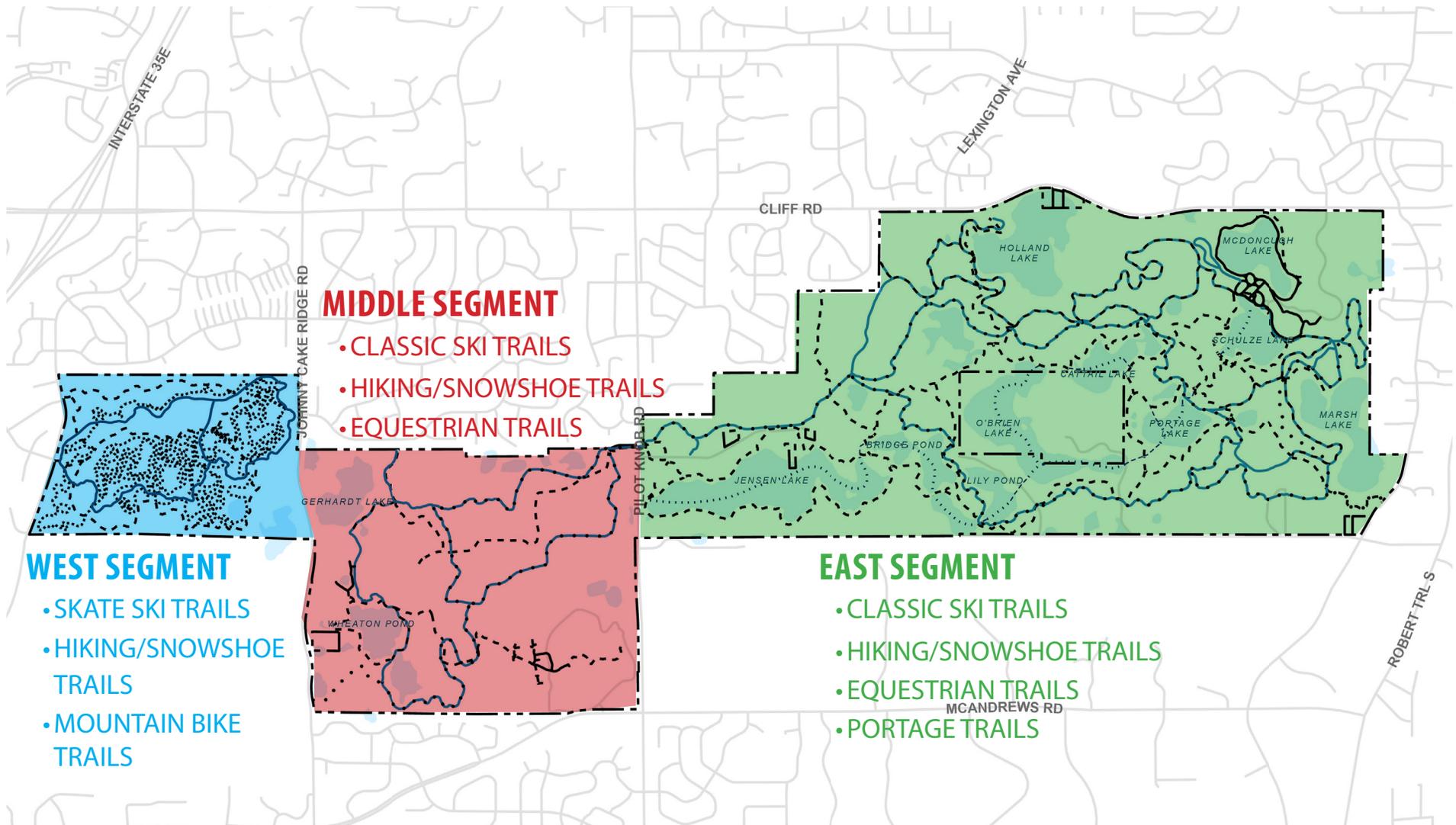


Figure 1: Park Context Map

PROJECT SCHEDULE

The Lebanon Hills Trail assessment was composed of a two phased process over an eight-month timeframe. The Phase I Assessment occurred in July with a week long field assessment of all trails. GPS and photo documentation was used to document and guide recommendations for trail improvements. Data collected in

the field served as the basis for the Phase II Recommendations and Implementation Strategy.

The entire process was guided with engagement from stakeholder groups and guidance from Dakota County staff with representatives from the Parks, Planning, and, Communications Departments (Figure

2). The project team met with Dakota County staff six times to review and provide feedback on progress. In addition, two meetings with Minnesota Off-Road Cyclists (MORC), Wilderness in the City (WITC), and ISD 196 School of Environmental Studies students (SES) were held. A summary of outreach and engagement is described in Section 4.

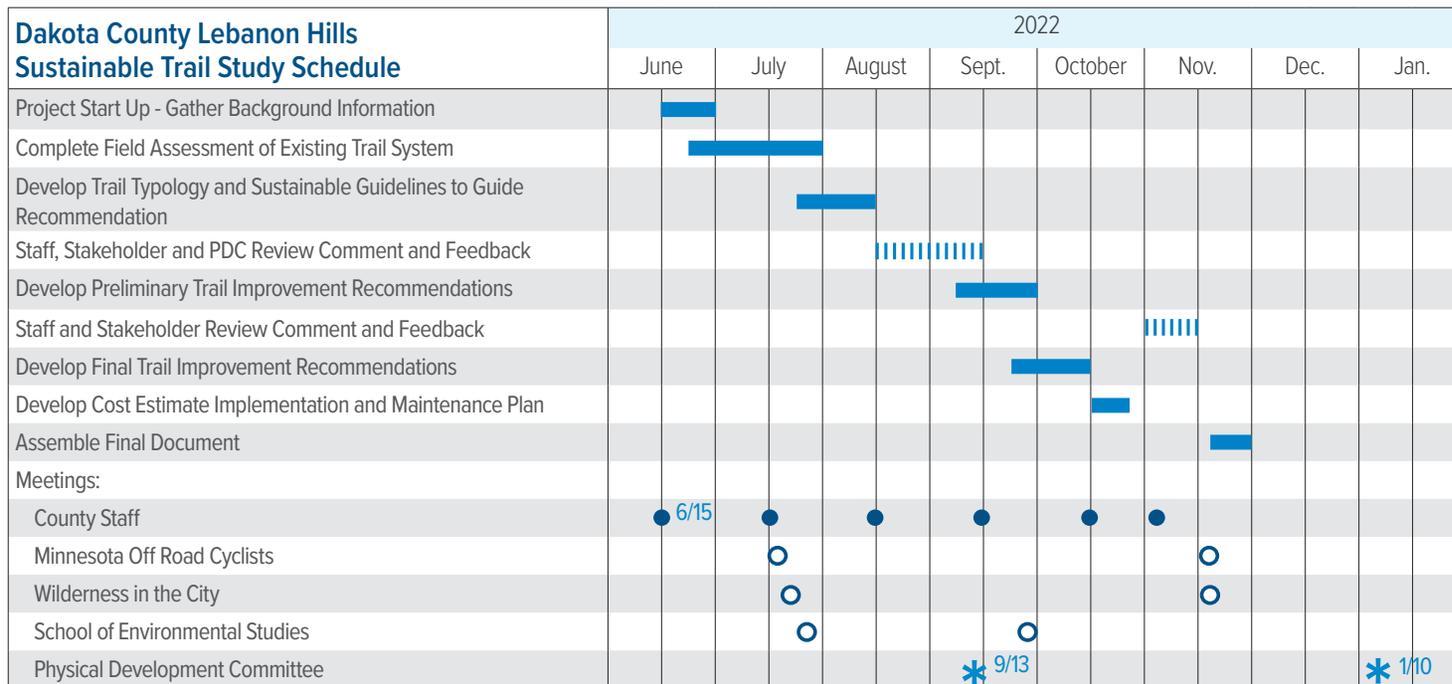


Figure 2: Project Schedule

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SECTION 2 - PHASE I: TRAIL ASSESSMENT

The Phase I: Trail Assessment had four main components. These include development of trail evaluation criteria used for assessing trails, review of existing trail typologies, development of desktop analysis of natural resources, and a field assessment of all trails. All four components established a comprehensive trail assessment that was used as a bases for trail recommendations.

TRAIL EVALUATION CRITERIA

Before field evaluating all 50 miles of trails in the park, a series of trail evaluation criteria was developed to assess trail sustainability. The following ten criteria were used to evaluate the existing trail system in the park:

1. Trail Erosion Issues – Identification of minor, moderate, and severe erosion issues on trails.

- Minor Trail Erosion
 - Trail erosion less than 6" deep
 - Trace amount of visual erosion
- Moderate Trail Erosion
 - Trail erosion 6-10" deep
 - Significant visual erosion but no deep gullies
- Severe Trail erosion
 - Trail erosion greater than 10" deep
 - Deep gully erosion present



Minor Trail Erosion



Moderate Trail Erosion



Severe Trail Erosion

2. Conflicts Between User Groups – Trail intersections between user groups which have poor sight lines or approaches pose a higher chance of conflict or collision.



4. Wayfinding and Circulation Issues – Trail intersections or alignments which are confusing for trail user to follow and stay on intended route.



6. Deferred Trail Maintenance– Trail segments showing signs of minor degradation due to lack of routine maintenance. These segments will become more serious issues if not addressed.



3. Safety, Risk, and Hazard Concerns – Tight turns, steep slopes, or other obstacle which poses a higher chance of injury to trail user.



5. Poor Site Drainage – Trail segments that have low spots that collect storm water or do not allow for cross slope drainage.



7. Accessibility Issues – Barriers or locations which do not allow for people living with physical disabilities to access trail system or park amenities.



8. Factors Impacting a High-Quality Trail User Experience

– From a trail user perspective, trail alignments which offer exposure to a wide variety of scenic viewsheds, landscape types, and terrain to create a high-quality trail user experience.

9. Impacts to Natural and Cultural Resources

– Trail segments which may be impacting high quality vegetation, water, wildlife habitat, or cultural resource areas.

10. Long Term Sustainability

– Trail locations which are prone to high use and in need of improvement to require less maintenance and be more sustainable over the long term.

EXISTING TRAIL TYPOLOGIES

The park currently supports both summer and winter use trails in all three segments of the park (See Figure 3) . Many of the equestrian trails serve as cross country ski trails and hiking trails are used by snowshoers during the winter months. The existing mountain bike trail system is used year-round by riders

as winter fat tire biking has increased in popularity over the last several years.

The equestrian/ski trails are maintained at ten to twelve feet wide to accommodate double track classic skiing in the winter and side-by-side equestrian riding during the summer. The hiking and snowshoe trails are maintained at a minimum of six feet wide to accommodate comfortable passing on the trail and provides the minimum width for maintenance and emergency vehicle access. The mountain bike trails are maintained at an average width of three feet which provides the single-track biking experience that most users are looking for in a year-round use mountain bike trail system.

INTEGRATION OF NATURAL RESOURCES

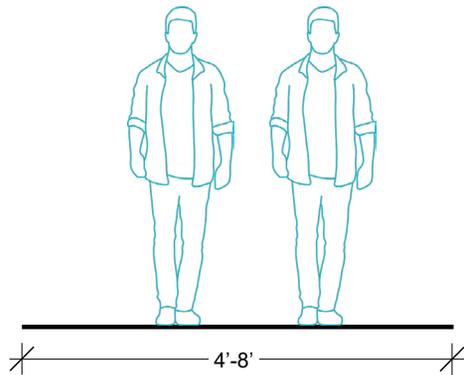
Existing natural and cultural resources were also evaluated in the park and their compatibility with existing trail alignments and circulation. When the trail system was initially developed, trails were not designed to be integrated with sensitive wildlife, habitat, and natural resource areas. The Phase I assessment evaluated the existing trail system and its impact on these park resources. Phase II recommendations focuses on reducing impacts to natural resources while improving the physical sustainability of the trail system.



Summer Use

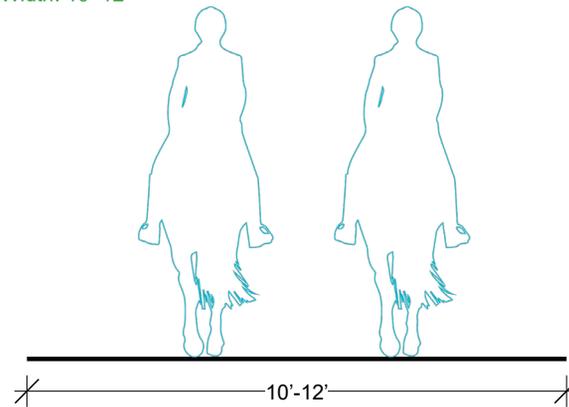
Hiking Trails

Surface: Grass, dirt, gravel
Width: 4'-8'



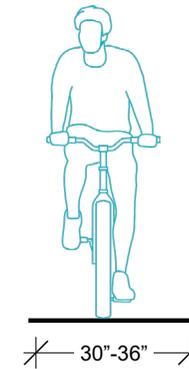
Equestrian Trails

Surface: Grass, dirt, gravel
Width: 10'-12'



Mountain Bike Trails

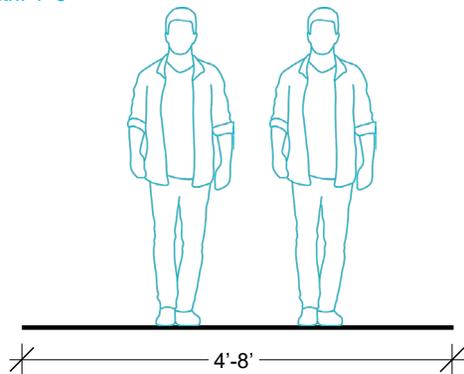
Surface: Dirt (summer) or Snow packed (winter)
Width: 30"-36"



Winter Use

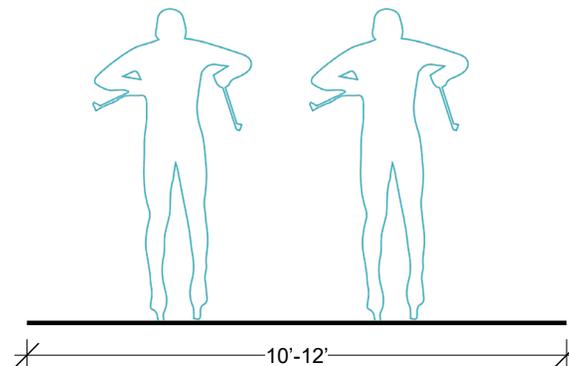
Snowshoe Trails

Surface: Natural snow
Width: 4'-8'



Classic Ski Trails

Surface: Snow tracked
Width: 10'-12'



Skate Ski Trail

Surface: Snow groomed
Width: 8'-10'

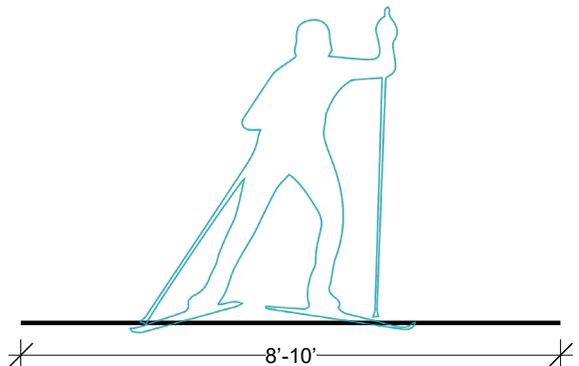


Figure 3: Existing Trail Typologies

WETLANDS

Wetlands are one of the many sensitive natural resource in the park. Eroded trails within close proximity to wetlands degrade wetland quality. To evaluate how existing trails are impacting the quality of

natural resources, all trail erosion issues identified within 100 feet of wetlands or lakes were measured (See Figure 4). Erosion on trails within 100 feet of wetlands or lakes will negatively influence water quality over time.

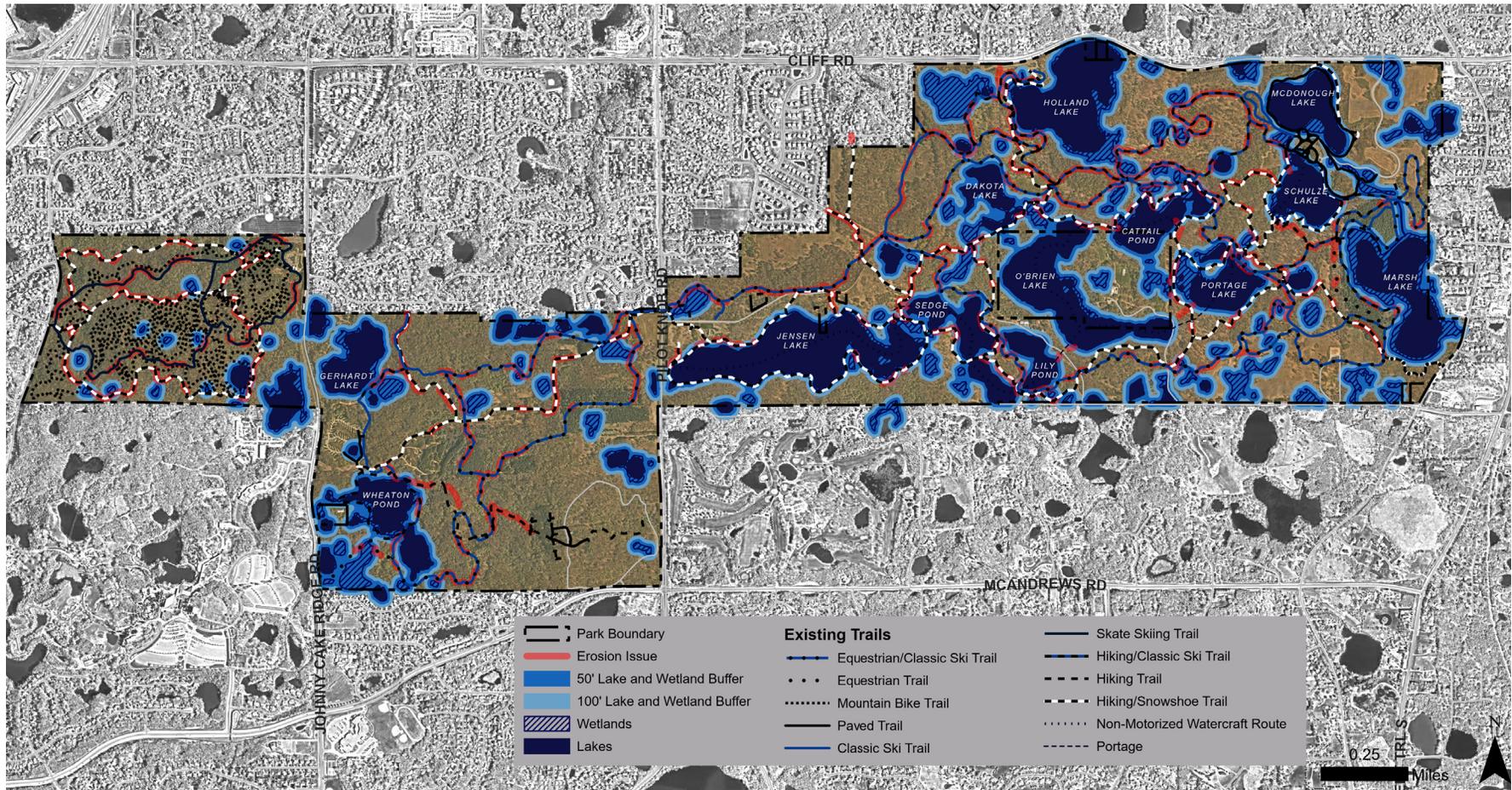


Figure 4: Lakes and Wetlands Buffer

STEEP SLOPES & SOILS

In addition to evaluating erosion near lakes and wetlands, the Phase I assessment located all existing steep slopes (See Figure 5) and highly

erodible soils (See Figure 6 & Figure 7) as these areas are more likely to erode overtime.

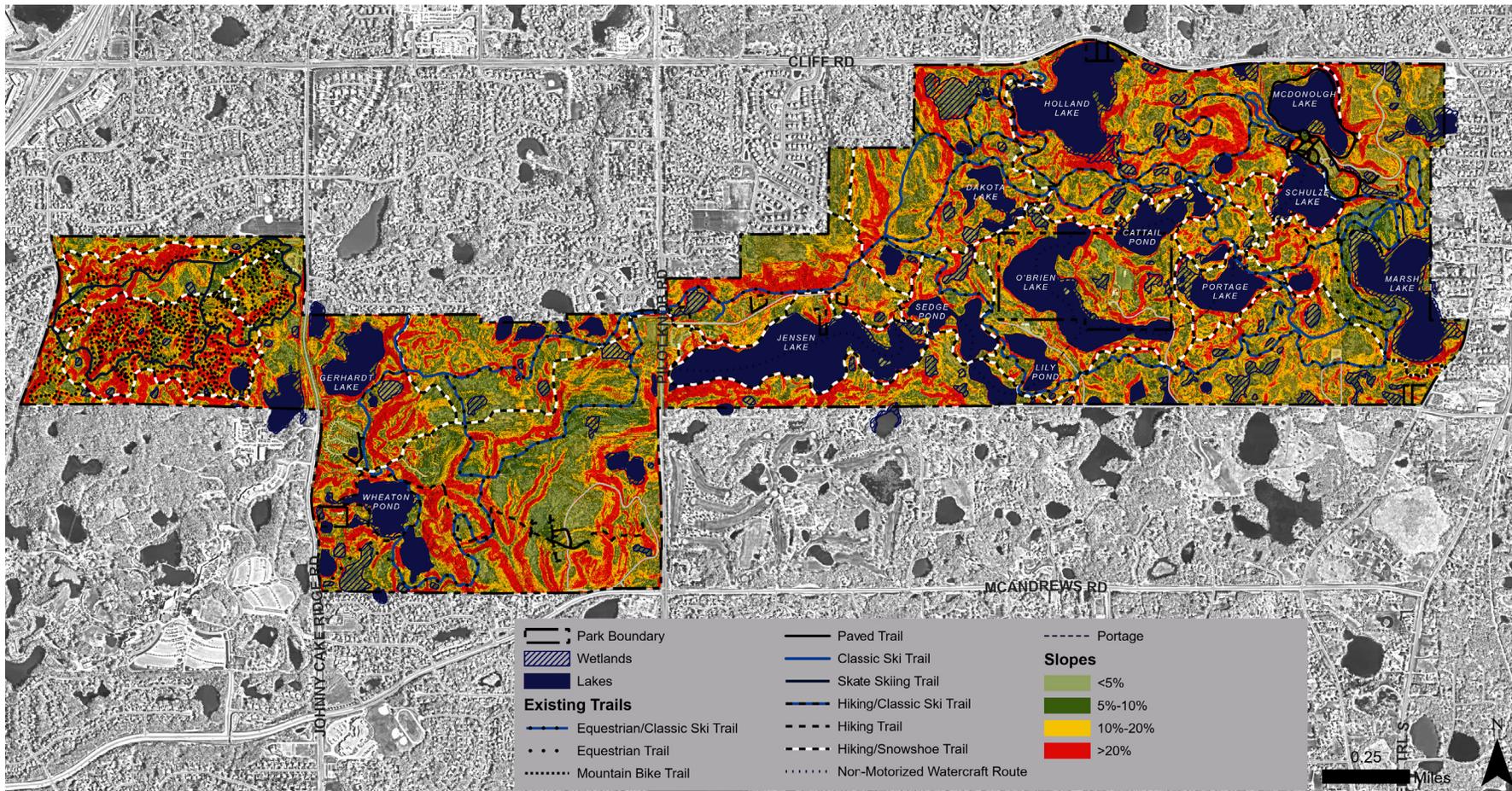


Figure 5: Slopes

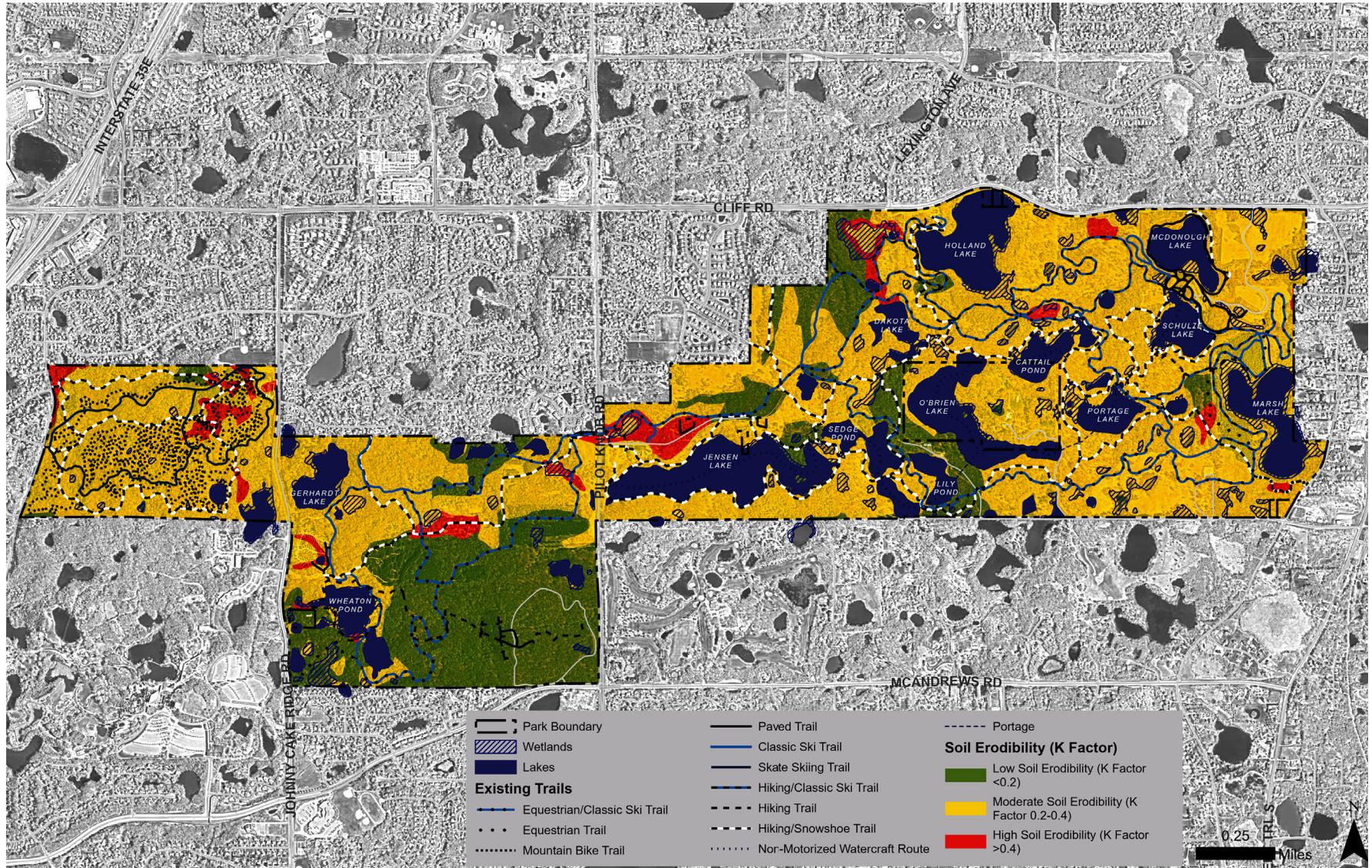


Figure 6: Soil Erodibility K Factor

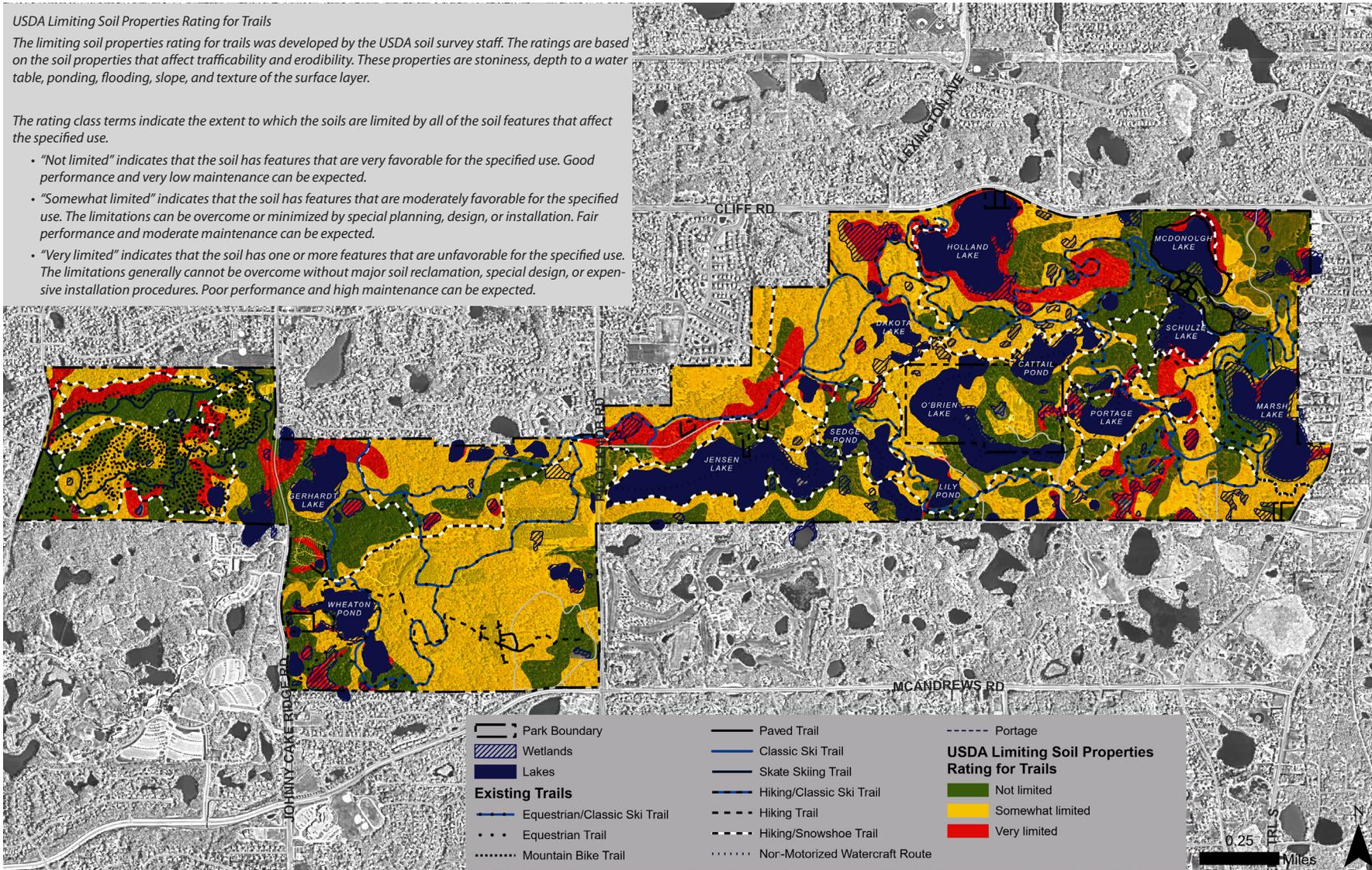


Figure 7: USDA Limiting Soil Properties Rating for Trails

STEEP SLOPES & SOILS - CUMULATIVE MAP

For the purpose of evaluating trail sustainability, slopes greater than 20%, soil erodibility K factor greater than 0.4, and soils identified as “very limited” for trail development as defined by the USDA soil survey were identified as areas where trail development should be limited

to the extent feasible or have the highest level of sustainable design standards applied to ensure long term sustainability (See Figure 8).

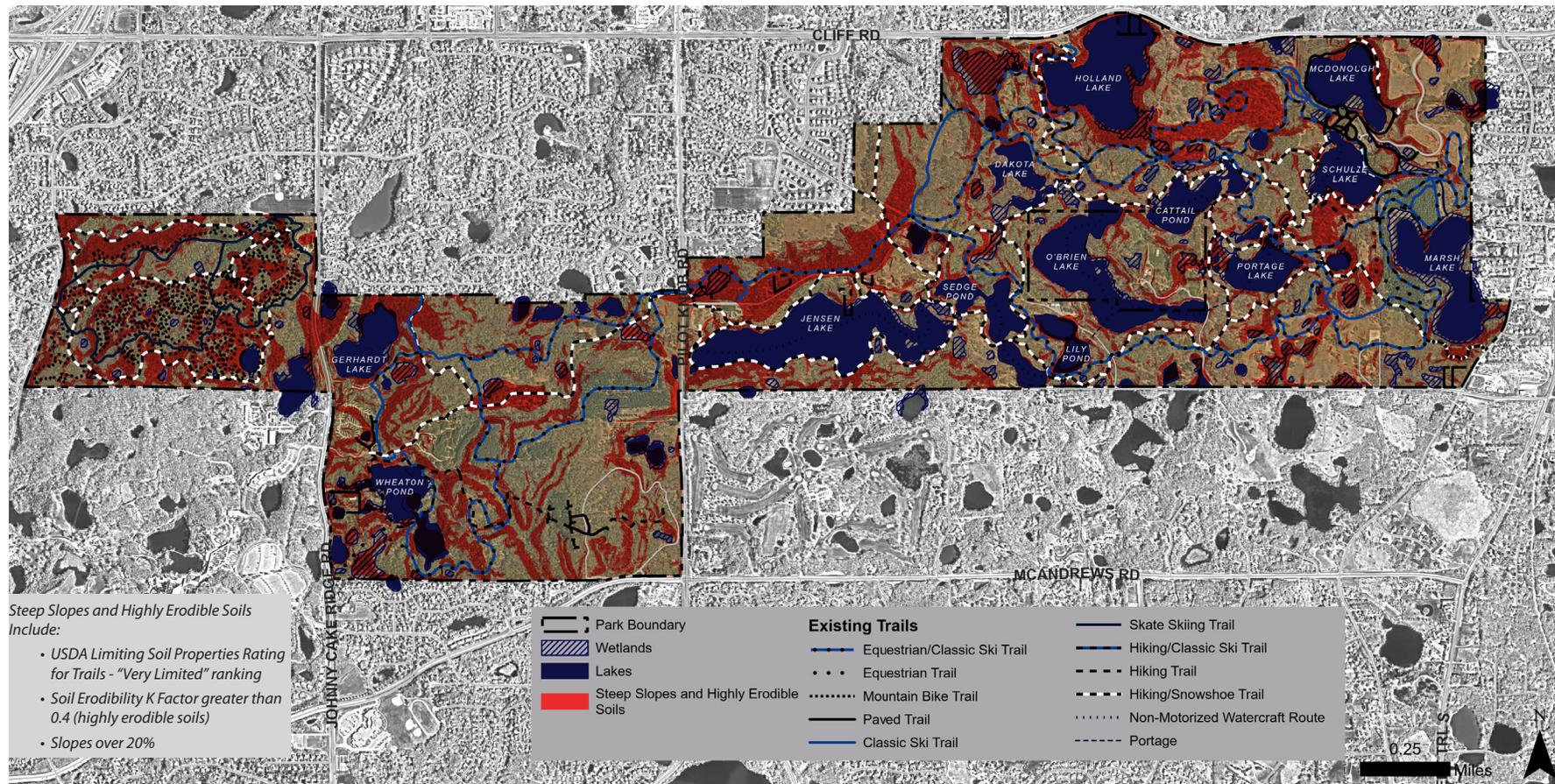


Figure 8: Steep Slopes and Highly Erodible Soils

SIGNIFICANT AND SENSITIVE NATURAL RESOURCES

All significant and sensitive natural resources in the park were identified through coordination with Dakota County Natural Resource staff (See Figure 9). Significant and sensitive natural resources identified in the park include:

- Interior/old growth forest areas

- Former Oak Savanna
- Remnant prairies
- Swamps and Peatlands
- Sensitive wildlife habitat areas
- Minnesota Biological Survey (MBS) Site Biodiversity Significance - Moderate or higher rank
- All lakes and wetlands including a 50 foot buffer
- All restored areas

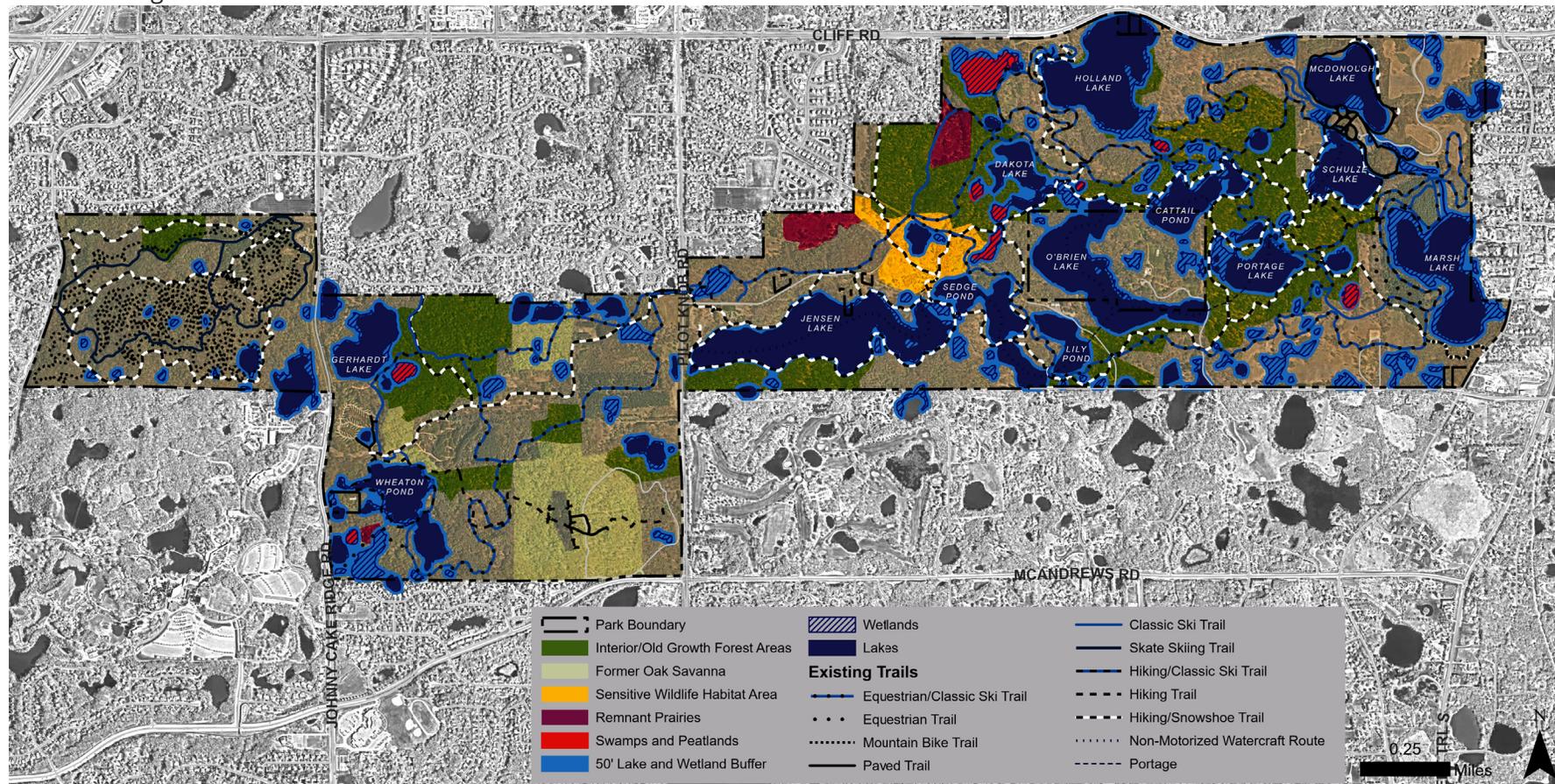


Figure 9: Sensitive and Significant Natural Resources

January 12, 2023

NATURAL RESOURCE CATEGORIES

The significant and sensitive natural resources identified in the park were grouped into three categories to help guide recommendations for trails that currently are impacting sensitive natural resource areas in the park (See Figure 10).

Natural Resource Category A

Category A represents the most sensitive natural resources in the park. Much of the most sensitive natural resources are found in the East Segment of the park. While all areas of the park have natural resource value, areas identified as Category A have the utmost sensitivity and significance and therefore warrant extra protection and consideration to trail development through or adjacent to these areas. Natural Resource Category A includes:

- Highly sensitive natural resource areas
- Sensitive wildlife habitat area
- Remnant prairies
- Swamps and peatlands

- Minnesota Biological Survey – site biodiversity significance ranking at moderate or higher
- 50' buffer of lakes and wetlands

Natural Resource Category B

Category B represents high quality natural resources in the park but trail development poses less potential to impact these areas. Much of category B natural are wooded areas that have been largely undisturbed or restored. As such, trail development is possible in these areas with less potential impacts than those in Category A. Natural Resource Category B include:

- Sensitive natural resources
- Interior/Old Growth Forests

- Former Oak Savanna
- Recently restored areas

Natural Resource Category C

Natural Resource Category C are still important natural resources of the park but represent areas that are disturbed natural resources such as unrestored agricultural land, pine plantations, or developed areas of the park such as campgrounds and trailheads. Natural Resource Category C include:

- Disturbed natural resource areas
- Developed sites (campgrounds, trailheads)
- Previously disturbed agricultural land



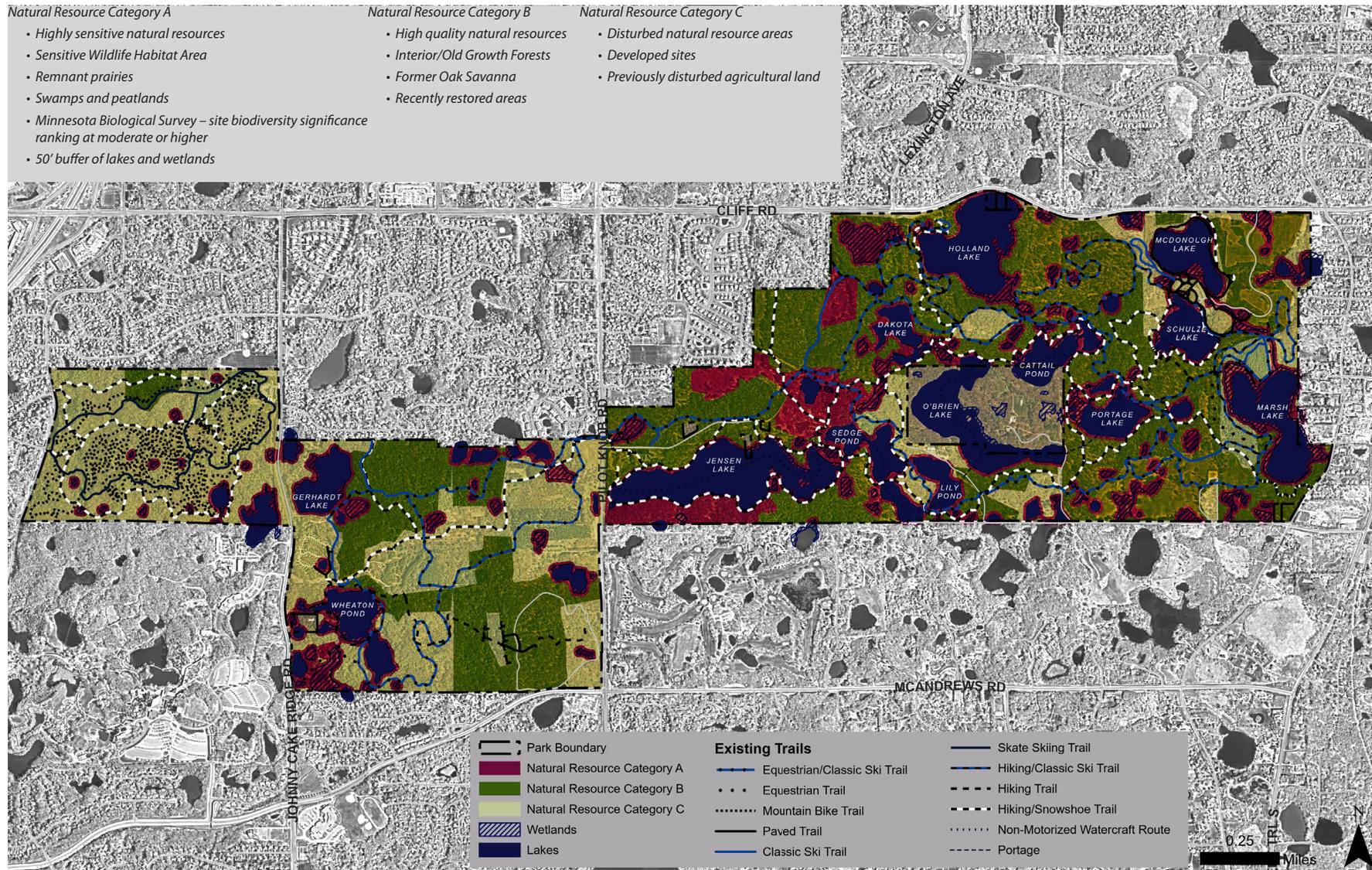


Figure 10: Natural Resource Categories

FIELD ASSESSMENT OF TRAILS

Based on observations made in the field, trail lengths and points were mapped using a handheld GPS device and photo documentation to document trail conditions. Mapping and analysis of natural resources helped identify other areas in need of improvement and conflict areas. Physical trail assessment criteria were also quantified for each segment of the park to begin to understand the scope and scale of work needed for trail improvements. Quantified trail condition summary tables establish a framework for developing cost estimates, establishing a phasing and funding plan for implementation, and developing a long-term trail maintenance strategy for the park. The following summarizes key findings from the field assessment of trails broken down by segment and trail type.

WEST SEGMENT

The west segment of the park serves as the primary year-round destination for all abilities of mountain bike trail users while

also accommodating hikers in the summer and skate skiers and snowshoers during the winter months. See Figure 11 and Figure 12 for map and table of west segment assessment summary.

Mountain Bike Trails

Most of the existing mountain trail system in the park provides a high-quality recreation experience for beginner, intermediate, and advanced riders and remains one of the more popular mountain bike destinations in the Twin Cities.

Constructed over twenty years ago, some portions of the trail system need improvements and on-going maintenance including:

- Removal of Buckthorn vegetation at trail intersections and along trail edges to improve sightlines for trail users.
- There is significant Buckthorn in the west segment of the park. Buckthorn provides an effective barrier between trails and discourages trail jumping. When Buckthorn is removed, it will need to be replaced



with plantings that effectively prevent trail jumping.

- Eliminating some high-speed intersections with the hiking/ski trail pose safety risks for trail users.
- The skills course is situated in a good location but needs updating to better meet the needs of user groups.
- The current trails system and skills course does not accommodate adaptive biker user needs.
- The trail segment known as the prairie area has continual erosion issues and needs updates to be more sustainable.
- Embankment turns are subjected to more frequent erosion and maintenance.
- MORC volunteer crews are doing an excellent job with ongoing regular



maintenance and coordinating with County staff resources.

- MORC has expressed a desired to refresh the mountain bike trail system with new features.

Hiking/Snowshoe and Skate Ski Trails

- The designated hiking and skate ski trail system in this area of the park have been subjected to more severe erosion over time based on their locations on steeper fall line alignments. Erosion issues include:
 - Deep gullies and washouts causing poor trail surface conditions that do not provide a high-quality trail experience for most users.
 - Severe trail erosion has caused runoff to some surrounding waterbodies and wetlands.



- Many trail segments in need of realignment to prevent ongoing erosion issues.

- No accessible trails are present in this area of the park except for access to the trailhead restroom/shelter facility from the adjoining parking lot.
- Steep and challenging topography only accommodates advanced hikers and skate skiers.
- Tight corners on steep downhills are safety concern for beginner skiers.
- Lack of vegetative cover on trails has increased the erodibility of soils.
- Erosion control blanket placed on steep slopes has lost its effectiveness over time.
- Existing hiking trail network does allow loops of varying distances.



Section 2 - Phase I: Trail Assessment

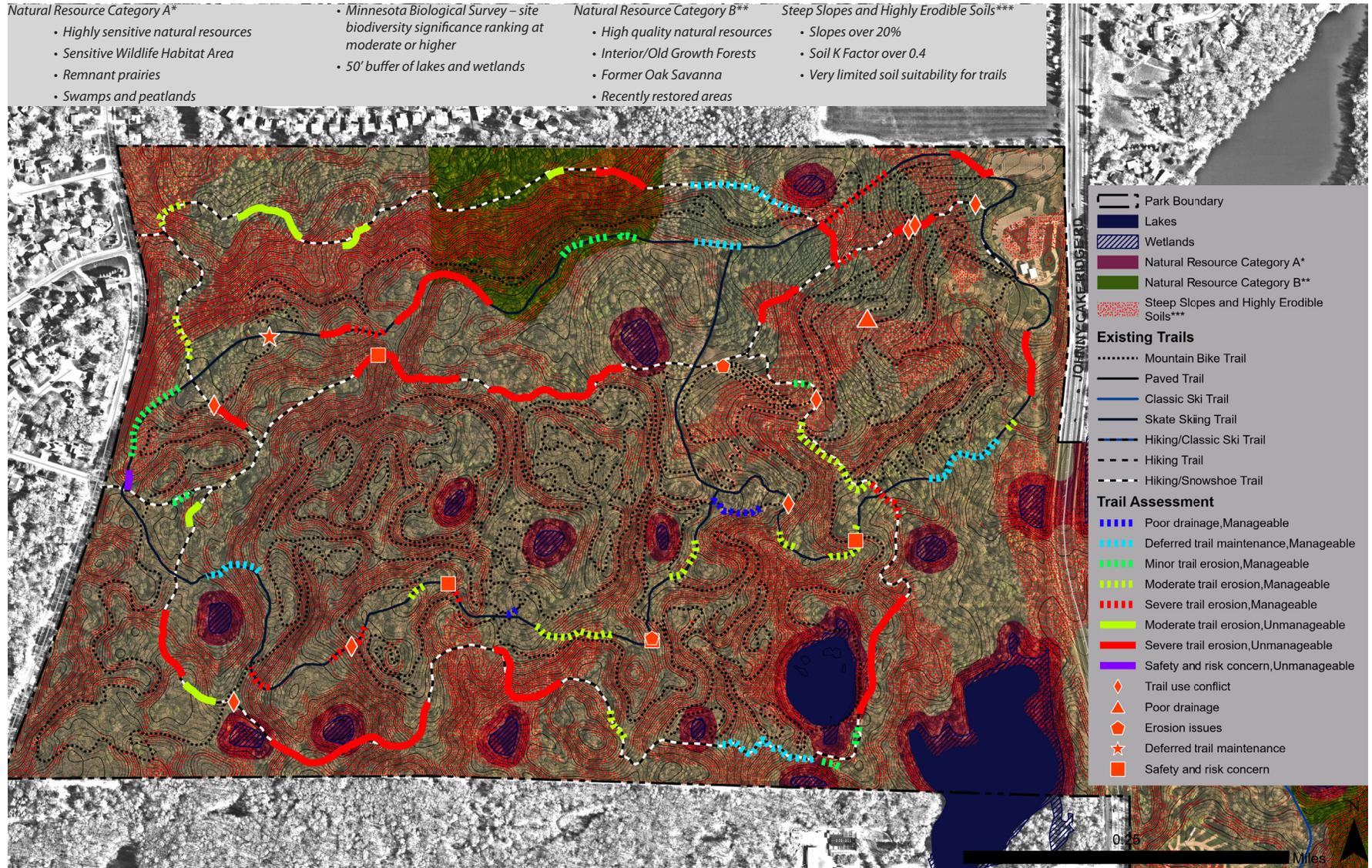


Figure 11: West Segment Trail Assessment Summary Map

TRAIL EVALUATION SUMMARY - WEST TRAIL SYSTEM (86,927 LF or 16.5 mi)					
Observation	Number of Point Features Collected	Number of Line Features Collected	Length (FT)	Percentage of West Trail System (86,927 LF)	Percentage of West Hiking/Sking Trail System (28,128 LF)
Deferred Trail Maintenance*		5	758	0.87%	2.69%
Poor Drainage	1				
Intersection - poor wayfinding/alignment					
ADA Accessibility Issues	2				
Safety/Risk Concern	4	1	35	0.04%	0.13%
Trail Use Conflict	8				
General Erosion Issue	3				
Minor Trail Erosion, Manageable		8	408	0.47%	1.45%
Moderate Trail Erosion, Manageable		11	825	0.95%	2.93%
Severe Trail Erosion, Manageable		7	547	0.63%	1.94%
Moderate Trail Erosion, Unmanageable		5	352	0.40%	1.25%
Severe Trail Erosion, Unmanageable		15	2,323	2.67%	8.26%
TOTALS		52	5,248	6.04%	18.66%

*Only includes trail segments showing significant deferred trail maintenance needs. Majority of trail system is in need of some routine maintenance.

TRAIL NATURAL RESOURCE SUMMARY - WEST TRAIL SYSTEM (86,927 LF or 16.5 mi)		
Category	Length (FT)	Percentage of West Trail System (86,927 LF)
Trail in highly significant natural resource area (Category A)	2,352	2.71%
Trail in significant natural resource area (Category B)	3,359	3.86%
Trail erosion within 100' of wetland or lake	1,535	1.77%

Figure 12: West Segment Trail Assessment Summary Table

MIDDLE SEGMENT

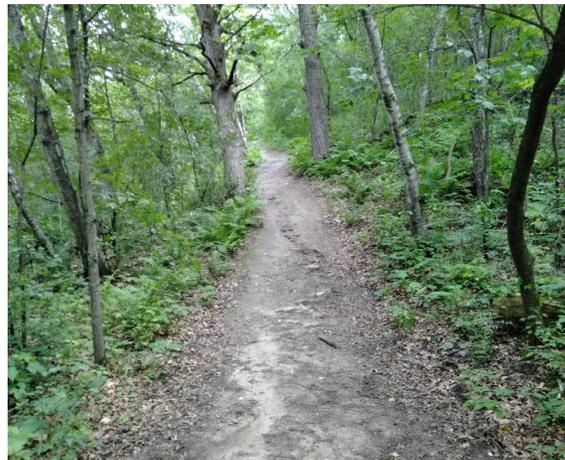
The middle segment of the park provides trail segments that accommodate hikers, equestrian riders, and cross-country skiers. Both the existing campground and Camp Sacajawea are visitor destinations within this area of the park. See Figure 13 and Figure 14 for map and table of middle segment assessment summary.

Hiking Trails

The hiking trails in this segment of the park primarily serve campground and Camp Sacajawea visitors while also providing a connection to the more expansive trail system

in the middle and east segments of the park. Some observations include:

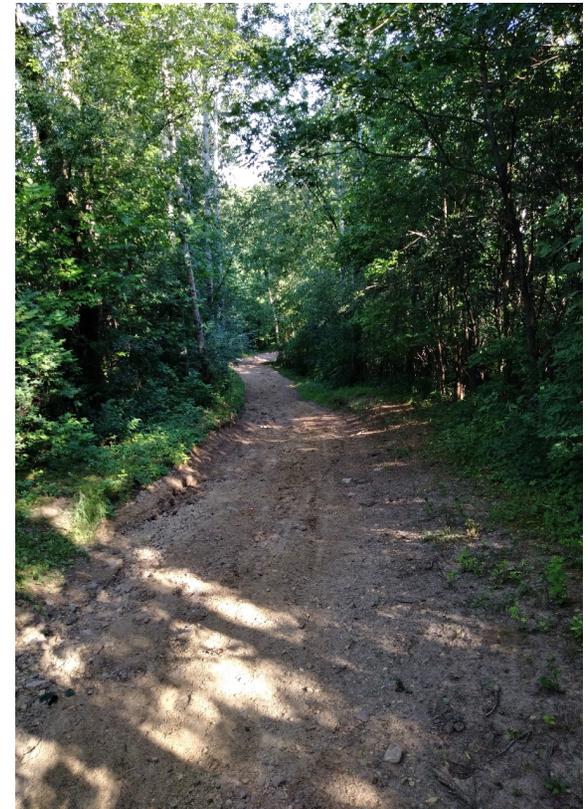
- Many steep fall line trails have moderate to severe erosion and direct runoff to lakes and wetlands.
- Lack of trail connections from Camp Sacajawea to other areas of the park. The current trail connecting the Camp with the middle segment hiking trails is in poor condition.
- Lack of a trail connection to the west segment to accommodate campground users.
- Lack of interconnected looped trails within the middle segment
- Confusing trail circulation and wayfinding east of Wheaton Pond.
- Lack of accessible trails.
- Presence of unofficial trails going down to lakes and connecting to adjoining neighborhoods.
- Trail around Wheaton Pond is less than 50 feet from the shoreline, but trail has minimal erosion and impacts.
- Hiking trail south of Gerhardt Lake extends past a high-quality natural resource (swamp and peatland) and exhibits severe trail erosion.



Equestrian Trails

Many of the equestrian trails have been subjected to severe erosion because of poorly designed trails on steep slopes in this area the park. Other observations included:

- Hikers, trail runners, and bikers were observed using equestrian trails.
- Equestrian use of trails was observed to be higher at the east segment of the park during the field evaluation.
- Most equestrian trails are not in a sensitive natural resource area but the spur trail to Johnny Cake Road extends along a remnant prairie and a swamp and peatland.



Section 2 - Phase I: Trail Assessment

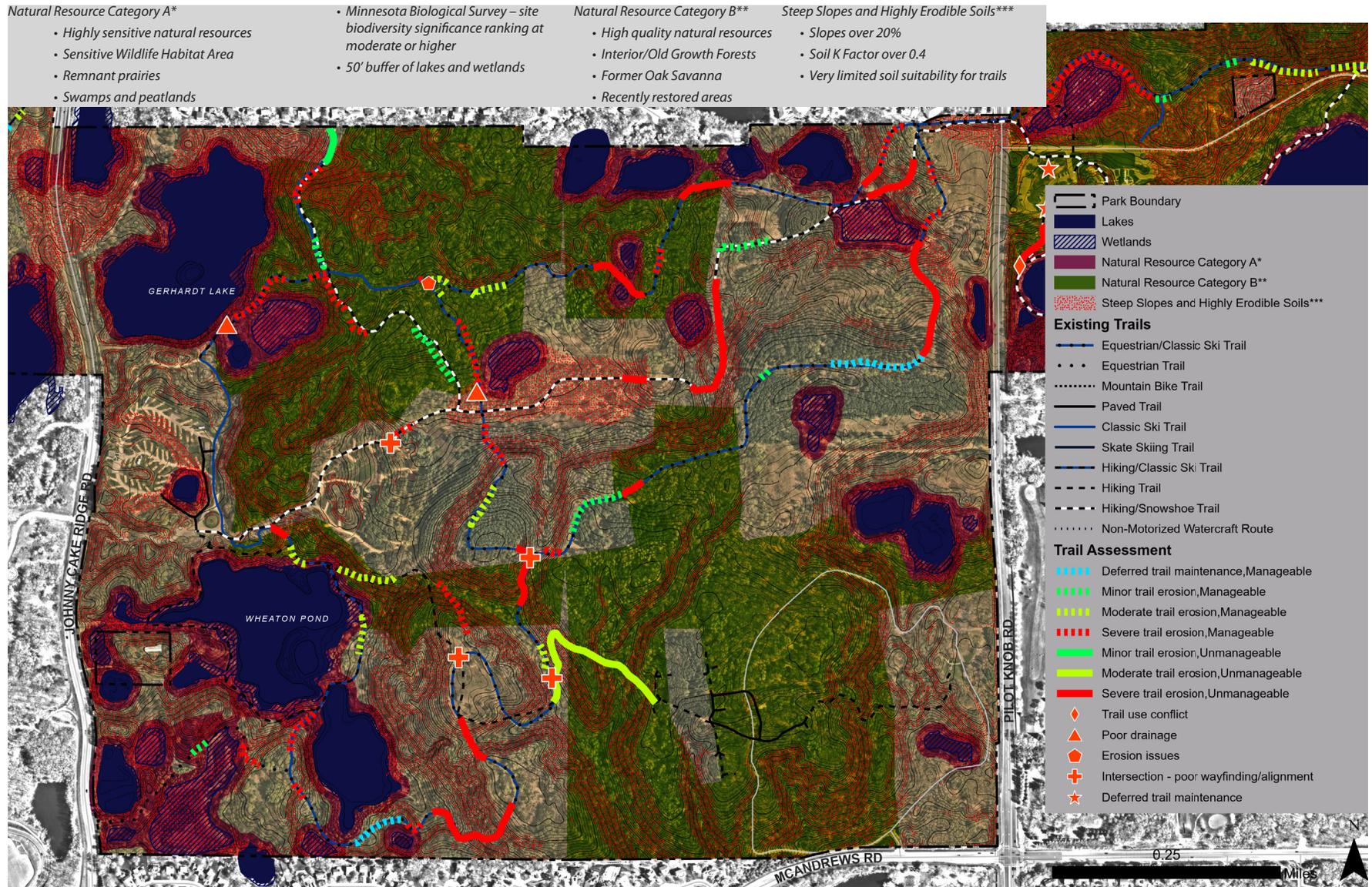


Figure 13: Middle Segment Trail Assessment Summary Map

TRAIL EVALUATION SUMMARY - MIDDLE TRAIL SYSTEM (41,134 LF or 7.8 mi)				
Observation	Number of Point Features Collected	Number of Line Features Collected	Length (FT)	Percentage of Middle Trail System
Deferred Trail Maintenance*		2	381	0.93%
Poor Drainage	2			
Intersection - poor wayfinding/alignment	4			
ADA Accessibility Issues	1			
Safety and Risk Concern				
Trail use Conflict				
General Erosion Issue	1			
Minor Trail Erosion, Manageable		6	643	1.56%
Moderate Trail Erosion, Manageable		8	682	1.66%
Severe Trail Erosion, Manageable		19	1,761	4.28%
Minor Trail Erosion, Unmanageable		1	95	0.23%
Moderate Trail Erosion, Unmanageable		1	501	1.22%
Severe Trail Erosion, Unmanageable		13	1,964	4.77%
TOTALS	8	50	6,027	14.65%

*Only includes trail segments showing significant deferred trail maintenance needs. Majority of trail system is in need of some routine maintenance.

TRAIL NATURAL RESOURCE SUMMARY - MIDDLE TRAIL SYSTEM (41,134 LF or 7.8 mi)		
Category	Length (FT)	Percentage of Middle Trail System
Trail in highly significant natural resource area (Category A)	5,972	14.52%
Trail in significant natural resource area (Category B)	13,273	32.27%
Trail erosion within 100' of wetland or lake	2,394	5.82%

Figure 14: Middle Segment Trail Assessment Summary Table

EAST SEGMENT

The east segment of the park has the highest concentration of trails that serve the needs of hikers, skiers, and equestrian riders. The gentler topography coupled with trails aligned well with the topography coincided with fewer severely eroded trail conditions than the west or middle segments of the park. The east segment also has the most sensitive natural resource areas in the park with the most lakes, wetlands, rare habitat, and rare/remnant plant communities. As such, the east segment has the highest percentage of trails in a significant natural resource area. See Figure 15 and Figure 16 for map and table of east segment assessment summary.



Hiking Trails

- Most trail erosion issues were moderate and minor in this segment of the park.
- Trails are well aligned with topography.
- Most trail segments with erosion issues can be corrected through sustainable trail design and maintenance methods that drain water off the trail in more frequent intervals.
- Trail connection transitions to boardwalks need to be improved to minimize tripping hazards.
- Boardwalks are slippery when wet, especially in the winter when ice is present.
- Boardwalks around Jensen Lake have settled creating drainage issues under decking substructure.



- Informal trails have developed that skirt the boardwalks because they are sometimes flooded, especially in the early spring following snow melt, or too slippery to traverse.
- Decommissioned trails and maintenance roads are not clearly defined causing wayfinding challenges for trail users.
- Lack of accessible hiking trail loops from Jensen Lake and Holland Lake Trailhead.
- Lack of accessible trail identification signage.
- Some popular trails such as the Jensen Lake Loop are narrow and do not allow for people to easily pass each other.
- Lack of a formal trail connections to the park from adjacent neighborhoods causes unofficial trails being developed through the remnant prairie north of Buck Pond and on the steep slopes south of Jensen Lake.
- There is a high concentration of trails through sensitive wildlife habitat areas.
- Maintenance vehicles/equipment on trails accelerate soil displacement and erosion.

Equestrian/Classic Ski Trails

- Trails are well aligned with the topography but lack provisions for controlling runoff down or cross slope of trail.
- More equestrian users observed using the east segment than middle segment equestrian trails during the field evaluation.
- Most existing eroded trails segments can be corrected without rerouting.
- Decommissioned trails or maintenance roads look like equestrian trails and cause confusion for users.
- Wayfinding is lacking at some trail intersections.



- Much of trail system located in old growth/ interior forest areas
- Winter hiking trails from neighborhoods connect to the cross country ski trail network within the park. Winter hiking on cross country ski trails is a recurring issue and reduces the quality of the cross country ski experience.

Paved Trails

- The paved trails were generally in good condition.
- McDonough Lake trail provides an accessible trail loop for park visitors.



- Some root intrusion present on paved trail around the Jensen Lake Trailhead.

Portages

- The portage trails were generally in good condition.
- Low use foot traffic on most portages has minimized erosion issues.
- Some steeper trail access alignments to shoreline edges have caused some sediment run-off into lake basins.



Section 2 - Phase I: Trail Assessment

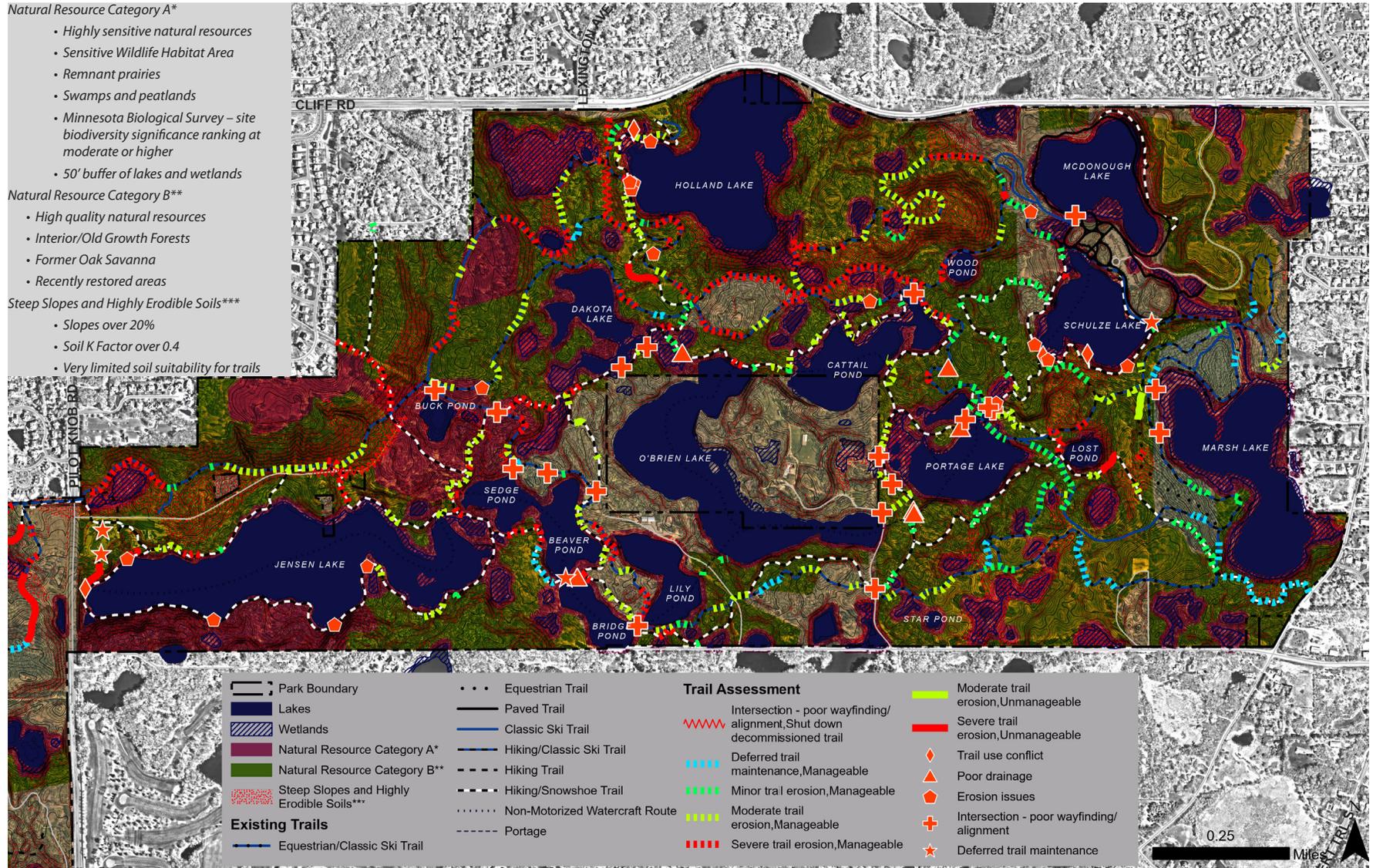


Figure 15: East Segment Trail Assessment Summary Map

TRAIL EVALUATION SUMMARY - EAST TRAIL SYSTEM (134,653 LF or 25.5 mi)				
Observation	Number of Point Features Collected	Number of Line Features Collected	Length (FT)	Percentage of East Trail System
Deferred Trail Maintenance*	4	15	1,802	1.34%
Poor Drainage	6			
Intersection - poor wayfinding/alignment	24			
ADA Accessibility Issues	4			
Safety and Risk Concern				
Trail use Conflict				
General Erosion Issue	15			
Minor Trail Erosion, Manageable		54	3,555	2.64%
Moderate Trail Erosion, Manageable		76	6,498	4.83%
Severe Trail Erosion, Manageable		47	6,402	4.75%
Moderate Trail Erosion, Unmanageable		3	173	0.13%
Severe Trail Erosion, Unmanageable		7	788	0.59%
TOTALS	53	202	19,219	14.27%

*Only includes trail segments showing significant deferred trail maintenance needs. Majority of trail system is in need of some routine maintenance.

TRAIL NATURAL RESOURCE SUMMARY - EAST TRAIL SYSTEM (134,653 LF or 25.5 mi)		
Category	Length (FT)	Percentage of East Trail System
Trail in highly significant natural resource area (Category A)	46,087	34.23%
Trail in significant natural resource area (Category B)	77,715	57.72%
Trail erosion within 100' of wetland or lake	11,414	8.48%

Figure 16: East Segment Trail Assessment Summary Table

SECTION 3 - PHASE II: RECOMMENDATIONS AND IMPLEMENTATION STRATEGY

SUSTAINABLE TRAIL MAINTENANCE PRACTICES

Many trail segments identified with erosion issues can be improved with sustainable trail design best practices. Careful planning and expertise is required by trail builders and maintenance staff to maintain a sustainable trail system. The following recommendations are key for evaluating and maintaining sustainable trail network in the park.

DEBERM

A properly built trail should have good trail outslope (sloped of trail tread from side to side) to direct water off the trail quickly. Overtime, a soft surface trail will form berms on the outside edge of the trail. These berms are cause by normal trail use. If berms on outside edge of trails are not periodically removed, even a once sustainability designed trail will begin to erode. Berms on the outside edge of trails concentrate the flow of water on

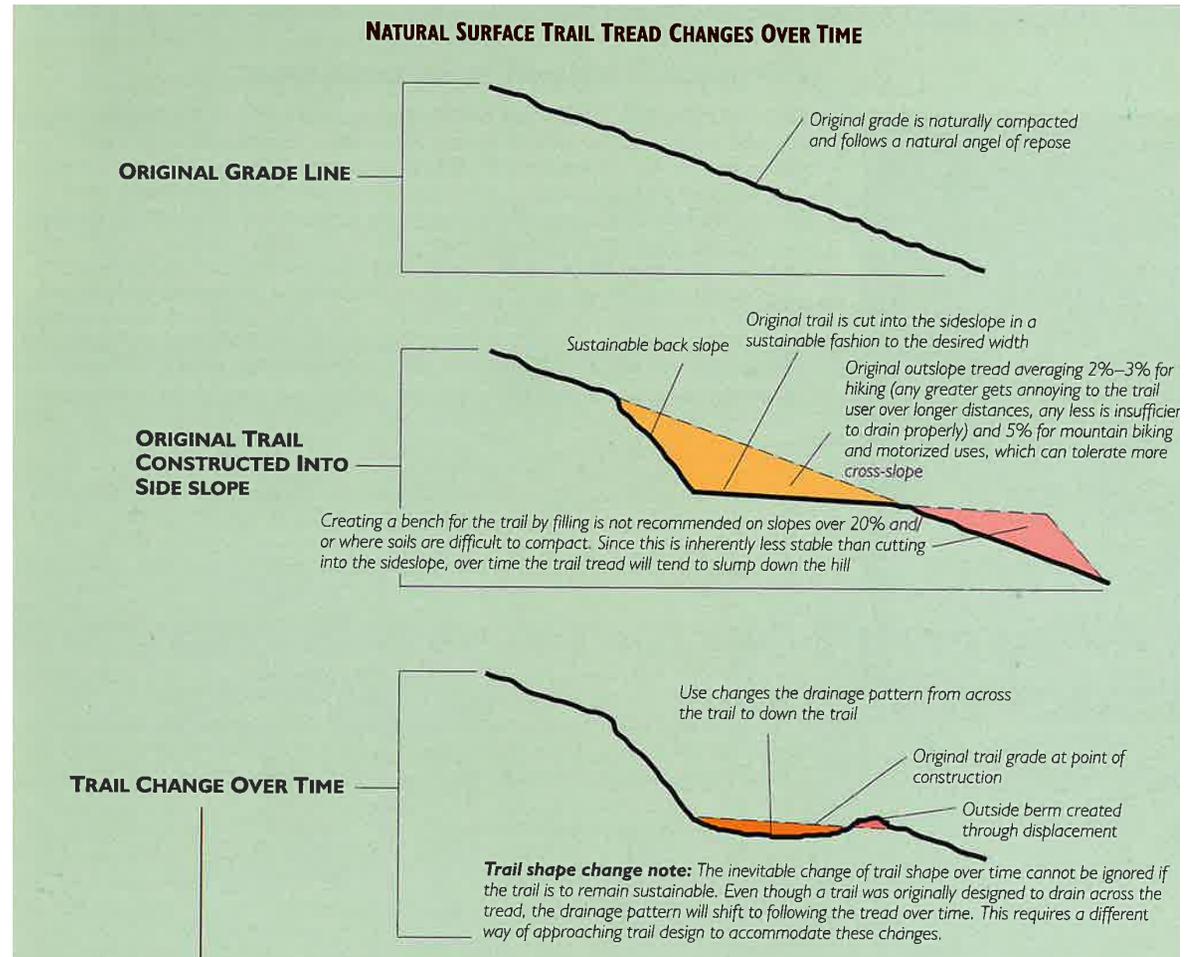


Image source: Trail Planning, Design, and Development Guidelines - MnDNR, 2006



Example of trail in need of debemming at Lebanon Hills Regional Park
the trail tread. The increased water volume and velocity will erode the trail.

ROLLING GRADE & EARTHEN ROLLERS

Having proper outslope is only the start of a sustainable trail design. A trail with any significant longitudinal slope with proper outslope alone will still erode due to gaining water velocity down the slope of a trail. A sustainable trail should roll up and down as

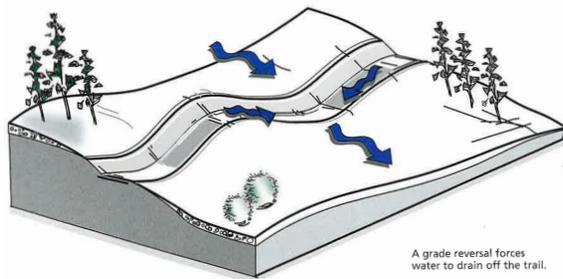
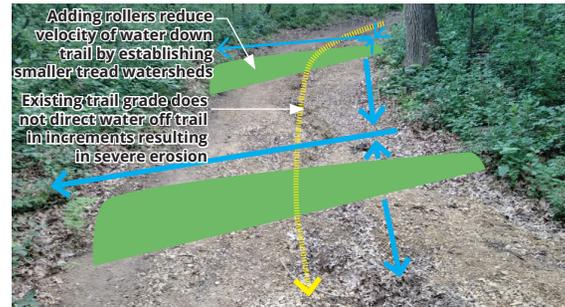


Image source: *Managing Mountain Biking. IMBA's Guide to Providing Great Riding*, 2007
January 12, 2023



Example of trail in need of earthen rollers at Lebanon Hills Regional Park
it transcends a slope. A rolling grade design effectively divides a trail segment into smaller tread watersheds where water can drain off a trail before it gains significant water velocity that erodes trail treads.

Earthen rollers can be added to existing trails that were not designed with rolling grades to achieve a similar effect. Earthen rollers are essentially berms that create a short up hill section on a long downhill trail to break the trail segment into smaller tread watersheds.

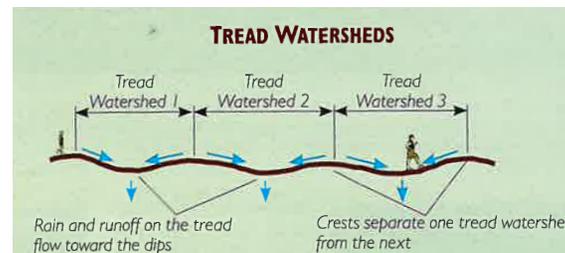


Image source: *Trail Planning, Design, and Development Guidelines - MnDNR*, 2006

KNICKS

Knicks are used to properly drain water off trails at low points. A knick is a half moon shaped cut that is tilted to the outslope that directs water off trail. For knicks to be effective, the grade adjacent to the trail needs to be lower to provide a place for the water to drain.



Example of knick at Lebanon Hills Regional park

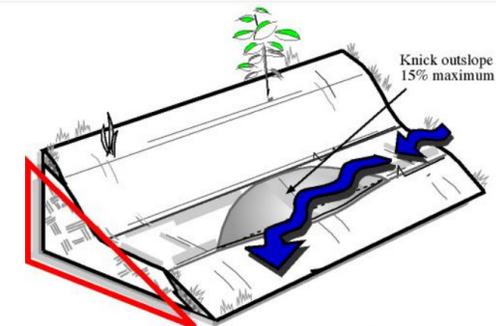


Image source: *IMBA Sustainable Trail Development A Guide to Designing and Constructing Native-surface Trails*, 2009

REROUTE FALL LINE TRAILS

A trail that is aligned perpendicular to the slope of a hill is considered a fall line trail. Controlling erosion on fall line trails are difficult to control, especially when steep. Erosion can be managed with frequent maintenance on gently sloped fall line trails with good outslope and rollers. However, erosion issues on fall

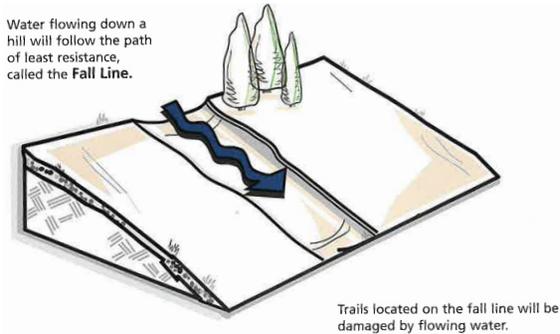


Image source: Trail Solutions. IMBA's Guide to Building Sweet Singletrack, 2004



Example of fall line trail at Lebanon Hills Regional Park

line trail alignments on steep slopes cannot be effectively managed without hardening the trail tread or rerouting with sustainable trail design practices.

OTHER SUSTAINABLE TRAIL DESIGN BEST PRACTICES

Maintain Sustainable Grades & 10% Average

The slope of a trail is a key component to sustainable trail design. Generally, a slope over 10% will be difficult to manage trail erosion unless the soil is very rocky. A slope of 5% is ideal in sandy soil locations. In general, a the average slope of the trail should not exceed 10%.

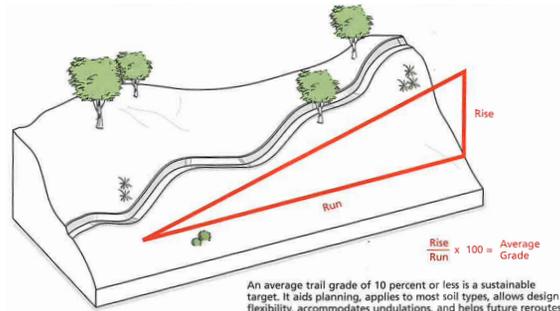


Image source: Managing Mountain Biking. IMBA's Guide to Providing Great Riding, 2007

Side Hill Trails

Sustainable trails should be aligned on the side of a hill. Side hill trail alignments provide good opportunity for outslope drainage. When possible, trails should avoid flat areas as these tend to collect water.

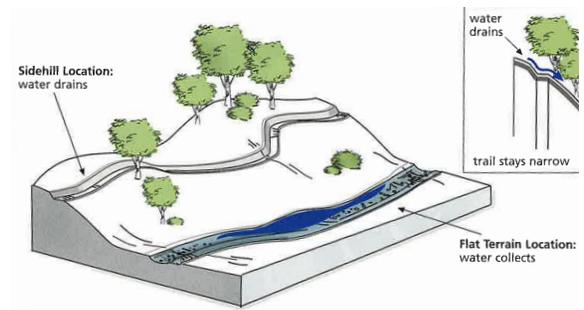


Image source: Managing Mountain Biking. IMBA's Guide to Providing Great Riding, 2007



Example of side hill trail alignment at Lebanon Hills Regional Park

Rule of Half

The rule of half is a sustainable trail building guide to calculate maximum longitudinal slope of a trail based on the sideslope it is traversing. The rule of half says the longitudinal slope of a trail should be no more than half the steepness of the sideslope it follows. For example, a 14% side hill slope would support a maximum trail slope of 7%. No trail slope should exceed 10% even if half the side hill slope is greater than 10%. For example, a 30% side hill slope would still only support a 10% trail slope. Any trail that exceeds the rule of half is considered a fall line trail.

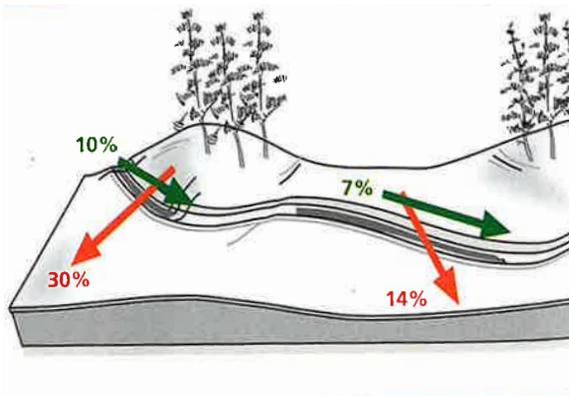


Image source: *Managing Mountain Biking. IMBA's Guide to Providing Great Riding, 2007*

OTHER MAINTENANCE PRACTICES

Leaf Blowing

Blowing leaves off trail tread is an important maintenance practices that improves the sustainability and functionality of soft surface trails. When left on trails, leaves decompose and add loose organic matter to the trail surface, increasing their susceptibility to erosion over time.

Removing leaves from the trail also improves the user experience. Leaves not removed from ski trail will remain on the surface of the snow and catch on the bottom of skis and reducing glide for skiers, especially during years with minimal snow coverage. Leaves left on hiking trails and mountain bike trails creates a slippery trail surface and increases the time for a wet trail to dry out.

Winter Salt and Sand

The use of salt and sand should be minimized when in proximity to lakes or wetlands. Salt should not be used on any trail within 50 feet of lakes or wetlands to protect the water

quality. Salt and sand will only be utilized in Lebanon Hills Regional Park when needed to maintain safe use of the trails during extreme ice conditions. Additional agency coordination efforts should be made for maintaining the new trail corridor along Cliff Road to minimize the use of salt and directing runoff into water bodies from the surrounding park boundary.

Seasonal Trail Closures for Habitat Protection

Lebanon Hills Regional Park provides critical habitat for a wide array of wildlife. Seasonal trail closures may occur on trails extending through sensitive wildlife habitat areas. Seasonal trail closures will be deliberate and selective with the intent to minimize disturbance during key life cycles of sensitive habitat. Closures will be temporary and clear detour signage will be implemented to inform trail users of alternate routes.

TRAIL MAINTENANCE RECOMMENDATIONS AND INITIATIVES

Maintenance recommendations have been provided for all trail segments evaluated during the Phase I field assessment. The maintenance recommendations provided are intended to improve the overall sustainability of the trail system. The development of a phased trail improvement recommendations and implementation strategy will help inform priorities and funding needs for future trail improvement projects.

A priority for the park is addressing deferred maintenance on trails that will not be realigned and implementing a routine maintenance schedule that will keep all trails in high quality condition. However, in many cases, decommissioning of existing trails is needed to sustainability reroute the unmanageable fall line trail segments primarily in the west and middle segments of the park. Minimal decommissioning and realignment of east segment trail are needed but many maintenance recommendations are identified.

Realigned fall line trail segments often require longer trail lengths because they follow the surrounding topography (See Figure 17). However, realigning fall line trails decreases impacts to natural resources even though they often result in longer trail segments. Many times, severely eroded trails result in informal trails as users walk off the designated trail to find stable ground. Often, these informal trails impact the understory vegetation of the adjacent ecosystem. Rerouting the severely eroded trails also reduces the amount of erosion and sediment deposits in lakes and wetlands. A well built sustainable trail directs water off the trail tread before erosion begins.

In addition to decreasing impacts to natural resources, rerouting severely eroded trail segments will not only reduce ongoing erosion of trails but also improve the visitor experience. In many cases, trail users have to walk around deep gullies and are dealing with loose gravel on steep trails. These conditions can be dangerous and unpleasant for trail users.

The alignments shown in the recommendation maps to follow are conceptual and will require additional trail design and engagement to determine final trail realignments.

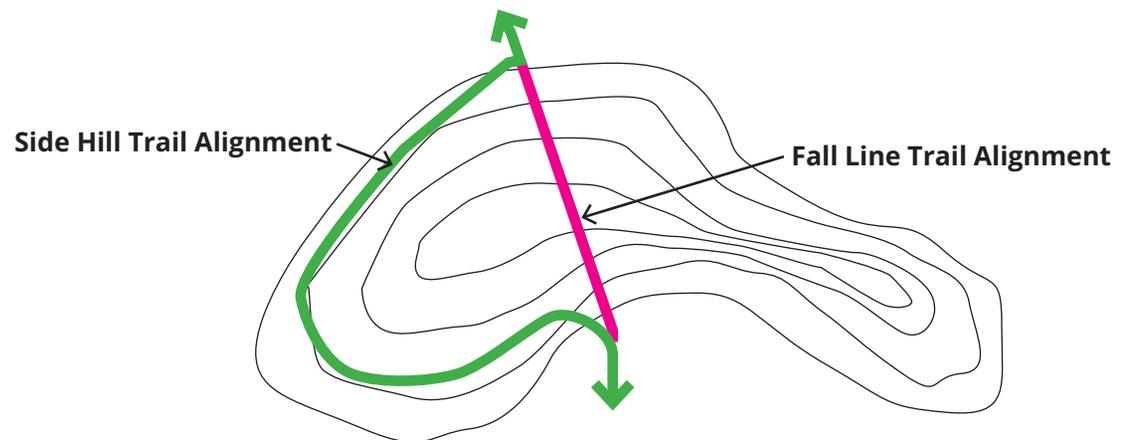


Figure 17: Length Difference Between Fall Line & Side Hill Trail Alignment

WEST SEGMENT TRAIL RECOMMENDATIONS AND INITIATIVES

Based on outcomes of the trail assessment and evaluation of sensitive natural resource and habitat areas the following trail recommendations are proposed in the west segment of the park (Figure 18).

WEST SEGMENT MOUNTAIN BIKE TRAILS		
Recommendations and Initiatives	Study Goal Accomplished	Notes
Coordinate with MORC on north mountain bike potential expansion area, prairie skills area, and minor reroutes throughout existing system.*	1,7,9	Potential mountain bike expansion area would bolster Lebanon Hills as a premier mountain bike location. Addressing erosion issues identified by MORC will reduce ongoing trail maintenance and improve trail sustainability.
Provide additional maintenance resources to MORC to remove leaves and brush along mountain bike trails.	1,5,7,9	Leaves on trails are slippery when wet and increase the time for trail to dry out. The organic matter created by decomposed leaves increases trail erosion.
Reduce number of mountain bike and hiking trail intersections by combining and realigning sections of hiking and ski trail.	4,5	Hiking and mountain bike trail intersections can cause collisions.
Refurbish mountain bike skills course.	1,8	Current skills course is outdated and in disrepair.
Convert existing mountain bike green trail to accommodate adaptive use mountain bikes. Consider strategies for making adaptive mobility devices available..	6	Providing adaptive trails and rental bikes will provide users of all abilities access to mountain bike trails.

*Requires additional community and stakeholder engagement

** 2015 Master Plan recommendation

*** 2019 Lebanon Hills Regional Park Natural Resource Management Plan recommendation

Study Goals

1. Preservation of high-quality trail recreation and nature-based experiences
2. Minimization and mitigation of impacts to natural resources
3. Minimization and mitigation of impacts to culturally important sites
4. Identification of trail use conflicts
5. Identification of safety and risk concerns
6. ADA accessibility
7. Reduction of trail related erosion issues
8. Identification of deferred trail maintenance needs
9. Improvement of sustainable maintenance practices

Section 3 - Phase II: Recommendations and Implementation Strategy

WEST SEGMENT HIKING TRAILS		
Recommendations and Initiatives	Study Goal Accomplished	Notes
Maintain clear sightlines at mountain bike and hiking trail intersections. Establish features to slow mountain bikers down at intersections.	4,5	Hiking and mountain bike trail intersections can be dangerous when bikers are moving at high speeds.
Consider relocating skate ski trail loop to middle segment. *	1, 5, 7, 9	The skate ski loop in west segment is very challenging and has multiple fall line trails with severe unmanageable erosion.
Realign and decommission severely eroded hiking and skate ski trails utilizing sustainable design principles ***	1,2,5,7,9	Realigning severely eroded unmanageable trail segments will improve user experience, reduce ongoing erosion issues, and reduce sediment runoff into wetlands and lakes.
Perform maintenance recommendations identified on existing trails to remain.	1,2,7,8,9	The trail recommendations identified will minimize impacts to natural resources and improve the trail user experience by reducing erosion issues on the trails.
Remove Buckthorn in west segment. Coordinate with natural resource staff to restore with native vegetation. ***	1,2,9	Removal of Buckthorn will preserve the native vegetation in the park
Identify strategies to address Oak Wilt.	1,2,9	Addressing Oak Wilt will maintain the high quality natural resource users enjoy while using the trails.

*Requires additional community and stakeholder engagement

** 2015 Master Plan recommendation

*** 2019 Lebanon Hills Regional Park Natural Resource Management Plan recommendation

Study Goals

- | | |
|--------------------------------------------------------------------------------|--------------------------------------------------------|
| 10. Preservation of high-quality trail recreation and nature-based experiences | 14. Identification of safety and risk concerns |
| 11. Minimization and mitigation of impacts to natural resources | 15. ADA accessibility |
| 12. Minimization and mitigation of impacts to culturally important sites | 16. Reduction of trail related erosion issues |
| 13. Identification of trail use conflicts | 17. Identification of deferred trail maintenance needs |
| | 18. Improvement of sustainable maintenance practices |

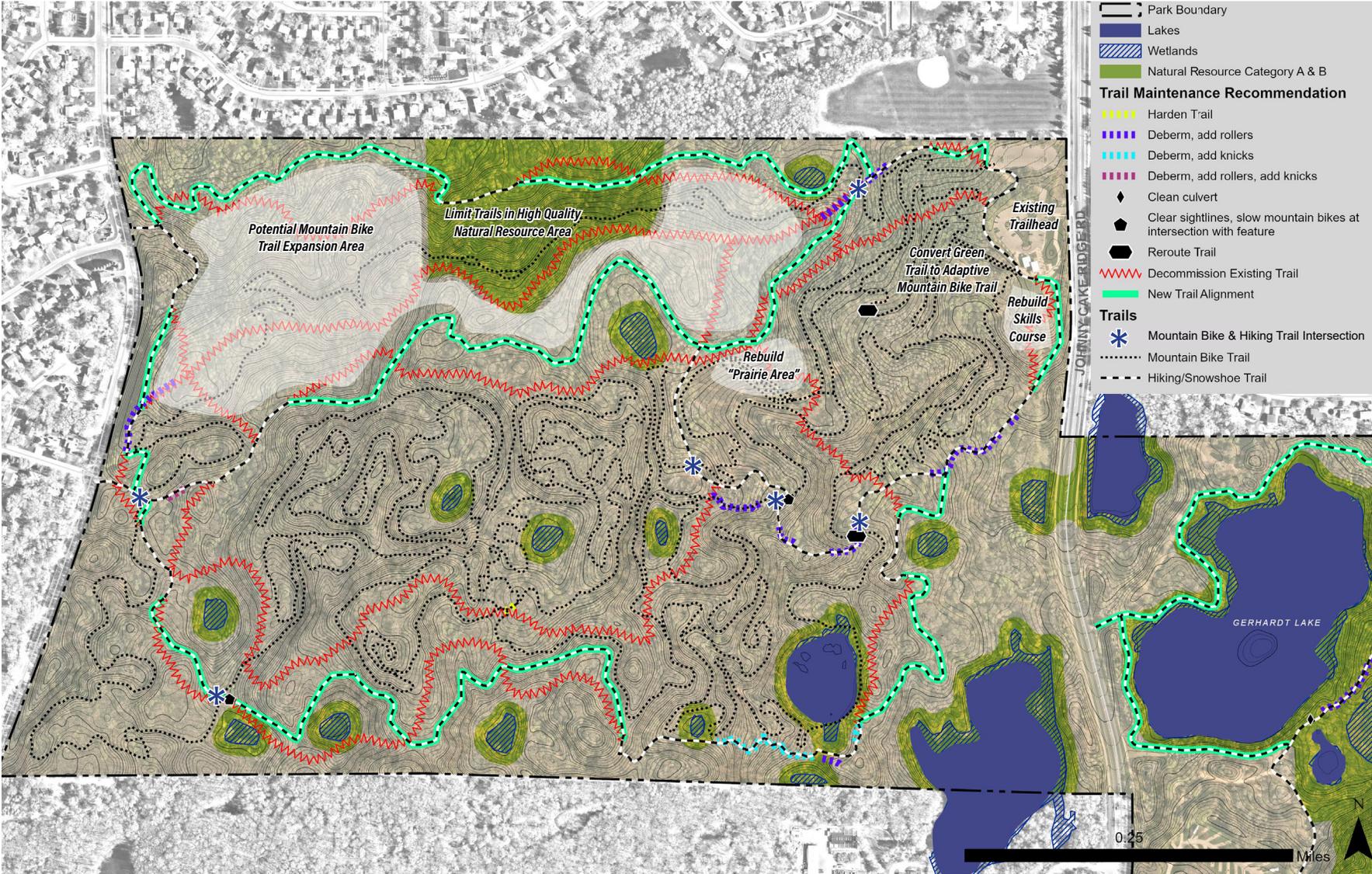


Figure 18: West Segment Trail Recommendations Map

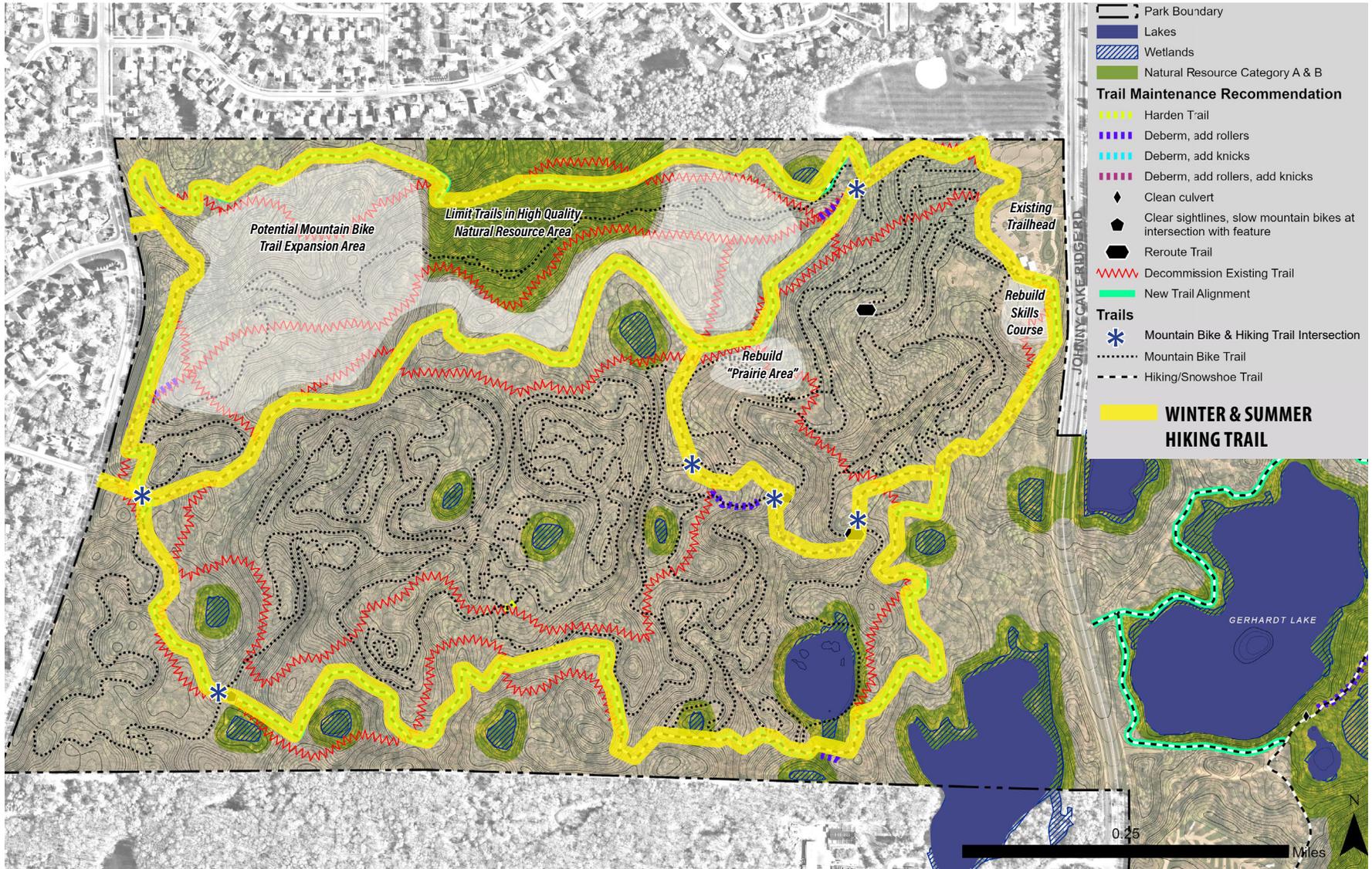


Figure 19: West Segment Recommended Summer/Winter Trail Organization

MIDDLE SEGMENT TRAIL RECOMMENDATIONS AND INITIATIVES

Based on outcomes of the trail assessment and evaluation of sensitive natural resource and habitat areas the following trail recommendations are proposed in the middle segment of the park (See Figure 20).

MIDDLE SEGMENT HIKING TRAILS		
Recommendations and Initiatives	Study Goal Accomplished	Notes
Conduct impact assessment and feasibility study for accessible trail around Wheaton Pond*	6	Intended to be ADA accessible. Requires feasibility and impact study.
Add hiking loop around Gerhardt Lake and Apple Pond (Not intended to be ADA accessible) **	1	A trail around Gerhardt Lake and Apple Pond will provide park users another opportunity to experience the park's natural resources.
Add more hiking trails in middle segment to provide more trails to campground and other park users.	1	Additional hiking trails will be added mostly by combining hiking and equestrian uses.
Realign and decommission severely eroded trails	1,2,5,7,9	Realigning severely eroded unmanageable trail segments will improve user experience, reduce ongoing erosion issues, and reduce sediment runoff into wetlands and lakes.
Improve wayfinding by establish hiking loop trail network.	1	Improved wayfinding allows users to enjoy the park without feeling lost.
Perform maintenance recommendations identified on existing trails to remain.	1,2,7,8,9	The trail recommendations identified will minimize impacts to natural resources and improve the trail user experience by reducing erosion issues on the trails.

*Requires additional community and stakeholder engagement

** 2015 Master Plan recommendation

*** 2019 Lebanon Hills Regional Park Natural Resource Management Plan recommendation

January 12, 2023

Study Goals

19. Preservation of high-quality trail recreation and nature-based experiences
20. Minimization and mitigation of impacts to natural resources
21. Minimization and mitigation of impacts to culturally important sites
22. Identification of trail use conflicts
23. Identification of safety and risk concerns
24. ADA accessibility
25. Reduction of trail related erosion issues
26. Identification of deferred trail maintenance needs
27. Improvement of sustainable maintenance practices

Lebanon Hills Regional Park Sustainable Trails Study 39

Section 3 - Phase II: Recommendations and Implementation Strategy

MIDDLE SEGMENT COMBINED EQUESTRIAN, HIKING, AND SKI TRAILS		
Recommendations and Initiatives	Study Goal Accomplished	Notes
Consider relocating skate ski trail loop from west to middle segment.*	1, 5, 7, 9	Skate ski loop in west segment is very challenging and has multiple fall line trails with severe unmanageable erosion.
Allow for shared use equestrian/hiking trails *	1,2,7,9	Allowing shared use on equestrian trails allows hikers as well as equestrians to enjoy the middle segment of the park without adding duplicative dedicated hiking and equestrian trails.
Initiate middle segment sustainable trail design project to refine trail plan with community and stakeholder engagement * & ***	1,2,7,9	
Coordinate middle segment natural resource restoration along with trail realignment/decommissioning.	1, 2	Restoring the landscape as new trails are developed will bolster the quality of the nature based experience and will improve the overall natural resource by replacing non-native vegetation with native plant communities.
Install signage and boot cleaning area for hikers to clean salt, sand, and invasive plant seeds from their shoes at campground trailhead.	1,2	Installing boot cleaning area will reduce the spread of invasive species carried on boots and shoes and reduce salts and sand from degrading wetlands.

*Requires additional community and stakeholder engagement

** 2015 Master Plan recommendation

*** 2019 Lebanon Hills Regional Park Natural Resource Management Plan recommendation

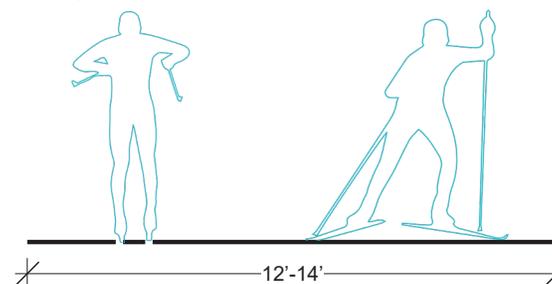
Study Goals

- 28. Preservation of high-quality trail recreation and nature-based experiences
- 29. Minimization and mitigation of impacts to natural resources

- 30. Minimization and mitigation of impacts to culturally important sites
- 31. Identification of trail use conflicts
- 32. Identification of safety and risk concerns
- 33. ADA accessibility
- 34. Reduction of trail related erosion issues
- 35. Identification of deferred trail maintenance needs
- 36. Improvement of sustainable maintenance practices

Proposed Combined Skate and Classic Ski Trails

Summer Use: Hiking and equestrian trails



Proposed section applies to middle segment ski trails only. East segment ski trails to remain at current width (10'-12')

January 12, 2023

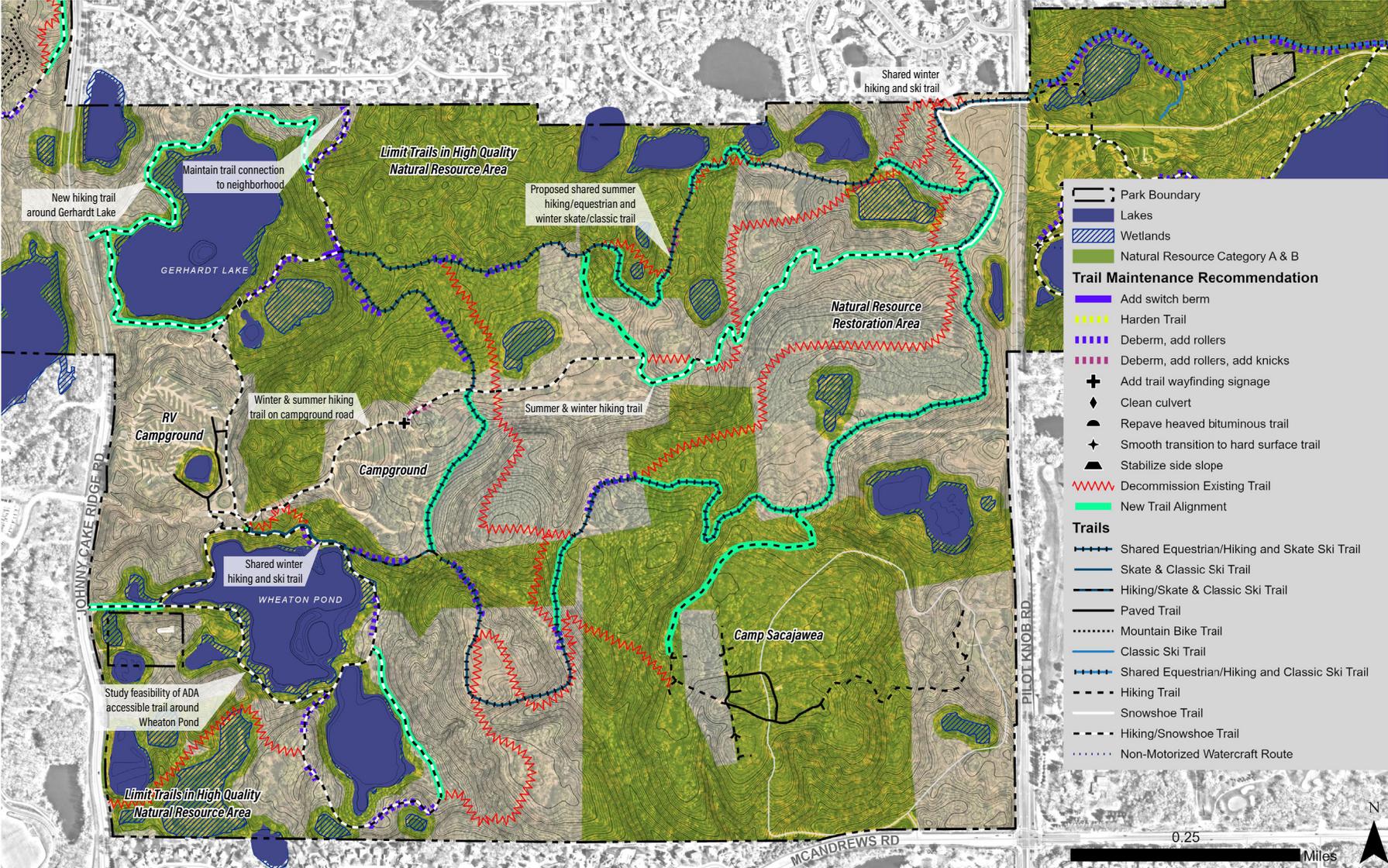


Figure 20: Middle Segment Trail Recommendations Map

Section 3 - Phase II: Recommendations and Implementation Strategy

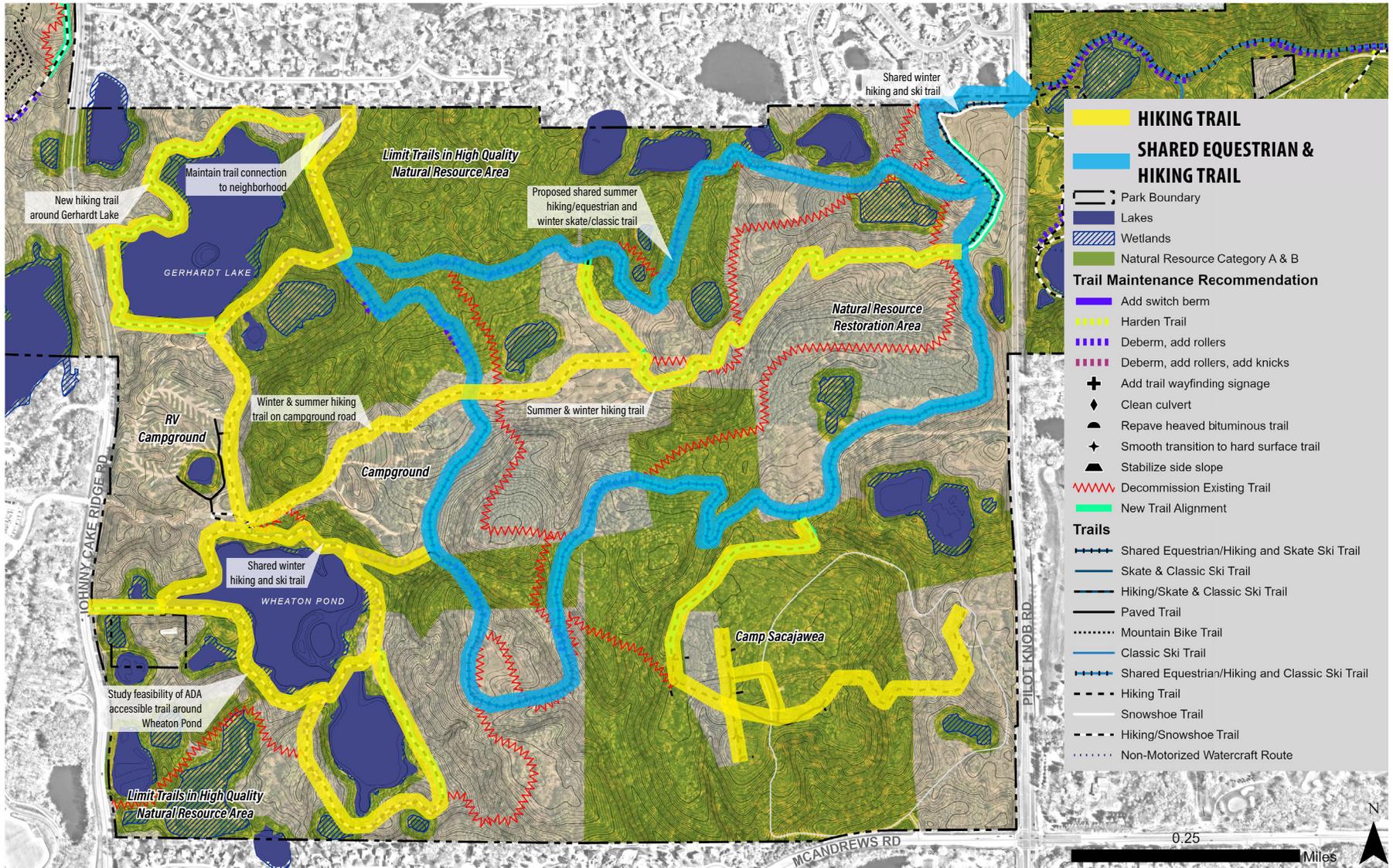


Figure 21: Middle Segment Recommended Summer Trail Organization

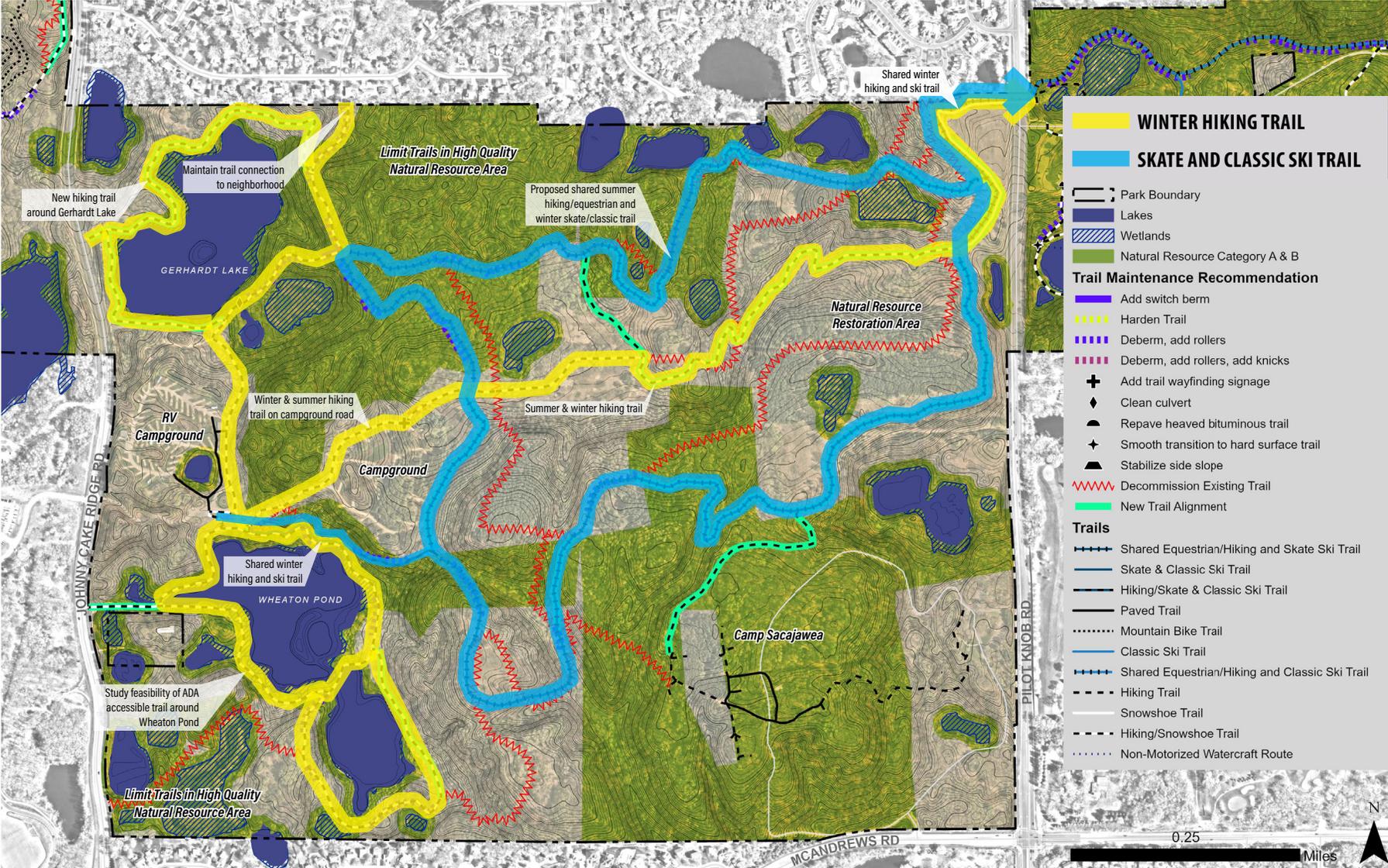


Figure 22: Middle Segment Recommended Winter Trail Organization

EAST SEGMENT TRAIL RECOMMENDATIONS AND INITIATIVES

Based on outcomes of the trail assessment and evaluation of sensitive natural resource and habitat areas the following trail recommendations are proposed in the east segment of the park (See Figure 23).

EAST SEGMENT SUMMER AND WINTER HIKING TRAILS		
Recommendations and Initiatives	Study Goal Accomplished	Notes
Widen boardwalks and stabilize side slopes on south side of Jensen Lake. (Not intended to be ADA accessible)	1,2,4	Trail users walk off the boardwalks when passing because they are too narrow. Walking off trail damages adjacent vegetation and can cause erosion.
Add south neighborhood connection to Jensen Lake loop trail and decommission informal trails from neighborhood. *	2,4	Multiple informal trails from the neighborhood exist and are not sustainable. Establishing a single connection to the park from the neighborhood will reduce impacts to the natural resource and reduce erosion.
Add hiking loop around Holland Lake (Not intended to be ADA accessible) **	1	A trail around Holland Lake will provide park users another opportunity to experience the park's natural resources.
Improve existing gravel trail around Schulze Lake	6	Intended to be ADA accessible. Requires feasibility and impact study
Consider strategies for making all terrain mobility devices available.	6	Providing all terrain mobility devices will provide users of all abilities access to all hiking trails.

*Requires additional community and stakeholder engagement

** 2015 Master Plan recommendation

*** 2019 Lebanon Hills Regional Park Natural Resource Management Plan recommendation

Study Goals

- | | |
|--------------------------------------------------------------------------------|--------------------------------------------------------|
| 37. Preservation of high-quality trail recreation and nature-based experiences | 41. Identification of safety and risk concerns |
| 38. Minimization and mitigation of impacts to natural resources | 42. ADA accessibility |
| 39. Minimization and mitigation of impacts to culturally important sites | 43. Reduction of trail related erosion issues |
| 40. Identification of trail use conflicts | 44. Identification of deferred trail maintenance needs |
| | 45. Improvement of sustainable maintenance practices |

EAST SEGMENT SUMMER AND WINTER HIKING TRAILS		
Provide summer and winter hiking trail connection to equestrian trailhead. **	1	Providing summer and winter hiking option from the equestrian trailhead will increase access to the trail system
Provide year round hiking access from adjacent neighborhoods to avoid conflicts with ski trail use.	1,4	A dedicated winter hiking trail from neighborhoods to the winter hiking trail system will reduce conflicts with winter hikers on ski trails.
Explore reducing Park Ridge neighborhood access trails from 2 to 1.*	1,2	Reducing duplicative trails will minimize impacts to natural resources.
Decommission redundant trails and restore with native vegetation.	1,2	Decommissioning redundant trails improves wayfinding for trail users and reduces the impacts to natural resources.
Improve trail wayfinding signage at confusing intersections. **	1,4	Improving wayfinding reduces navigation confusion for trail users so they can focus on enjoying the park's natural resource.
Realign and decommission severely eroded trails.	1,2,5,7,9	Realigning severely eroded unmanageable trail segments will improve user experience, reduce ongoing erosion issues, and reduce sediment runoff into wetlands and lakes.

*Requires additional community and stakeholder engagement

** 2015 Master Plan recommendation

*** 2019 Lebanon Hills Regional Park Natural Resource Management Plan recommendation

Study Goals

- 46. Preservation of high-quality trail recreation and nature-based experiences
- 47. Minimization and mitigation of impacts to natural resources
- 48. Minimization and mitigation of impacts to culturally important sites
- 49. Identification of trail use conflicts
- 50. Identification of safety and risk concerns
- 51. ADA accessibility
- 52. Reduction of trail related erosion issues
- 53. Identification of deferred trail maintenance needs
- 54. Improvement of sustainable maintenance practices

Section 3 - Phase II: Recommendations and Implementation Strategy

EAST SEGMENT SUMMER AND WINTER HIKING TRAILS		
Perform maintenance recommendations identified on existing trails to remain.	1,2,7,8,9	The trail recommendations identified will minimize impacts to natural resources and improve the trail user experience by reducing erosion issues on the trails.
Mitigate trail impacts to Natural Resource Category A areas.	2	This may include trail design, seasonal closures, or other methods.
Add bike racks at Holland Lake and Visitor Center Trailheads	1	Adding bike racks to Holland Lake and Visitor Center Trailheads will provide accommodations to park users arriving by bike.
Install signage and boot cleaning area for hikers to clean salt, sand, and invasive plant seeds from their shoes at Jensen, Holland, and Visitor Center Trailheads.	1,2	Installing boot cleaning area will reduce the spread of invasive species carried on boots and shoes and reduce salts and sand from degrading wetlands.

**Requires additional community and stakeholder engagement*

*** 2015 Master Plan recommendation*

**** 2019 Lebanon Hills Regional Park Natural Resource Management Plan recommendation*

Study Goals

- 55. Preservation of high-quality trail recreation and nature-based experiences
- 56. Minimization and mitigation of impacts to natural resources
- 57. Minimization and mitigation of impacts to culturally important sites
- 58. Identification of trail use conflicts
- 59. Identification of safety and risk concerns
- 60. ADA accessibility
- 61. Reduction of trail related erosion issues
- 62. Identification of deferred trail maintenance needs
- 63. Improvement of sustainable maintenance practices

EAST SEGMENT EQUESTRIAN AND SKI TRAILS		
Recommendations and Initiatives	Study Goal Accomplished	Notes
Allow limited combined hiking/equestrian trail use on east and west trail spurs. Main equestrian loop to remain equestrian only. **	1,2	Combining uses will reduce the number of trails and thereby minimize impacts to natural resource.
Perform maintenance recommendations identified on existing trails.	1,2,7,8,9	The trail recommendations identified will minimize impacts to natural resources and improve the trail user experience by reducing erosion issues on the trails.

EAST SEGMENT PORTAGE TRAILS		
Recommendations and Initiatives	Study Goal Accomplished	Notes
Perform maintenance recommendations identified on existing portage trails.	1,2,7,8,9	The trail recommendations identified will minimize impacts to natural resources and improve the trail user experience by reducing erosion issues on the trails.

*Requires additional community and stakeholder engagement

** 2015 Master Plan recommendation

*** 2019 Lebanon Hills Regional Park Natural Resource Management Plan recommendation

Study Goals

- 64. Preservation of high-quality trail recreation and nature-based experiences
- 65. Minimization and mitigation of impacts to natural resources
- 66. Minimization and mitigation of impacts to culturally important sites
- 67. Identification of trail use conflicts
- 68. Identification of safety and risk concerns
- 69. ADA accessibility
- 70. Reduction of trail related erosion issues
- 71. Identification of deferred trail maintenance needs
- 72. Improvement of sustainable maintenance practices

Section 3 - Phase II: Recommendations and Implementation Strategy

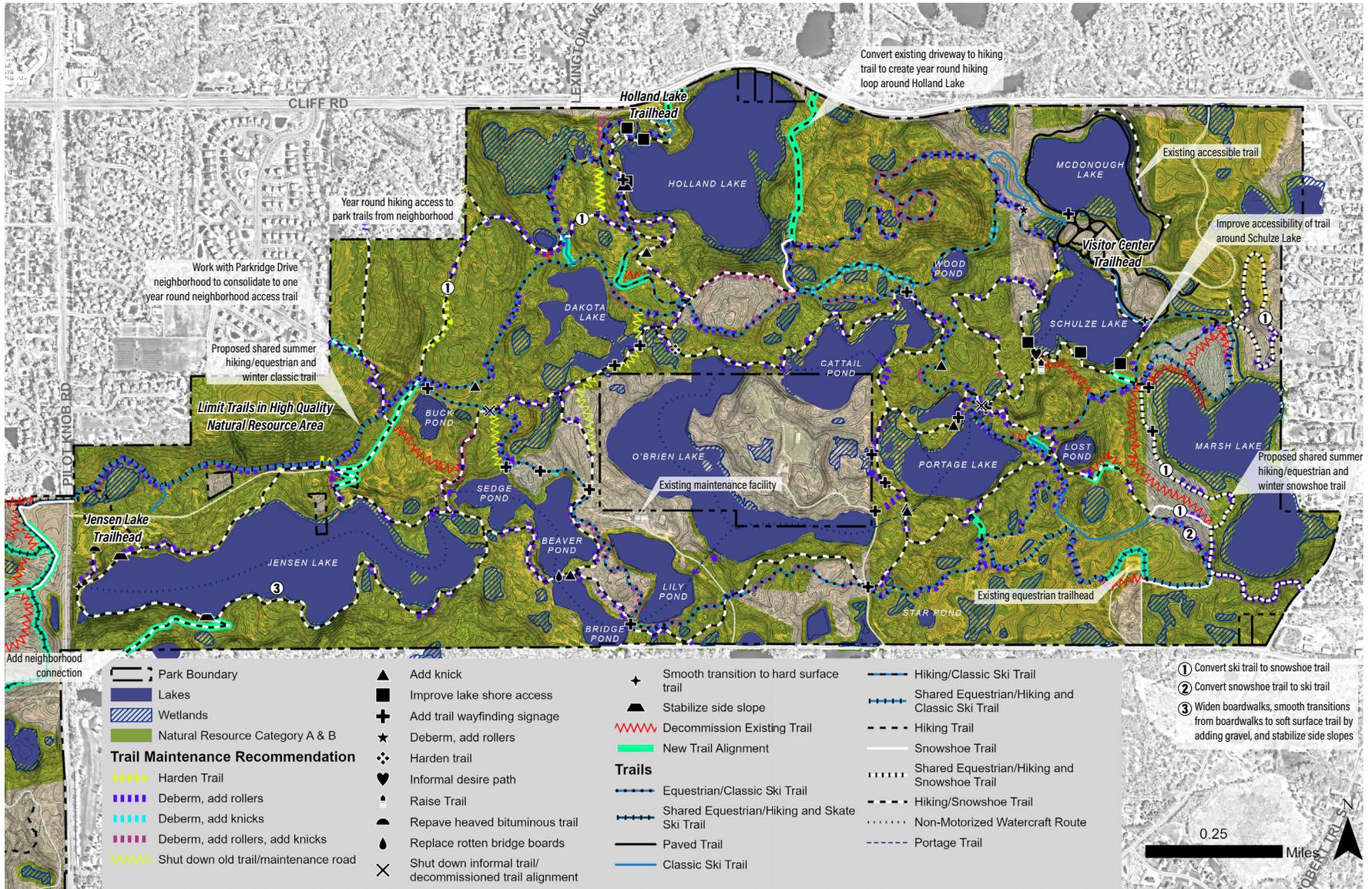


Figure 23: East Segment Trail Recommendations Map

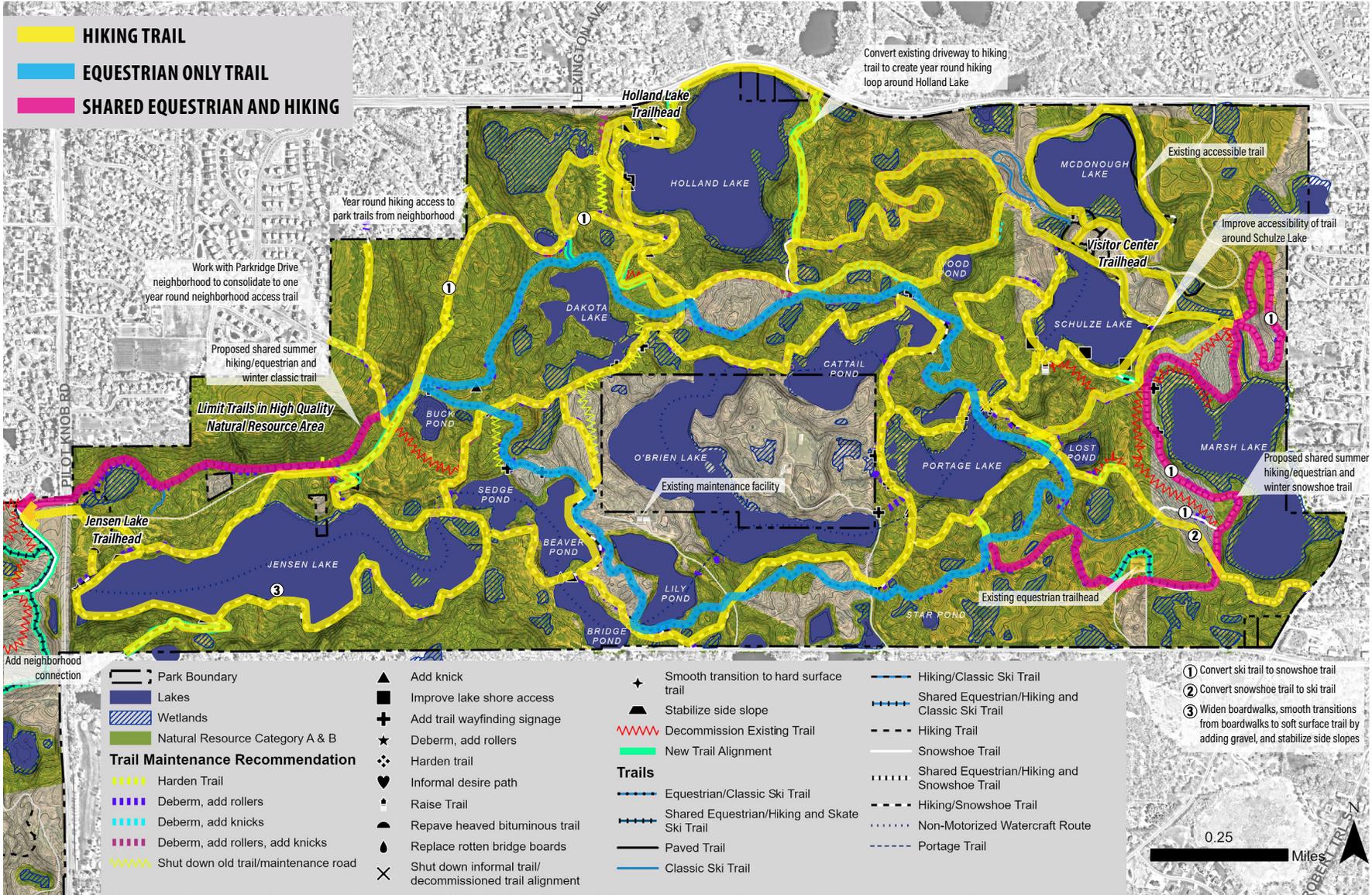


Figure 24: East Segment Recommended Summer Trail Organization

Section 3 - Phase II: Recommendations and Implementation Strategy

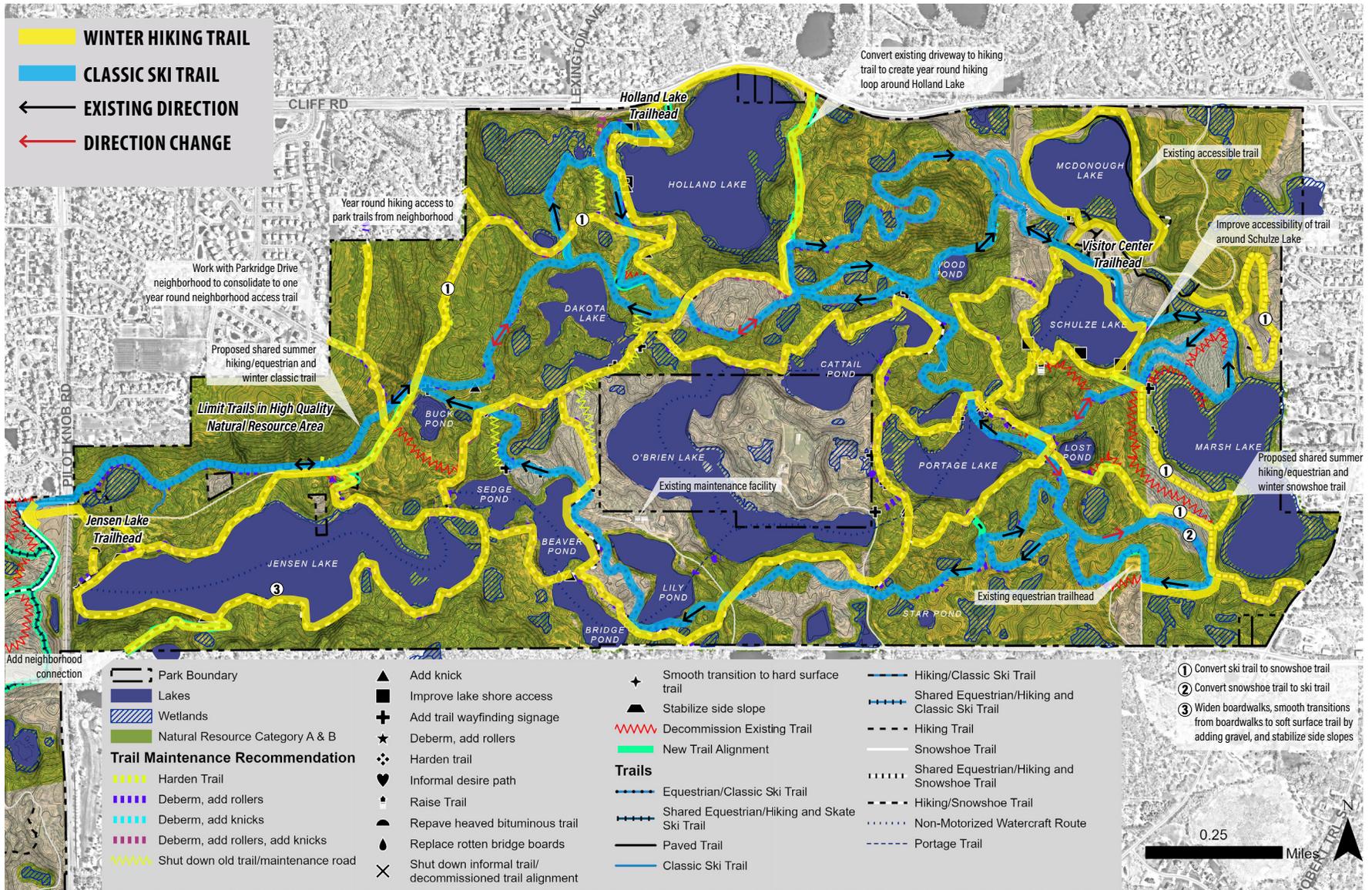


Figure 25: East Segment Recommended Winter Trail Organization

PROPOSED TRAIL SYSTEM SUMMARY

The intent of the study was to maintain the same length of user group trails while reducing the overall length of trails in the park. This intent was achieved by combining some trail uses onto one trail corridor. The total length of trail was reduced in both the west and east segment of the park with slight increase in the middle segment to provide better hiking trail loop accommodations for park users. The proposed trail system increases the miles of hiking and snowshoe trails while maintaining similar miles of equestrian trails. Classic ski trails in the east segment of the park were reduced by two miles in order to reduce winter hiker conflicts with ski trails and to reduce ski trail segments with consistently poor snow conditions.

EXISTING AND PROPOSED TOTAL MILES OF TRAIL COMPARISON			
Segment	Existing Miles of Trail	Proposed Miles of Trail	Net Gain
West*	5.4	4.3	-1.1
Middle	7.9	8.2	0.3
East	25.7	25.6	-0.1
TOTAL	39.0	38.1	-0.9

*Does not include mountain bike trails

Figure 26: Existing and Proposed Total Miles of Trail Comparison

EXISTING AND PROPOSED TRAIL COMPARISON (IN MILES)				
Trail System	West	Middle	East	Total
Hiking Trail Existing	3.0	4.2	17.7	24.9
Hiking Trail Proposed	4.3	8.2	20.7	33.2
Equestrian Trail Existing	0.0	3.2	6.6	9.8
Equestrian Trail Proposed	0.0	3.0	6.7	9.7
Skate Ski Trail Existing	2.4	0.0	0.0	2.4
Skate Ski Trail Proposed	0.0	3.2	0.0	3.2
Classic Ski Trail Existing	0.0	4.0	11.9	15.9
Classic Ski Trail Proposed	0.0	3.2	9.9	13.1
Snowshoe Trail Existing	3.0	1.6	12.2	16.8
Snowshoe Trail Proposed	4.3	4.0	15.0	23.3

*Total miles do not add up to total trail miles due to shared use segments.

Figure 27: Existing and Proposed Trail Comparison

ACCESSIBLE TRAIL SURFACING ALTERNATIVES

Providing accessible trails for all user groups is an important component of a regional park facility. In addition to minimizing slope gradients, an accessible trail surface must be firm and stable. While the majority of the trails in the park will not meet ADA accessibility standards, it is important to provide accessible trails in some areas of the park where feasible so that equal access to a trail network can be provided from designated trailhead locations so people of all abilities can enjoy high quality nature based recreation experiences. Determining the feasibility for adding ADA trails will be addressed in subsequent trail phases of design work needed for implementation. This Study has evaluated multiple different accessible trail surfacing options. Maintenance, installation cost, and the environmental aesthetic/impact should be considered during the design development phase of any ADA trail. The following list includes a range of ADA surface alternatives that could be considered during the design development phase of ADA trails. All ADA trail

alternatives were ranked based on installation cost, maintenance, and environmental aesthetic (See Figure 28).

CLASS II AGGREGATE OR CRUSHED LIMESTONE

Class II aggregate is a very common accessible trail surfacing option. Class II aggregate has the lowest installation cost but will require the most maintenance. Maintenance of aggregate trails will be similar to natural surface trails and will require debarbing and removal of sediment build up in rollers. Although higher maintenance, class II aggregate trails blend nicely into the natural resource environment

and provide a high quality nature based experience.

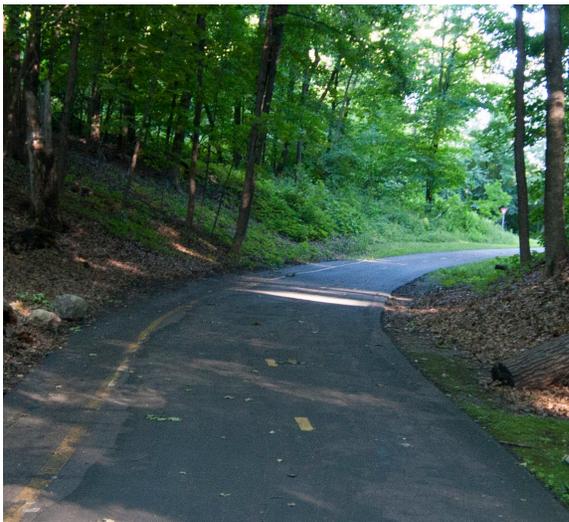
CRUSHER FINES

Crusher fines are small particle byproducts of gravel operations. The fine particles interlock tightly and form a firm and stable trail tread that meets ADA requirements. The maintenance of crusher fine trails is slightly less than class II aggregate but cost more than class II. Crusher fines provide high environmental aesthetic qualities and would blend into the natural character of Lebanon Hills Regional Park.



BITUMINOUS PAVEMENT

Bituminous pavement is the most common material used for accessible trails. Bituminous pavement has a moderate installation cost but the maintenance is less frequent than an aggregate trail. The hard bituminous surface is not suitable to erosion like a soft surface trail. However, the environmental aesthetic of a bituminous trail is low and may not always be contextual for creating a high quality nature based experience. Bituminous pavement also creates stormwater runoff, reduces ground water infiltration, and reduces wildlife and habitat value.



CONCRETE PAVEMENT

Concrete pavement is one of the most durable accessible surfaces and has the lowest maintenance. However, the installation cost is high making long trail loops costly to implement. The environmental aesthetic of a concrete trail is also low and in some applications not compatible with creating a high quality nature based experience. Concrete pavement also creates stormwater runoff, reduces ground water infiltration, and reduces wildlife and habitat value.



MODULAR PAVING

Modular paving such as concrete brick pavers come in a wide range of patterns and designs. Modular paving has an average environmental aesthetic but installation cost are extremely high. Furthermore, tree roots often impact the quality of modular paving surfacing resulting in frequent maintenance.

PERMEABLE PAVING

Permeable bituminous, concrete, and modular paving systems are another accessible trail option. The visual aesthetic of permeable paving is very similar to its non-



permeable counterpart. However, permeable paving will allow water to infiltrate into the ground reducing the volume of stormwater runoff off into lakes and wetlands. Permeable pavers often fill with sediment overtime and require cleaning to prevent a reduction in their permeability characteristics. Permeable paving also requires deeper pavement sections which results in more impacts to and cutting of tree roots.

BOARDWALKS

Boardwalks are typically used when a trail extends through a wetland or low lying area. However, boardwalks can be used as an accessible trail surface. Although boardwalks are a very expensive trail surfacing alternative, they provide a high quality trail user experience and often blend into the surrounding landscape. Boardwalks also can mitigate natural resource impacts, particularly in wet locations. Boardwalks require periodic replacement of rotting and damaged deck boards.



BONDED HARDWOOD MULCH

Bonded hardwood mulch with binder and engineered wood fiber mulch installed over a compacted aggregate base. The bonded hardwood mulch provides a high environmental aesthetic but has a very high maintenance and installation costs.



ACCESSIBLE TRAIL SURFACING RECOMMENDATION

All of the accessible trail surface options evaluated in this study have advantages and disadvantages for being implemented in the park. Boardwalks were the top performing surface based on the evaluation criteria used. Despite the high score, the high installation cost of boardwalks makes them a cost prohibitive option for all accessible trails. Aggregate trail surfaces (class II or crusher

finer) and bituminous pavement had similar scores. Bituminous pavement has a higher installation cost and a poor environmental aesthetic but has lower maintenance cost and is not as susceptible to erosion. In contrast, aggregate trail surface has high maintenance cost and higher susceptibility to erosion but low installation cost and is more compatible with the park’s environmental aesthetic. Paved surfaces are most likely to be maintained as accessible throughout the winter and early spring as they are easier to remove snow and remain firm during spring melt. While salt and

sand use is not effective or recommended on aggregate trails, they do provide a slip resistant surface when not covered by snow or ice. Based on this assessment, the recommended Wheaton Pond and Schultz Lake ADA accessible trails should be maintained as one of the aggregate surfaces. Other surfacing options may be considered during the design development phase. Dakota County may also pilot study surface options to further evaluate their function and durability for trail user groups.

ADA Surface Comparison								
Surface	Maintenance Cost	Susceptibility to Erosion	Installation Cost	Environmental Aesthetic	Surface Smoothness	Infiltration	Tree Root Impact	Winter Maintenance
Crushed Limestone or Class II Aggregate	Poor	Poor	Best	Best	Better	Better	Best	Better
Crusher Fines	Poor	Poor	Best	Best	Better	Better	Best	Better
Bituminous Pavement	Best	Best	Better	Poor	Best	Poor	Poor	Best
Concrete Pavement	Best	Best	Poor	Poor	Best	Poor	Poor	Best
Permeable Pavement	Better	Best	Poor	Better	Better	Best	Poor	Best
Modular Paving	Better	Best	Poor	Poor	Better	Poor	Poor	Best
Boardwalks	Best	Best	Poor	Best	Better	Better	Best	Poor
Bonded Hardwood Mulch	Better	Better	Poor	Best	Better	Poor	Better	Poor

■ Poor Option
 ■ Better Option
 ■ Best Option

Figure 28: Accessible Trail Surface Alternatives Matrix
January 12, 2023

PHASING PLAN & COST ESTIMATE

PHASING PLAN

A cost estimate and phased implementation plan has been developed based on proposed trail improvement recommendations. Some recommendations will require additional public stakeholder outreach and feasibility to determine final recommendations for implementation in the park. The following sequence of trail improvements are proposed for the park.

2023: PHASE I – OUTREACH AND DESIGN

Community and stakeholder engagement for Phase 1 feasibility and design projects listed below.

West Segment

- Schematic design for hiking trail and relocation of skate ski trails to middle segment
- Work with MORC on design for skills park refurbishment, prairie area, and converting the green trail to an adaptive mountain bike trail
- Natural resource restoration/Buckthorn removal strategy

Middle Segment

- Schematic design for hiking, cross-country skiing, and horseback riding trails
- Natural resource restoration/Buckthorn removal strategy
- Wheaton Pond ADA trail- Feasibility and impact study followed by design (pending feasibility results)

East Segment

- Schulze Lake ADA trail, Holland Lake year-round hiking trail and Jensen Lake Trail access improvements – Feasibility and impact study followed by design (pending feasibility results)

2024: PHASE II – CORRECT EROSION ISSUES AND IMPROVE ACCESSIBILITY

- Coordinate with natural resource restoration strategy (costs not included in study estimates)

West Segment

- Reconfigure the mountain bike skills course
- Reconfigure the mountain bike “prairie area” to reduce ongoing safety and erosion issues
- Convert green trail to adaptive mountain bike trail

Middle Segment

- Improve accessibility around Wheaton Pond (pending feasibility study)

East Segment

- Deberm, add rollers, add knicks, harden trail, and decommission and reroute all identified east segment trails
- Add additional wayfinding signage
- Improve transitions from soft surface to hard surface trails as identified by adding additional gravel to soft surface trail

Section 3 - Phase II: Recommendations and Implementation Strategy

- Holland Lake hiking trail (pending feasibility study)
- Jensen Lake trail improvements (pending feasibility study)
- Improve accessibility around Schulze Lake (pending feasibility study)

2027: PHASE III – TRAIL REALIGNMENTS AND CORRECT EROSION ISSUES IN MIDDLE AND WEST SECTIONS

- Coordinate with natural resource restoration strategy for Middle and West segments (costs not included in study estimates)

West Segment

- Relocate skate ski loop from west segment to middle segment (pending public and stakeholder engagement during Phase I)
- Final trail design for hiking trail
- Realign recommended trail segments
- Deberm, add rollers, add knicks, harden trail, and decommission and reroute all identified
- Coordinate with MORC on potential mountain bike trail expansion

Middle Segment

- Final trail design and for hiking, cross-country skiing, and horseback riding trails
- Realign recommended trail segments

- Deberm, add rollers, add knicks, harden trail, and decommission and reroute all identified

COST ESTIMATE

A cost estimate was developed that incorporated all recommendations from this study. The cost estimate was broken down by phase (Figure 29 through Figure 31). Costs associated with recommendations requiring additional public stakeholder outreach may change depending

PHASE I COST ESTIMATE				
East Segment				
Description	QTY	Unit	Unit Price	Total Cost
Feasibility and impact study for Wheaton and Schulz Lake ADA trails and Holland Lake year-round hiking trail and Jensen Lake Trail access improvements	1	LS	\$20,000	\$20,000
Final design (pending feasibility results) for Wheaton and Schulz Lake ADA trails and Holland Lake year-round hiking trail and Jensen Lake Trail access improvements	1	LS	\$60,000	\$60,000
East Segment Total Estimated Cost				\$80,000
Middle Segment				
Description	QTY	Unit	Unit Price	Total Cost
Schematic design for hiking, cross-country skiing, and horseback riding trails	1	LS	\$25,000	\$25,000
Middle Segment Total Estimated Cost				\$25,000
West Segment				
Description	QTY	Unit	Unit Price	Total Cost
Schematic design for hiking trail and relocation of skate ski trails to middle segment	1	LS	\$20,000	\$20,000
Work with MORC on design for skills park refurbishment, prairie area, and converting the green trail to an adaptive mountain bike trail	1	LS	\$15,000	\$15,000
West Segment Total Estimated Cost				\$35,000
PHASE I TOTAL ESTIMATED COST				\$140,000

Estimated in 2022 dollars. Assume 5% inflation factor beyond 2023.

Figure 29: Phase I Cost Estimate

Section 3 - Phase II: Recommendations and Implementation Strategy

PHASE II COST ESTIMATE				
East Segment				
Description	QTY	Unit	Unit Price	Total Cost
Decommission trail	7,163	LF	\$4	\$28,652
Reroute trail	5,733	LF	\$20	\$114,660
Deberm, add nicks	620	LF	\$10	\$6,200
Deberm, add rollers	14,277	LF	\$10	\$142,770
Deberm, add rollers, add nicks	3,298	LF	\$10	\$32,980
Harden trail	379	LF	\$20	\$7,580
Shut down old trail/maintenance road	1,262	LF	\$4	\$5,048
Shut down old trail/maintenance road with signage	1	EA	\$1,000	\$1,000
Add knick	7	EA	\$500	\$3,500
Improve lake shore access	6	EA	\$10,000	\$60,000
Add wayfinding sign	18	EA	\$1,000	\$18,000
Deberm, add rollers	1	EA	\$500	\$500
Harden trail	1	EA	\$2,000	\$2,000
Raise trail segment near Schulze Lake to eliminate water on trail	1	EA	\$1,000	\$1,000
Improve accessibility around Schulze Lake (pending feasibility study)	1	LS	\$50,000	\$50,000
Replace rotten deck boards on bridge over Beaver Pond	1	LS	\$1,000	\$1,000
Smooth transition to hard surface	4	EA	\$500	\$2,000
Stabilize side slope	3	EA	\$10,000	\$30,000
Widen boardwalk along Jensen Lake	1	LS	\$200,000	\$200,000
Repave heaved bituminous trail near Jensen Lake Trailhead	1	EA	\$1,500	\$1,500
Add bike racks at Holland Lake and Visitor Center Trailhead	12	EA	\$500	\$6,000
Holland Lake hiking trail (pending feasibility study)	2,065	LF	\$20	\$41,300
East Segment Total Estimated Cost				\$708,390
Middle Segment				
Description	QTY	Unit	Unit Price	Total Cost
Improve accessibility around Wheaton Pond (pending feasibility study)	1	LS	\$105,000	\$105,000
Middle Segment Total Estimated Cost				\$105,000
West Segment				
Description	QTY	Unit	Unit Price	Total Cost
Expand and rebuild skills course	1	LS	\$100,000	\$100,000
Rebuild mountain bike "prairie area"	1	LS	\$25,000	\$25,000
Expand green trail loop to accommodate adaptive use bikes	1	LS	\$80,000	\$80,000
West Segment Total Estimated Cost				\$205,000
PHASE II TOTAL ESTIMATED COST				\$1,018,390

Estimated in 2022 dollars. Assume 5% inflation factor beyond 2023.

Figure 30: Phase II Cost Estimate

PHASE III COST ESTIMATE				
Middle Segment				
Description	QTY	Unit	Unit Price	Total Cost
Final trail design and for hiking, cross-country skiing, and horseback riding trails	1	LS	\$70,000	\$70,000
Decommission trail (trail construction)	16,585	LF	\$4	\$66,340
Reroute trail (trail construction)	19,191	LF	\$20	\$383,820
Deberm, add rollers	2,080	LF	\$10	\$20,800
Deberm, add rollers, add nicks	73	LF	\$10	\$730
Add switch berm	1	LS	\$1,000	\$1,000
Add wayfinding sign	1	EA	\$1,000	\$1,000
Clean culvert	1	EA	\$1,500	\$1,500
Middle Segment Total Estimated Cost				\$545,190
West Segment				
Description	QTY	Unit	Unit Price	Total Cost
Final trail design for hiking trail	1	LS	\$55,000	\$55,000
Decommission trail (hiking trail construction)	20,901	LF	\$4	\$83,604
Reroute trail (hiking trail construction)	13,378	LF	\$20	\$267,560
Deberm, add nicks	240	LF	\$10	\$2,400
Deberm, add rollers	768	LF	\$10	\$7,680
Deberm, add rollers, add nicks	40	LF	\$10	\$400
Harden trail	30	LF	\$20	\$600
Clear mountain bike and hiking intersection	2	EA	\$1,000	\$2,000
Expand mountain bike trail system to north	1	LS	\$100,000	\$100,000
West Segment Total Estimated Cost				\$519,244
PHASE III TOTAL ESTIMATED COST				\$1,064,434

Estimated in 2022 dollars. Assume 5% inflation factor beyond 2023.

Figure 31: Phase III Cost Estimate

on outcomes from engagement. Restoration efforts such as Buchthorn removal was not included in the cost estimate.

IMPLEMENTATION AND ONGOING TRAIL OPERATIONS AND MAINTENANCE COST

ONGOING TRAIL OPERATIONS AND MAINTENANCE

Soft surface trails require regular maintenance to ensure long term sustainability. Maintenance activities include de berming all trails and cleaning out any sediment that collects in rollers and knicks. It is recommended that all soft surface trails in Lebanon Hills Park should be put on a five year maintenance schedule. A prescribed maintenance plan for soft surface trails will prevent trails from continual erosion and provide park users a higher quality nature based experience. Budgeting 250-300 (\$25,000-\$34,000) County staff hours per year for routine trail maintenance will allow for 20% of the trail system to be maintained on a yearly basis. Additional maintenance resources should also be provided to MORC

to remove leaves and brush along mountain bike trails.

TRAIL BUILDING & MAINTENANCE EQUIPMENT

Consideration should be given to utilizing lighter weight equipment for trail maintenance throughout the park. Heavy skid loaders and maintenance vehicles cause soil displacement and contribute to erosion. Most trail maintenance activities can be achieved with a mini excavator and a stand on skid loader.

Mini Excavator

- Low ground pressure (3.4-psi to 3.9 psi)



- Adequate horsepower for trail maintenance and development (21 hp)

Stand on skid loader

- Ditch Witch SK 1550 shown
- Low ground pressure (4.1 psi)
- Adequate horsepower for trail maintenance



SECTION 4 - OUTREACH AND ENGAGEMENT

Throughout the process, the project team met with Minnesota Off-Road Cyclists (MORC), and Wilderness in the City (WITC). These stakeholder groups provided valuable feedback on existing trail conditions and trail improvement recommendations as active stewards of the park. In addition to MORC and WITC, the project team engaged with students at the School of Environmental Studies (SES).

MINNESOTA OFF-ROAD CYCLISTS (MORC) ENGAGEMENT SUMMARY

The project team had two meetings with MORC. The first meeting was held during the assessment phase where members from MORC shared their assessment of trail maintenance issues. The second meeting reviewed recommendations. Recommendations received from MORC include rebuilding of the “Prairie Area” and a need for additional maintenance resources to remove leaves and trim brush on trail edges. MORC also shared preliminary ideas

to expand the mountain bike trail system. These potential expansion areas will require additional public engagement.

WILDERNESS IN THE CITY (WITC) ENGAGEMENT SUMMARY

The project team also had two meetings with WITC. The project team and WITC discussed many concerns and opportunities including impervious surface in the park, ways to improve trail access without building paved trails, and other strategies for trail sustainability.

A record of meeting notes can be found in Appendix A.

SCHOOL OF ENVIRONMENTAL STUDIES (SES) ENGAGEMENT SUMMARY

The project team had the opportunity to provide multiple learning opportunities for SES

students. The students had the opportunity to spend time in the field with the consultants while collecting data during the assessment phase of the project. In fall 2022, the project team and SES teachers organized a day long field day where County Staff and members from the consultant team exposed students to sustainable trail design and preservation of natural resources. This engagement provided seniors at SES a view into careers in trail building, Landscape Architecture, Planning, and Natural Resource Management.

APPENDIX A: ENGAGEMENT NOTES

Dakota County Parks

LEBANON HILLS REGIONAL PARK SUSTAINABLE TRAILS STUDY
Wilderness in the City (WITC) and Minnesota Off-road Cyclists (MORC)
August 4, 2022 4:30-5:30 PM
Holland Lake Picnic Shelter

PURPOSE

To introduce the Lebanon Hills Regional Park Sustainable Trails project and discuss mountain bike trail system improvement needs

ATTENDEES

Dakota County Staff

Niki Geisler, Parks Director

Randy Cunningham, Grounds Maintenance Supervisor

Lil Leatham, Principal Planner

Consultant Team

Ken Grieshaber, SRF, Project Manager

Tim Wegner, Applied Trail and Boardwalk Design Consulting

Minnesota Off-road Cyclists

Ryan Panning

David Tait

Ted Wiegandt

DISCUSSION SUMMARY

- The prairie area has the biggest issues and requires maintenance every season. The berm lines hold up, but the left lines may need a boardwalk or professionally built skills feature.

- The green loop was designed wide enough for adaptive equipment. Over time, the trail has narrowed, and vegetation has grown on the sides. It could be restored for adaptive equipment. The middle segment of the park may be a good place for a longer/more extensive adaptive route. The cost of adaptive equipment is a barrier to participation and rental equipment should be considered.
- The main conflicts between uses in the west segment is mountain bicycling on the ski trails and winter hiking on the mountain bike trails. In the summer there are few problems from the perspective of the mountain bikers.
- MORC would like to expand new trails in the north portion of the west segment. A lot of new areas have opened in the state. Features such as jump line, berm line, and gravity flow trails are in high demand. Many of the new areas have lift service.
- Dakota County is a great maintenance partner and Randy takes care of larger trees and other requests. One area that MORC could use maintenance help is in blowing off leaves in the fall and trimming in the summer. Trimming typically happens twice a year. The fall is the hardest time – evenings are short so volunteers must spend their weekends blowing leaves.
- Randy will look into using the Sentence to Serve work crews for fall leaf blowing.
- The current skills park is great and well used. Parents can bring kids there and watch them even if they don't bike. New riders gain confidence. Some elements need replacement/redesign.
- In Winter the skills park is used to allow to ride through and get salt off tires before entering the main trail system.
- There isn't a great place for beginner winter fat tire bikers. The current trails are too difficult what is really needed is a 3' snow sidewalk. Perhaps this is something that could be in the middle of the park.
- MORC is interested in partnering on any mountain bike trail system improvements. They can help with funding. Some volunteer's work places have made cash donations and/or allow volunteers a certain number of 'paid' volunteer hours. For some of the bigger projects a Federal Recreational Trail grants may be a good fit. County could lead with MORC as a community partner.

Dakota County
LEBANON HILLS REGIONAL PARK SUSTAINABLE TRAILS STUDY
Wilderness in the City Meeting– Jensen Lake Picnic Shelter
August 25, 2022 11:00am-12:00pm

MEETING SUMMARY

PURPOSE

To discuss project goals, process, and initial existing trail condition assessment findings

ATTENDEES

Dakota County Staff

Niki Geisler, Parks Director

Joe Walton, Senior Ecologist

Lil Leatham, Principal Planner

Consultant Team

Ken Grieshaber, SRF, Project Manager

Kevin Bigalke, SRF, Project Lead Natural Resources

Tim Wegner, Applied Trail and Boardwalk Design Consulting

Wilderness In The City

Holly Jenkins

Paul Mandell

Maryann Passe

Tom Passe

Mike Fedde

Barry Graham

Hillary Wackman

DISCUSSION SUMMARY

The County Staff and Consultant Team presented an overview of the project.

- The Study is in two phases – Phase I Assessment and Phase 2 Recommendations and Implementation.
- The Study is addressing economic sustainability, physically sustainability, and ecological sustainability related to trails in the park.
- The purpose of Phase I is to collect the technical information needed to understand existing trail and natural resource conditions in the park. The assessment data will be used in Phase 2 to develop recommendations, prioritize projects, identify next steps, and identify projects to be included in the County's Capital Improvement Program.
- The consultant team field evaluated all 50 miles of park trails and has been working closely with County staff to identify the important and sensitive natural resource areas in the park.

Discussion, questions and comments by meeting participants along with responses from the staff and consultant project team (*italics*) follow.

There was a request to see the RFP and consultant scope. *The RFP and consultant's proposed scope are attached.*

There was a request for the maps presented at the meeting. *The maps will be made available with the County Board agenda materials for the September 13 meeting. Lil Leatham will send a link to the packet information to meeting participants when it is public.*

There was a question about the relationship between the 2019 Natural Resources Management Plan (NRMP) and the 2015 Master Plan (MP). *The two plans are intended to work together, and the 2019 NRMP does not replace the 2015 MP. The MP contains concept level recommendations for the park's trail system. The NRMP also speaks to increasing trail sustainability.*

There was discussion about the importance the park's natural resources:

- There was a comment that the master plan would have been very different if it had been done through the eyes of the NRMP.
- There was a suggestion that the Project Team should study both existing natural resources and the planned plant communities to make sure the recreation and natural resource visions are compatible. *The Project Team responded that they are considering the NRMP future landcover vision as well as existing conditions.*

The Project Team gave a brief synopsis of trail conditions in the west park. The west park has some of the best trail conditions and some of the worst trail conditions. The mountain bike trails are maintained by the Minnesota Off-Road Cyclists (MORC) in partnership with the County. They volunteer at least 20 hours a week for trail maintenance. With high use, the mountain bike trails are in good shape. The ski trails and the hiking trails have areas of severe erosion and are some of the most eroded trails.

Both WITC and the Project Team observed that there are fewer hikers in the west park than in the east.

There was discussion about what type natural resource restoration is possible in the west park. *The project team discussed removal of buckthorn and other invasive and replacement with native shrubs. MORC likes the physical and visual barrier buckthorn provides because it keeps bikers on designated trails. The goal is to replace buckthorn with native shrubs. Because of the intense trail use, the west park is not going to achieve high quality ecologically. There may be some opportunities to build upon remnant native vegetation, for example there is a patch of maidenhair ferns on the northern boundary.*

The Project Team gave an overview of the middle park. The Campground is very popular and there is not a safe connection across Johnny Cake Ridge Road to the mountain bike trail network. There are not a lot of hiking opportunities from the campground or Camp Sacajawea. Trail access and circulation around Wheaton Pond is confusing which has resulted in unofficial trails. The trail near Gerhardt Lake travels through a higher quality ecological area and is experiencing severe erosion.

There was a question about trail use numbers. *The Parks Department has numbers for the total number of park visitors and the numbers of equestrian trail permits sold but does not have other trail use counts.*

The Project Team gave an overview of trail conditions in the east park. Trails in the east segment of the park are in the best condition, with low to moderate levels of erosion and some deferred maintenance.

A comment was made that the east park should be referred to as the Preserve Zone, as it was in the 2001 Master Plan and it is difficult to maintain high quality habitat with high trail use and trails 8'-10'.

There was a discussion the amount of impervious surface in the park:

- Throughout the entire park, there are limited ADA accessible trails.
- Concerns were expressed about the increasing the amount of pavement in the park with paved trails or by building additional recreation facilities that would require an accessible trail access.
- Participants expressed priority for natural resources over recreation in LHRP. There was a suggestion that LHRP be reclassified as a Park Reserve.
- The question was asked if it is possible to provide accessible trails without pavement. Participants expressed preference for allowing more people to experience the park without adding wide paved trails. *The project team responded that accessible trail surface options will be researched in Phase 2.*

There was discussion about ways to improve trail access without building paved trails. Ideas included:

- Different length loops and loops for beginners from trailheads.
- Highlight loop trails with interesting destinations.
- Have adaptive equipment available so more people can experience the more rugged trails in the park, similar to equipment available in Minnesota State Parks.
- Show trail difficulty on maps.
- Add more winter hiking trails. Consider increasing winter trail mileage by designating water trails and portage routes as a winter snowshoe trail.

The group discussed other strategies for trail sustainability such as:

- Formalizing locations for people to get to the water. Now there are limited formal places for visitors to access lakes, which has resulted in many informal trails by use. The group agreed that locating a few places for lake access would be preferable to informal trails.
- Seasonal closures when trail conditions are wet in the spring.
- Not holding or canceling events such as Fun Runs when trail conditions are wet.
- Trail consolidation and narrowing.
- Using smaller maintenance vehicles to limit erosion.

There was discussion about trail-use conflicts. There are winter use conflicts with neighbors walking into the park on neighborhood linking trails and then walking on the cross-country ski trails.

Meeting participants expressed appreciation to the County Board for funding natural resource restoration, for the work of Natural Resources Staff, and for the natural resource restoration in the park over the last 5-10 years.

Dakota County Parks
LEBANON HILLS REGIONAL PARK SUSTAINABLE TRAILS STUDY
Wilderness in the City (WITC) and Minnesota Off-road Cyclists (MORC)
Nov. 2, 2022 4:30-6:30 PM and Nov. 8, 2022 4:30-6:30 PM

MEETING AND EMAIL COMMENTS SUMMARY

PURPOSE

To present and discuss preliminary Lebanon Hills Regional Park Sustainable Study recommendations with MORC and WITC.

ATTENDEES

Unless noted, participants attended both the Nov. 2 and the Nov. 8 meetings.

Dakota County Staff

Niki Geisler, Parks Director
Joe Walton, Senior Ecologist
Randy Cunningham, Grounds Maintenance Supervisor
Lil Leatham, Principal Planner

Consultant Team

Ken Grieshaber, SRF, Project Manager
Tim Wegner, Applied Trail and Boardwalk Design Consulting

Wilderness in the City

Holly Jenkins
Paul Mandell
Maryann Passe
Mike Fedde
Hillary Wackman
Barry Graham (11/2)
Tom Passe (11/2)
Stacy Fleenor (11/2)
Wendy Paulsen (11/2)

Minnesota Off-road Cyclists

Ryan Panning
David Tait
Ted Wiegandt

DISCUSSION SUMMARY

On November 2, the county staff and consultant team reviewed project purpose and goals and the Phase 1 existing conditions assessment summary. The consultant team presented preliminary sustainable trail improvement recommendations, operations and maintenance recommendations, and the phasing and implementation strategy. The presentation was followed by questions and discussion.

Wilderness in the City members requested a follow-up discussion, which was held on November 8. Some participants emailed comments in advance of the November 8 meeting, many of which were also discussed at the meeting. This summary combines comments, concerns, and topics raised at both meetings and via email.

Clarifications

- What does decommission trail mean? *Closure of trail, restoration, and barriers such as brush or logs.*
- What high quality natural resources are being protected in the west section of the park on the north side? There are many dead trees in this area. *There is high quality native ground cover, including a large area with maidenhair ferns.*
- Has the county restored the power line corridor, which was disturbed a few years ago? *Yes.*
- Is the Parks Department still considering providing adaptive wheelchairs in Lebanon Hills Regional Park? *Yes, adaptive wheelchairs will be part of the strategy to improve accessibility in the park.*
- Which trails are being recommended as ADA accessible? *Recommendations for ADA trails will require follow-up feasibility and impact studies. Further evaluation is recommended for ADA accessible trails on Wheaton Pond and Schulze Lake. ADA compliance requires a firm stable surface but does not require the trails to be paved with impervious surfaces. This Study is not recommending new paved trails. The Study includes a recommendation for improvements to Jensen Lake and Gerhardt Lake trails to provide better accessibility, but not necessarily fully ADA compliant. Improvements may include ensuring level surface, reducing slopes when feasible.*
- Combined skate ski and classic ski trails recommended for the middle section be wider than the current classic ski trails? *No, the current width can be maintained. The grooming would be different with a single classic track, typically on the right side of the trail and skate ski area adjacent to it.*

Comments and discussion

General

- The study should identify clear options for hiking loops of varying distances from the trailheads.
- WITC members do not feel the Study has gone far enough to see the park through a habitat lens. They would like to see larger areas of the park identified as habitat reserve areas without trails. There is an overabundance of recreation in the park; it is a nature-based park and more area should be set aside for nature. WITC members expressed desire for:
 - Identification of preserve areas without trails or other recreation. These areas would be managed for natural resources.
 - More effort in this study be spent exploring strategies to reduce trail mileage in the middle and east sections of the park by 10% -15%.
 - Areas where there are redundant trails seem to be on the west and south west sides of Holland Lake.
 - Increasing shared use trails was suggested as an approach to overall trail mileage reduction.
- Parks Natural Resources Staff pointed out some of the areas that the study identified as high-quality habitat.
 - Identification of prairie remnant between the Park Ridge Drive neighborhood and Jensen Lake. The study does not recommend new trail alignments in this area. There was discussion about if the Park Ridge Drive neighborhood trail connections in this area could be reduced to one trail access (there are currently two).
 - Recommendation for a new trail connection to the neighborhood on the south side of Jensen Lake. There are currently multiple 'by use' trails in this area and the hope is that by consolidating into one official trail, the 'by use' trails can be decommissioned.
 - Buck Pond is a sensitive area, there may be the possibility of seasonal trail closures in that area.
 - The area between Holland Lake and Buck Pond is a high-quality area with many existing trails.
 - The northern portion of the middle segment is a high-quality area. Recommended hiking trails are in the more disturbed area to the south.

- WITC members do not support additional loop lake trails. There are already lake loops in the park and no more are needed. The Study recommends new hiking trail segments to complete new loops around Holland Lake, Apple Pond, and Gerhardt Lake, and the wetland northeast of Camp Sacajawea. There are already many lake loops for park visitors to enjoy: Wheaton Pond, Jensen Lake, Schulze Lake, Portage Lake and McDonough Lake. Some lakes should be left as wildlife lakes, and to be enjoyed from afar. The project team responded that currently there are limited hiking trails serving the campground and Camp Sacajawea. Visitors are attracted to water and are creating informal trails in some of these areas.
- WITC does not support the recommendation for conversion of the existing natural surface driveway on the east side of Holland Lake to a trail. Holland Lake is a high-quality lake and any additional trails or use around the lake will degrade the habitat. Habitat is the highest priority for the east side of Holland Lake. They do support a short spur trail along the drive connecting the summer hiking/winter ski trails to an overlook location above southeast side of Holland Lake.
- WITC members raised concern about the ecological impact of accessible and wider trails.
- A comment was made that trails can be used to define natural resource area boundaries and provide natural resource maintenance access.
- WITC members raised concern about winter salt and sand application on trails and impact to waterbodies in the park. They requested that the Study include a strong recommendation that salt and sand not be used in proximity to water. MORC members mentioned that they have installed signage at the mountain bike trailhead and an area for riders to clean their tires from salt before entering the park trails. They suggested that similar signage, along with a boot cleaning area, could be expanded to winter hiking trailheads as well.
- WITC members expressed the desire for the study to provide a recommendation for trail surfaces. *The study will evaluate the pros and cons of various surfaces but will not recommend surfaces individual trails. Surfaces will be identified in future trail design projects.*
- A WITC member expressed concern about the general erosion and chronic failure of crushed limestone and asked that study explore techniques recommended in the 2006 MnDNR Trail Planning, Design, and Development guidelines.
- WITC members agree that most of the natural surface trails in the park experience erosion and that new sustainable trail design and maintenance techniques are needed.
- WITC members expressed concern about cross country ski trail recommendations. A comment was made that there is a 'loss of trail length and dumbed down'. A member expressed concern that there would be conflicts between classic and skate skiers on shared trails and that the county may see fewer skiers on those trails, as a result.

- WITC members questioned why trail management includes blowing leaf litter off trails. Steep hills don't erode with plant cover including trees, their litter, and grass along with rocks and high friction materials. MORC members explained that blowing leaves off the trail is an important safety measure for mountain biking. Having a thick leaf presence on the trail makes it become very slippery, basically acting like loose sand. Any minor turn and your wheels will slip-out right from underneath you. MORC volunteers spend many hours blowing leaves and trimming overgrowth and could use help with these two maintenance practices. County staff explained that leaf litter is blown off ski trails to prepare them for winter. Cleared trails freeze faster and harder and help maintain the snow base. Leaves mixed with snow create an inconsistent ski surface; it is like skiing on sandpaper.
- WITC members suggested that the timeline for presenting the Study to the Physical Development Committee on 11/29 seems rushed and more time may be needed for discussion and refinement.

East Segment

- One of the hiking segments proposed to be decommissioned is the most direct hiking trail from the Visitor Center to the A-Frame, a very popular destination. It is also the portage trail between Schulze Lake and Portage Lake. This trail should not be decommissioned.
- WITC members feel there needs to be more discussion about widening the boardwalks around Jensen Lake from 4'-6'. They expressed concern about available space, proximity to the lake on one side and steep slopes on the other. Staff clarified the rationale for widening the boardwalks to 6' around Jensen includes: quicker and safer emergency medical access, easier maintenance access, adequate width side by side walking and passing. Today there is informal widening because people step off the boardwalks to pass. WITC members suggested creating spaces to step to the side to allow passing or considering one directional travel. *More study and discussion would occur around the impacts and technical feasibility of this during trail design. The LHRP Sustainable Trails Study scope of work does not include design.*
- Concerns were raised about segments of shared hiking/equestrian trails. Specific concerns were raised around mixing horseback riding and dog walking.
- WITC requested that bike racks be installed at the Holland Lake Trailhead now that there is a trail along Cliff Road.

Middle Segment

- WITC members feel that new trail recommendations for Camp Sacajawea should not be included in the Study because the future of use of the area may change.
- A MORC member commented that the trail around the pond north of Camp Sacajawea would be of big help for scout troop education and earning badges related to that type of area.
- WITC members are not supportive of a new campground office/trailhead building at the campground (*2015 Master Plan recommendation*).

West Section

- There was discussion about buckthorn removal in the west segment:
 - WITC members requested that a recommendation be added to the Study that a strategy for buckthorn removal and revegetation be developed prior to any expansion of mountain bike trails.
 - MORC members expressed that buckthorn removal seems like a good objective but would rather not tie the removal planning to further trail development.
 - There was discussion about how removal of buckthorn at the same time as new trail construction makes sense. Trail expansion by its nature would eliminate some buckthorn. New development would not need to have a significant effect on future buckthorn removal. Corridors could be prepared to address buckthorn in the immediate area.
 - MORC members are supportive of buckthorn removal but some planning needs to be done to mitigate trail jumping (buckthorn is an effective barrier). There was a suggestion that a native shrub planted near the Park Ridge neighborhood might be an effective alternative planting.
 - MORC is willing to provide input on west section buckthorn removal as soon as that planning is on the county's schedule.
- MORC members expressed that oak wilt is another item that should be addressed in the west segment. There are areas in the west segment that have die-off. This standing deadfall falls onto the trail with higher wind gusts, requiring chainsaws for removal. There are times when a storm has caused a dozen or more trees to fall on the trail.
- MORC members expressed desire to expand and refresh the mountain bike trails. Many metro trails have opened or been expanded with current design features and trail style. MORC has built in small changes and adjustments to prevent complete stagnation and sees this as an opportunity to realize a goal to freshen up the Lebanon Hills mountain bike network with a state-of-the-art addition.

- MORC members commented that all trail sustainability techniques discussed in the Study are tactics that they already employ on the mountain bike trails. Erosion is something they constantly battle with on the mountain bike trails, but oftentimes it's general wear and tear over water erosion. These issues are either fixed or rerouted to avoid the problem area, with the sustainable trail techniques used to help minimize future erosion.
- MORC members clarified that the green loop mountain bike trail was initially created with accessibility in mind. It would take some work to bring it back to its original form, as nature has reclaimed some width by growing in where unriden and wear and tear shows in some places. A suggestion that is not addressed in the Study is to create new, wider, "less technical/hilly" trail in the middle section to use for ADA accessibility, and use that as a regularly groomed trail in the winter.
- MORC members commented that the reduced ski and hiking trail crossings for the mountain bike trail will be a big help. Generally, mountain bikers tend to keep their speed through most of the trail, so it can be a bit of a surprise when two parties want to cross the opposite trails at the same time. The new hiking trail should be designed to accommodate UTV (side-by-side) access for emergency services. They were on-site once when the fire department needed to get their side-by-side back to a location using the south-east hiking trail (in the west section). The hiking trail was a bit narrow in places, slowing down the response time.
- MORC members commented that in the phasing recommendations, mountain bike improvements are suggested for 2025 and suggested some of the recommendations could happen sooner. The skills course specifically is in dire need of repair/replacement as many features have broken. Green loop widening could be tackled in the next couple years. Perhaps larger segments of new trail will need some time for planning.

Dakota County Parks
LEBANON HILLS REGIONAL PARK SUSTAINABLE TRAILS STUDY
Email and Phone Comments

From: [Redacted]
Sent: Friday, November 11, 2022 10:05 AM
To: Planning <Planning@CO.DAKOTA.MN.US>
Subject: Lebanon Hills Future Plan

Hi All - I was just reading through the master plan and I'll keep it short. If there is any way to expand the mountain bike trails, either in the area of the park they are currently in, or connecting to other areas with new trails built, that would be the best thing that ever happened to mountain bikers around here.

I live in the area and ride Leb at least twice a week during the season. It is already awesome. With the explosion of mountain biking and things going on at places like Monarch and Cuyuna, I can easily picture Leb doing similar things and becoming even better than it already is. Thanks

From: Leatham, Lil
Sent: Tuesday, November 15, 2022 2:38 PM
To: [Redacted]
Subject: Lebanon Hills Future Plan

[Redacted]
Thank you for your email and glad you enjoy mountain biking at Lebanon Hills!

The Dakota County Parks Department is currently working on a Lebanon Hills Regional Park Sustainable Trails Study which will address improvements to the mountain biking trails in the west section of the park. The study isn't quite complete but will likely include recommendations for reducing existing conflicts with the hiking and ski trails, refurbishing prairie area and skills course, converting the existing green trail to accommodate adaptive use mountain bikes, and a potential future mountain bike trail expansion area in the west section of the park.

Best,

Lil Leatham, PLA, ASLA
Principal Planner



Physical Development Administration

P 952-891-7159
W www.dakotacounty.us
A 14955 Galaxie Avenue, Apple Valley, MN 55124
Pronouns: she/her



From: [Redacted]
Sent: Tuesday, November 08, 2022 9:54 AM
To: Planning <Planning@CO.DAKOTA.MN.US>
Subject: General Roadmap - Lebanon Hills upcoming projects

Hello!

(I have combed through the master plan, but I'm not sure what is/isn't moving forward as I understand much park funding is shared throughout the Dakota County Park system and sometimes ideas get tabled, or canceled from original master plans)

This is a general question regarding the next few years of projects in Lebanon Hills. My family is greatly invested with time in the park (5 of us from 4 yrs old to 41 yrs old). We spend so much time during all 4 seasons enjoying the park, and can't help but notice the exciting improvements also though, some items that seems severely outdated or ignored. We love Leb!

Can you share anything upcoming with guaranteed 'go-ahead' dates for projects in Lebanon Hills?

Specifically noticing a 'connector trail' not related to the greenway system... I really, really hope this 'multi-use' trail will allow for off-road leisurely biking as well, I understand the concern for safety but across the globe these kinds of trails are common-place and allow for point to point connections with all trail users in mind. There are so many trail contractors out there now that build beautiful multi-use trails with minimal impact- it is quite a national trend; <https://www.facebook.com/rocksolidtrails/> <https://www.facebook.com/IMBA.Trail.Solutions/> <https://www.dirtcandydesigns.com/> <https://www.pathfindertrailbuilding.com/services> etc.

Thank You!

On Tue, Nov 15, 2022 at 2:06 PM Leatham, Lil <Lil.Leatham@co.dakota.mn.us> wrote:

[Redacted],

I'm so happy that you enjoy spending time in Lebanon Hills Regional Park! The Dakota County Parks Department intends to make the following improvements over the next few years:

- Sustainable trail improvements for the natural surface hiking, cross country skiing, horseback riding, and mountain biking trails (phased, 2023-2027)
- Mountain bike skills course refurbishment
- Addressing pavement maintenance on the Visitor Center access road, the Camp Sacajawea road, and some areas of the existing paved walking trails (2023)
- Campground accessibility improvements
- Restoration on 70 acres of oak woodland, savanna, and prairie at Star Pond (2023-2024)
- Restoration on 65 acres of oak woodland near the Discovery Loop trail (2028)
- Pollinator prairie and pollinator garden projects near the Visitor Center and the Holland Lake Trailhead (2023-2024)
- Installation of small animal tunnels for turtles, frogs, toads, mink, etc. to cross under Cliff Road (recently completed)

At this time, the multi-use connector trail included in the 2015 Master Plan is not programmed.

Best,

Lil Leatham, PLA, ASLA
Principal Planner



Physical Development Administration

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Pronouns: she/her



From: [Redacted]

Sent: Tuesday, November 15, 2022 2:19 PM

To: Leatham, Lil <Lil.Leatham@CO.DAKOTA.MN.US>

Subject: Re: FW: General Roadmap - Lebanon Hills upcoming projects

Thanks for the response!

I didn't see mention of moving the maintenance facility, is there still hopes to have that done in the next few years?

any more detail on mtn bike skills / trail improvements would be awesome (if possible)?

Thanks!

From: Leatham, Lil

Sent: Wednesday, November 16, 2022 4:25 PM

To: [Redacted]

Subject: RE: General Roadmap - Lebanon Hills upcoming projects

[Redacted],

Yes, there are still hopes to move the maintenance facility. It is programmed in the [Draft Capital Improvement Program](#) for design in 2024 and construction in 2025. We are currently working on a sustainable trails study for Lebanon Hills Regional Park – which is almost complete. The study will include general recommendations and phasing for natural surface mountain biking, hiking, horseback riding, and cross-country skiing trail projects over the next 5 years. We would work closely with MORC on the details related to skills course refurbishment and other recommendations to the mountain bike trails – so we don't have the details yet!

Let me know if you have other questions!

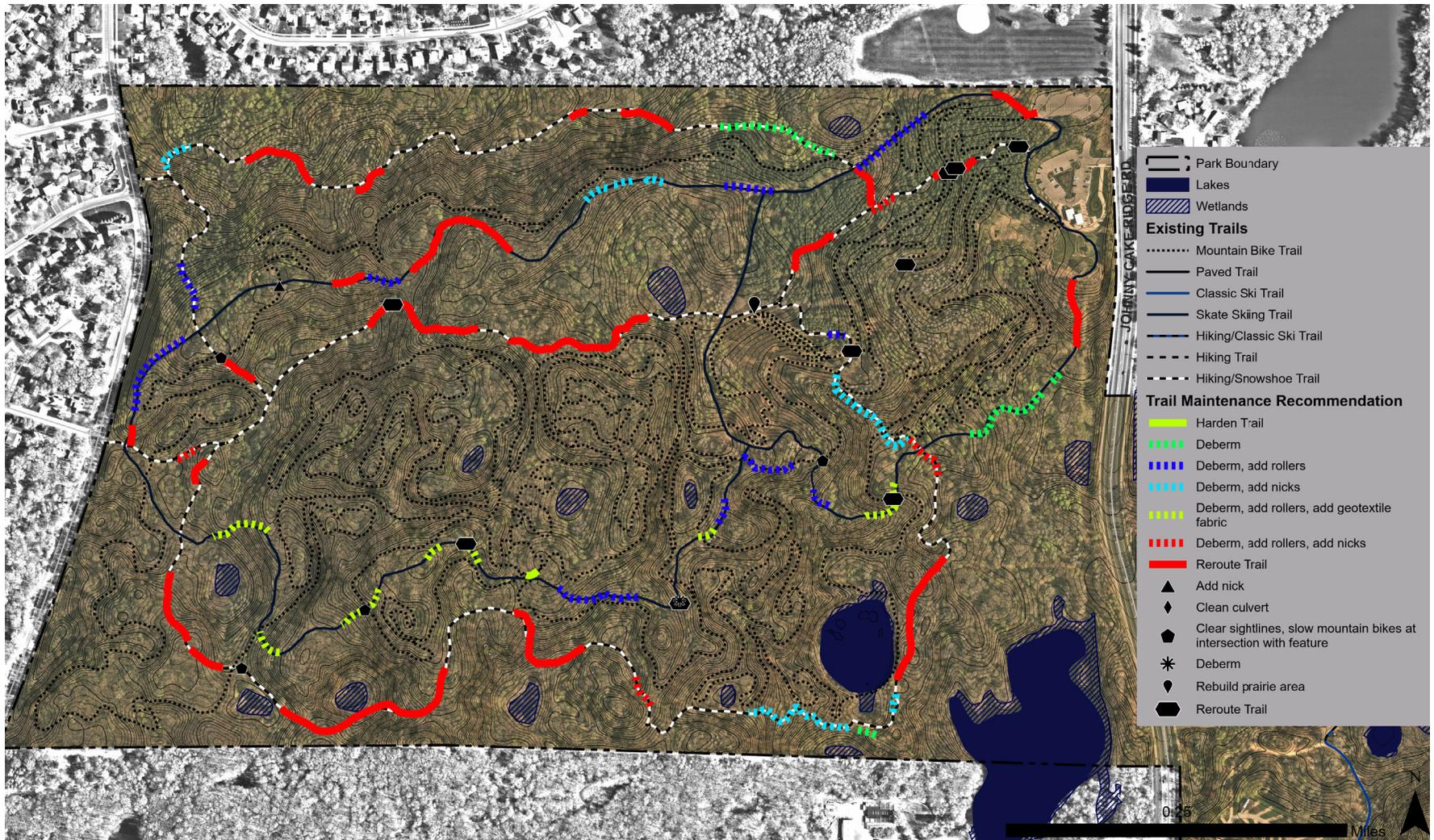
Lil

Phone Comment

Wednesday November 22, 2022

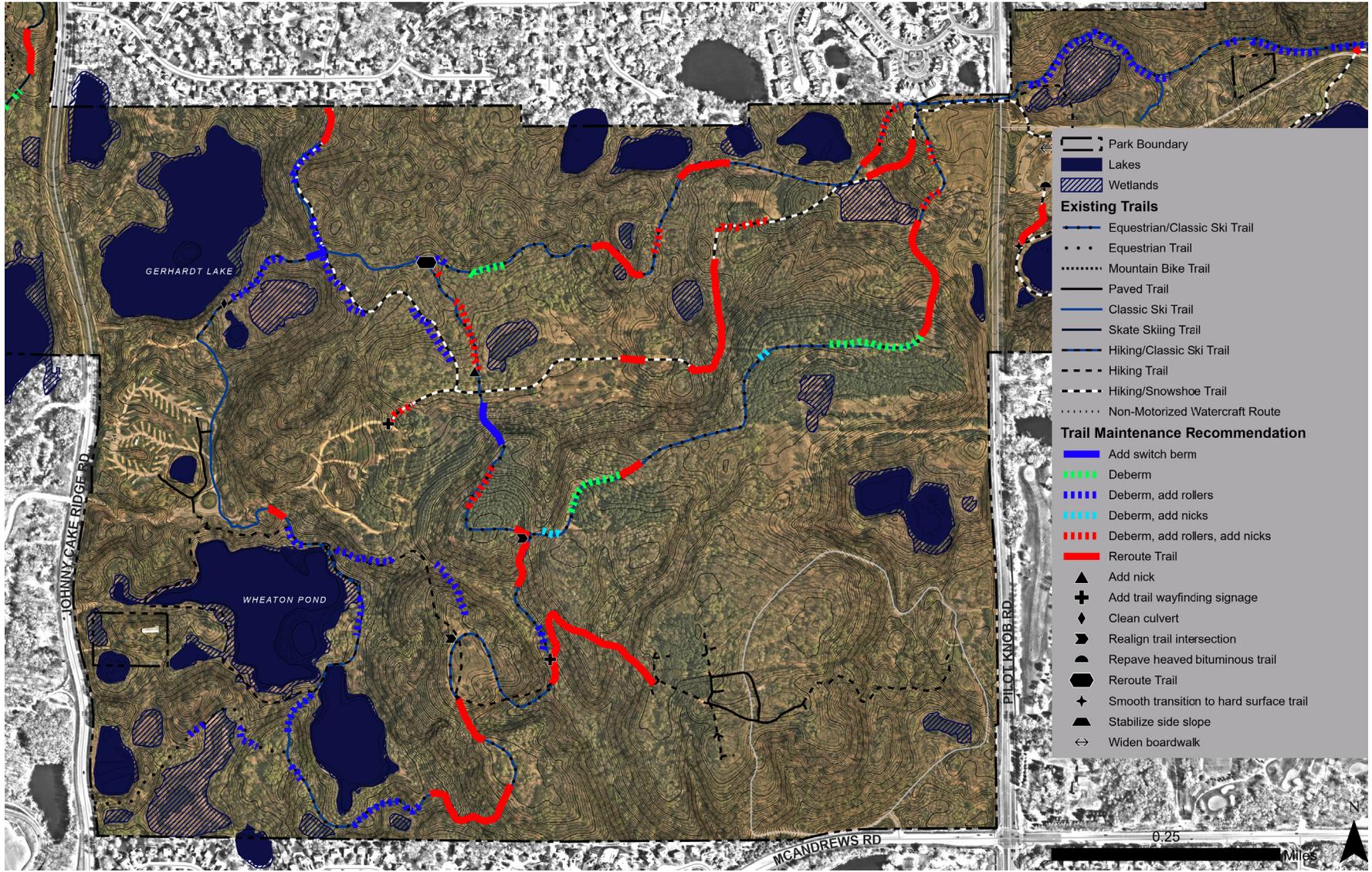
Resident who lives adjacent to the west section of Lebanon Hills Regional Park called to express concern about the potential changes to the skate-ski trails in the west section. They skate ski in the park on a regular basis and support keeping the skate ski trails in the current location. They have spoken to others who have the same view. They are concerned about the county parks department making decisions at the request of a limited number of stakeholders.

APPENDIX B: TRAIL MAINTENANCE RECOMMENDATION

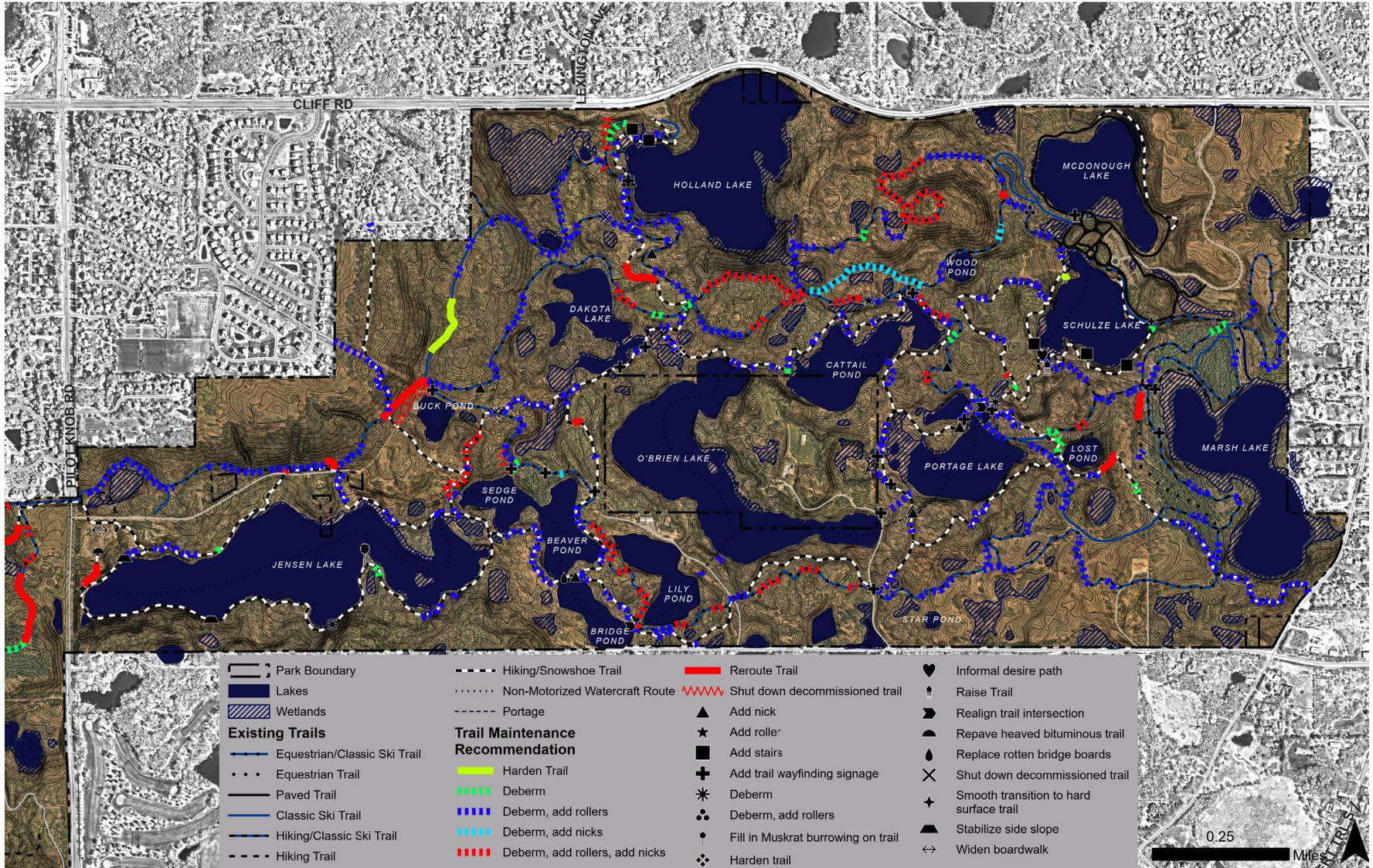


West Segment Trail Maintenance Recommendations without Proposed Alignment Changes

January 12, 2023



Middle Segment Trail Maintenance Recommendations without Proposed Alignment Changes



East Segment Trail Maintenance Recommendations without Proposed Alignment Changes



Lebanon Hills Regional Park Sustainable Trails Study Improvements

February 11, 2025
Mike Adams, Senior Project Manager
Physical Development Committee

Overview



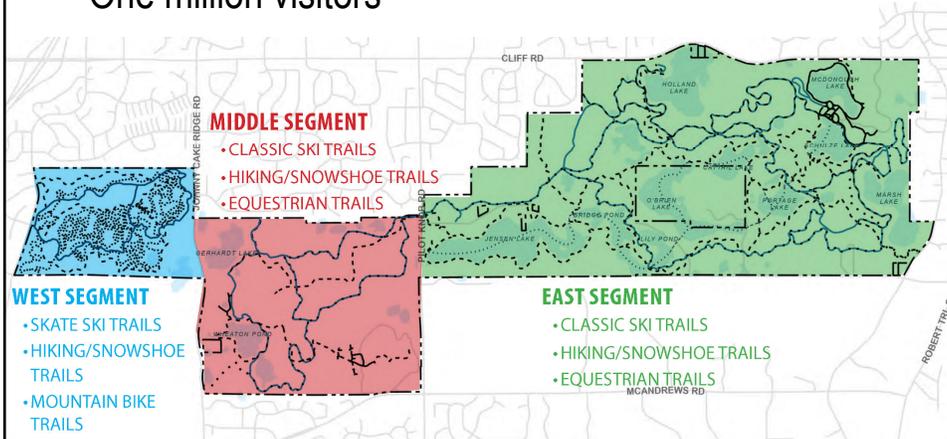
- Background
- Project Purpose
- Recommendations
- Phasing
- Questions and Discussion



Background



- Park signature: trail recreation, 50 miles of trails
- Significant natural resources
- One million visitors



Project Purpose



- Improve the physical, ecological, and economic sustainability of the trail system based on a technical assessment.

Stakeholders

- Wilderness in the City
- Minnesota Off-road Cyclists
- Equestrian Users
- Skate Ski Users

Recommendations



1. Trail realignments to improve visitor experience and safety and to address unmanageable erosion
2. Techniques to slow and drain water away from trail to address manageable erosion

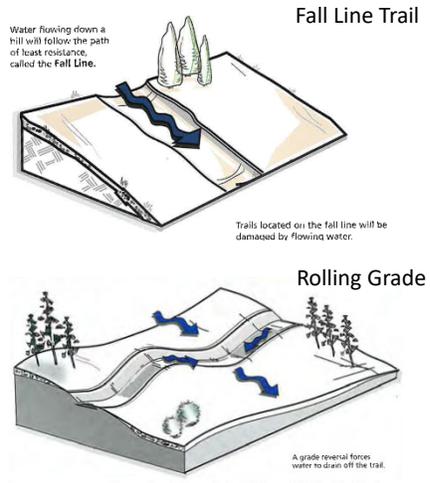


Image source: *Managing Mountain Biking. IMBA's Guide to Providing Great Riding*, 2007

Trail Decommissioning



TRAIL EROSION ON DECOMMISSIONED TRAILS

MINOR TRAIL EROSION

- Trail erosion less than 6" deep
- Trace amount of visual erosion



MODERATE TRAIL EROSION

- Trail erosion 6-10" deep
- Significant visual erosion but no deep gullies

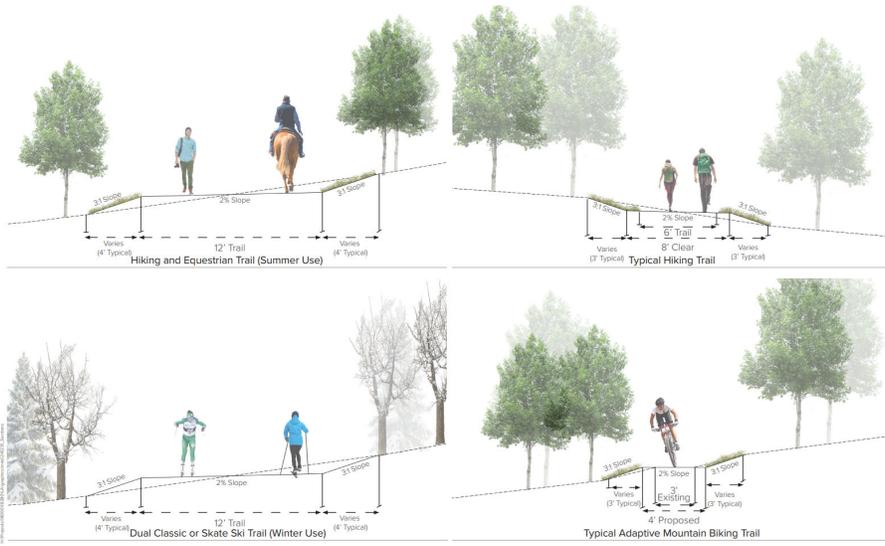


SEVERE TRAIL EROSION

- Trail erosion greater than 10" deep
- Deep gully erosion present



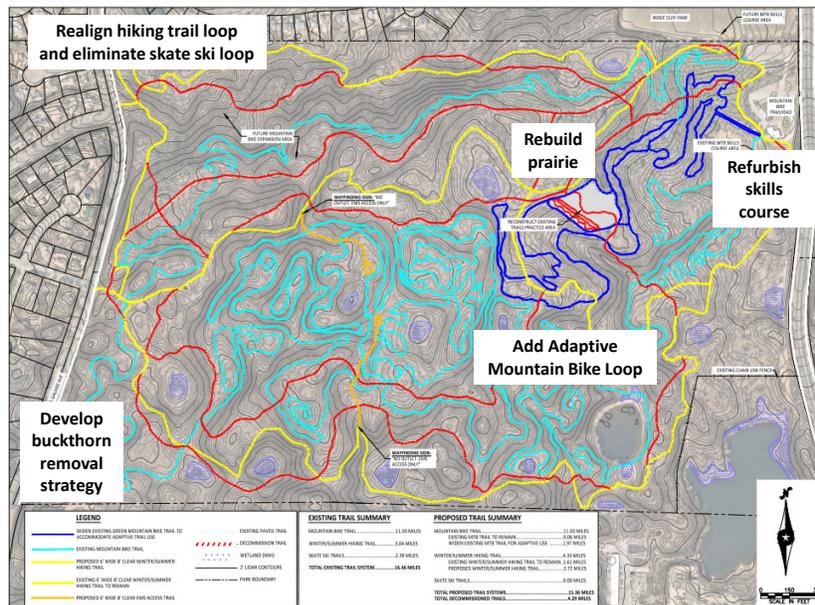
Trail Width Standards



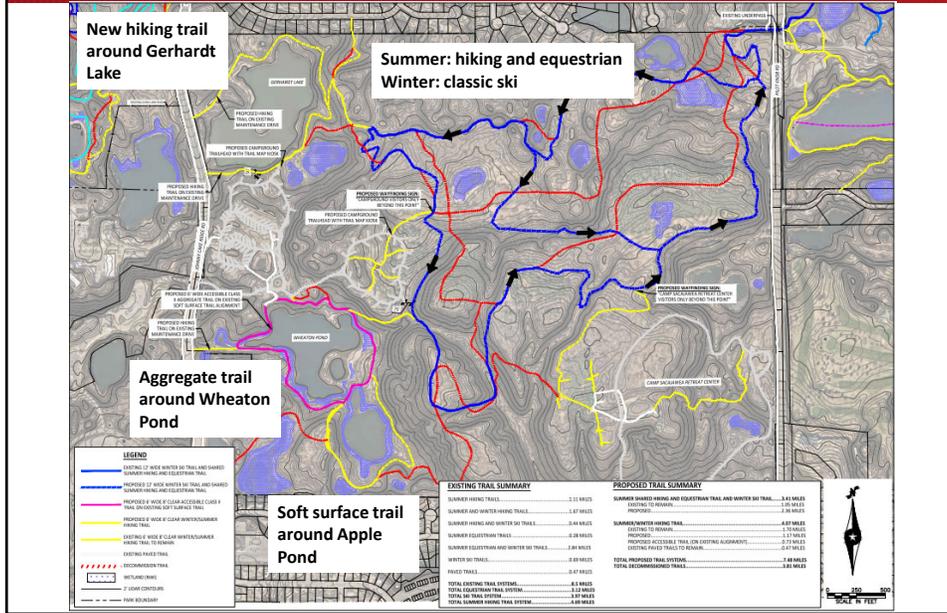
Lebanon Hills - Typical Trail Sections
Apple Valley, MN

10280 / 2024.0102

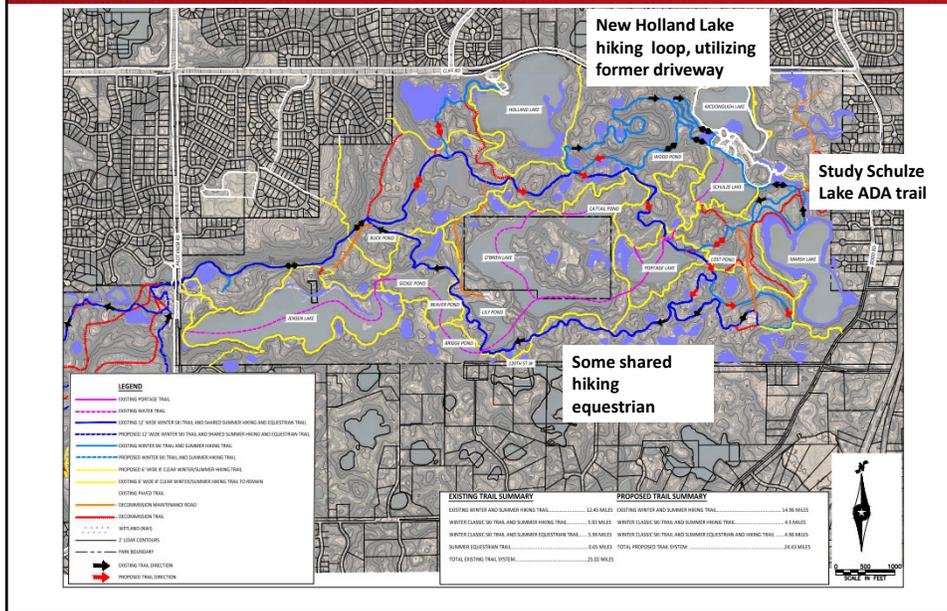
Recommendations - West



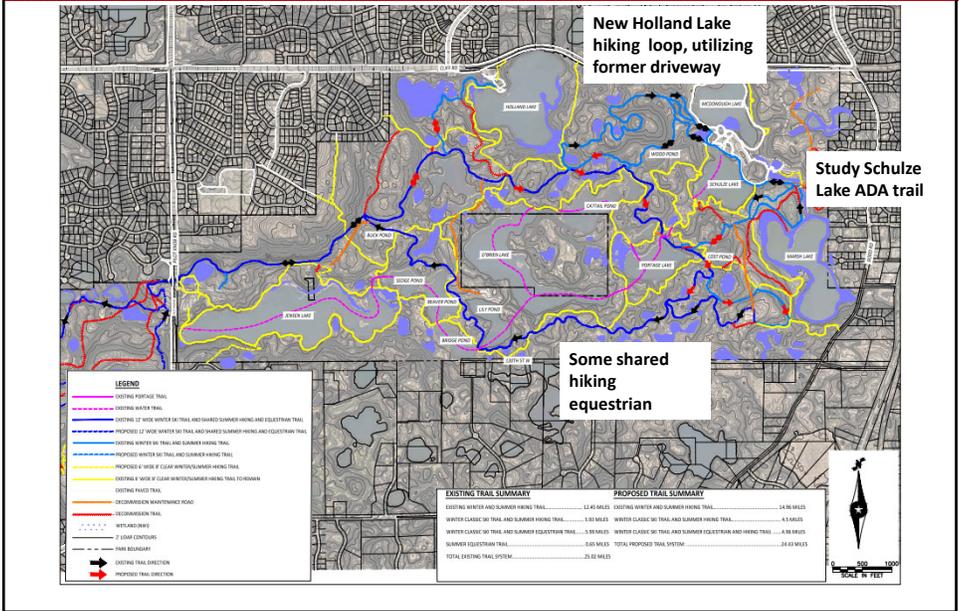
Recommendations - Middle



Recommendations: East



Recommendations: East



Phasing



December 2024 - Feb 2025

Public Engagement/Stakeholder Meeting

March 2025

60% Preliminary Design Complete

June 2025

95% Preliminary Design Complete

Fall 2025-2026

Construction/Trail Decommissioning

Questions and Discussion

Dakota
COUNTY





Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-4225

Agenda #: 5.3

Meeting Date: 2/11/2025

DEPARTMENT: Parks

FILE TYPE: Regular Action

TITLE

Authorization To Submit Grant Applications To Legislative-Citizen Commission On Minnesota Resources Program, Accept Grants If Awarded, And Execute Grant Agreements

PURPOSE/ACTION REQUESTED

Authorize submission of grant applications to the Legislative-Citizen Commission on Minnesota Resources (LCCMR) program for multiple projects identified in County plans, and authorize the County Manager, or their designee, to accept the grant(s) if awarded and execute the grant agreement.

SUMMARY

State voters approved a 1988 constitutional amendment establishing the Environment and Natural Resources Trust Fund (ENRTF), in part, "for the public purpose of protection, conservation, preservation, and enhancement of the state's air, water, land, fish, wildlife, and other natural resources." The LCCMR makes ENRTF funding recommendations to the Minnesota (MN) Legislature for special environment and natural resource projects.

Dakota County has received previous ENRTF funding for developing the Farmland and Natural Areas Program, the Vermillion River Corridor Plan, the bison reintroduction project, acquisition of two natural area conservation easements, and has recommended funding for Thompson County Park and Lake Byllesby Regional Park improvements and the Cannon River, Access Acquisition and Restoration Project to the 2025 MN Legislature for approval.

In 2024, state voters overwhelmingly approved reauthorizing the use of lottery-generated proceeds for the ENRTF until 2050. The 2026 LCCMR Request for Proposal (RFP) was issued on January 8, 2025, with approximately \$103 million of ENRTF available from the lottery-generated proceeds through this RFP for projects beginning July 1, 2026. The application deadline is March 19, 2025. The following projects/programs have been identified and recommended for possible grant submissions:

- Lake Byllesby Campground Building - Accessibility and Climate Resiliency Improvements- \$4.4M
- Lebanon Hills Regional Park- West Trailhead Natural Resources Restoration Project and Sustainable Trails Improvements- \$2.6M
- Parks-on-the-Go/Mobile Parks Program Equipment- \$300K
- River to River Greenway \$1.4M

- Thompson County Park Master Plan Improvements \$4M
- Veterans Memorial Greenway-Rich Valley Park Main Memorial Trailhead- \$3M

The capital projects above are all either previously approved Parks Capital Improvement Program (CIP) projects or in future CIP planning years (does not apply to the Parks-on-the-Go program).

RECOMMENDATION

Staff recommends a resolution authorizing submission of up to six 2026 funding requests, for up to \$15.7M and authorizing the Physical Development Division Director to use the Parks Capital Improvement Program Grant Match Set-Aside to provide a twenty five percent match for capital improvement projects.

EXPLANATION OF FISCAL/FTE IMPACTS

The grant proposals will request up to \$15.7M in ENRTF funds. Twenty five percent matching funds are required for capital improvement projects. Staff is recommending that 25 percent of the project costs be funded by the Parks Capital Improvement Program, Grant Match Set-aside project. Funds will be available on July 1, 2026. Most projects funded are two to three years in duration.

- None Current budget Other
 Amendment Requested New FTE(s) requested

RESOLUTION

WHEREAS, the state Environment and Natural Resources Trust Fund (ENRTF) was established following voter approval of a 1988 constitutional amendment “for the public purpose of protection, conservation, preservation, and enhancement of the state’s air, water, land, fish, wildlife, and other natural resources”; and

WHEREAS, the Legislative-Citizen Commission on Minnesota Resources (LCCMR) was established to make funding recommendations to the Minnesota Legislature for special projects that help maintain and enhance Minnesota’s environment and natural resources, primarily from the ENRTF; and

WHEREAS, Dakota County has received previous ENRTF funding for developing the Farmland and Natural Areas Program, the Vermillion River Corridor Plan, acquisition and restoration of high-priority natural areas and shoreland projects, and the bison reintroduction project; and

WHEREAS, the LCCMR issued a 2026 Request for Proposals, which includes “Resiliency,” “Water,” “Education and Outdoor Recreation,” “Fish and Wildlife,” “Energy,” “Land” and “Small Projects” as priority funding categories; and

WHEREAS, approximately \$103 million from the ENRTF is projected to be available for LCCMR-recommended projects implemented between July 1, 2026, and June 30, 2028; and

WHEREAS, Dakota County seeks up to \$15.7M for the following projects:

- Lake Byllesby Campground Building - Accessibility and Climate Resiliency Improvements- \$4.4M
- Lebanon Hills Regional Park- West Trailhead Natural Resources Restoration Project and

Sustainable Trails Improvements- \$2.6M

- Parks-on-the-Go/Mobile Parks Program Equipment- \$300k
- River to River Greenway \$1.4M
- Thompson County Park Master Plan Improvements \$4M
- Veterans Memorial Greenway-Rich Valley Park Main Memorial Trailhead- \$3M

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners supports the above-referenced projects and authorizes the Physical Development Division Director, or designee, to submit a proposal for funding of these projects on behalf of Dakota County to the Legislative-Citizen Commission on Minnesota Resources in response to the 2026 Environmental and Natural Resources Trust Fund Request for Proposal; and

BE IT FURTHER RESOLVED, That, if funding is awarded, Dakota County agrees to accept the awards and may enter into agreements with the state of Minnesota for the above-referenced projects and comply with all applicable laws, environmental requirements, and regulations and any additional conditions stated in the grant agreement and the approved Legislative-Citizen Commission on Minnesota Resources work plan; and

BE IT FURTHER RESOLVED, That Dakota County understands that grants utilizing the Environment and Natural Resources Trust Fund are generally paid out on a reimbursement basis, and the County has the financial capability to pay for project expenses prior to seeking reimbursement; and

BE IT FURTHER RESOLVED, That the Physical Development Division Director is hereby authorized to execute such agreements and work plans as necessary and is authorized to implement the project on behalf of Dakota County; and

BE IT FURTHER RESOLVED, That Dakota County has the financial capability to meet the match requirements and ensure adequate construction, operation, and maintenance of the projects once completed; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners authorizes the Physical Development Division Director to use the Parks Capital Improvement Program to provide a twenty five percent match to provide a competitive application for capital improvement projects.

PREVIOUS BOARD ACTION

None.

ATTACHMENTS

Attachment: 2026 ENRTF Request for Proposal

Attachment: Presentation Slides

BOARD GOALS

- | | |
|-------------------------------------------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> A Great Place to Live | <input checked="" type="checkbox"/> A Healthy Environment |
| <input type="checkbox"/> A Successful Place for Business and Jobs | <input type="checkbox"/> Excellence in Public Service |

CONTACT

Department Head: Niki Geisler

Author: Tony Wotzka

Legislative-Citizen Commission on Minnesota Resources 2026 ENRTF Request for Proposal



Minnesota's Environment and Natural Resources Trust Fund

Minnesota Constitution Art. XI, Sec.14: "The assets of the fund shall be appropriated by law for the public purpose of protection, conservation, preservation, and enhancement of the state's air, water, land, fish, wildlife, and other natural resources."

Summary

The Legislative-Citizen Commission on Minnesota Resources (LCCMR) welcomes proposals for projects of all sizes that address the priorities and requirements described within this Request for Proposal (RFP) and that aim to protect, conserve, preserve, and enhance Minnesota's air, water, land, fish, wildlife, and other natural resources. The LCCMR reviews applications and makes funding recommendations to the Minnesota Legislature from the Environment and Natural Resources Trust Fund (ENRTF). Approximately \$103 million is available from the Trust Fund through this RFP for projects beginning July 1, 2026. Most projects funded are two to three years in duration. Proposals must be submitted online at lccmrprojectmgmt.leg.mn by March 19, 2025.

Funding Available

Approximately \$103 million is available through this RFP for projects beginning July 1, 2026. The LCCMR makes recommendations to the Minnesota Legislature for funding from the Environment and Natural Resources Trust Fund. Recommended projects must be approved by the 2026 Legislature through an appropriations bill, signed into law by the governor, and have a work plan approved by the LCCMR before funds can be spent. For non-state entities, payment is made by [reimbursement](#) for expenses incurred, and fiscal oversight is provided through a grant agreement with the Minnesota Department of Natural Resources (DNR). Most projects are two to three years long, however more or less time can be requested.

Amount of Request

There is no minimum or maximum request amount. All proposals should strive to maximize efficiency and return on investment for the proposed expenditures.

Applicant Eligibility

The RFP is open to all who want to apply and who have demonstrated financial capacity. Applicants must be available to make a formal presentation to the LCCMR if selected and to be available for staff or commission member questions.

Online Proposal System

All proposals must be submitted through the LCCMR's [online proposal submission system](#). Early account registrations and proposal submissions are strongly encouraged.

Deadline for Submission

Final proposals must be submitted online by March 19, 2025, at 4:30 PM.

Information from this document may be copied and distributed to others. This publication can be made available in alternate formats, such as large print or audio format, upon request.

Legislative-Citizen Commission on Minnesota Resources
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Issued January 8, 2025

Proposal and Appropriation Timeline

LCCMR Members

as of 12/11/2024

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Nancy Gibson
Rep. Rick Hansen
Sen. Fong Hawj

Co-Vice Chairs

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William Faber
Sen. Steve Green

Rep. Patty Acomb
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Rep. Athena Hollins
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LCCMR Staff

Becca Nash, *Director*

Michael Varien, *Assistant Director*

Mike Campana, *Assistant Director*

Noah Fribley, *Project Analyst and Communications Specialist*

Lisa Bigaouette, *Project Analyst and Grants Specialist*

Tom Dietrich, *Project Analyst and Grants Specialist*

Tiffany Schaufler, *Project Analyst and Grants Specialist*

Diana Griffith, *Commission Assistant*

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Up-to-date information on deadlines and meetings can be found on the [meeting schedule page](#) of our website.

December 11, 2024	Funding priorities determined and 2026 RFP adopted.
January 8, 2025	2026 RFP issued.
March 19, 2025	Final submission deadline for proposals responding to 2026 RFP.
Early May 2025	All submitted proposals distributed to LCCMR members for review, evaluation, and ranking.
June 11, 2025	A subset of high-ranking proposals selected for further consideration are invited to give presentations before the LCCMR.
June 24-27, June 30-July 1, 2025	Selected proposals present before the LCCMR.
July 18, 2025	Subset of proposals selected for recommendation to the Legislature for funding.
August–November 2025	Projects recommended for funding begin submitting work plans for LCCMR staff review, and research projects recommended for funding undergo peer review.
December 10, 2025	Funding recommendations are adopted by the LCCMR in legislative bill format, as they will be presented to the Legislature.
January–May 2026	LCCMR recommendations presented to the Legislature for consideration via introduction as an appropriations bill. Bill is considered and acted upon by the Minnesota House and Senate. Upon passage, the bill goes before the governor to be signed into law.
June 2026	LCCMR approves work plans for projects funded.
July 2026	Minnesota DNR sends grant agreements to non-state entities receiving ENRTF funds.
July 1, 2026	Money from the Environment and Natural Resources Trust Fund becomes available for expenditure, and projects with an approved work plan may begin.

About the LCCMR

The Legislative-Citizen Commission on Minnesota Resources (LCCMR) is made up of 17 members: five Senators, five Representatives, five citizens appointed by the governor, one citizen appointed by the Senate, and one citizen appointed by the House. The function of the LCCMR is to make funding recommendations to the Legislature for special environment and natural resource projects, primarily from the Environment and Natural Resources Trust Fund.

2026 Funding Priorities

All proposals must meet the constitutional aim to protect, conserve, preserve, and enhance Minnesota's air, water, land, fish, wildlife, and other natural resources, especially those that may be substantially impaired or destroyed in any area of the state.

Proposals should address one or more of the priorities described in the categories below, with a priority on proposals that meet the purposes of the Reinvest in Minnesota program as provided in [M.S. 84.95, Subd 2](#). However, proposals pertaining to environmental or natural resource issues not directly addressed below may also be considered. Categories and priorities are not listed in order of importance.

Proposals that address prevention strategies for protecting natural resources, that include citizen and community involvement in scientific efforts, or that implement or identify clear strategies for implementing research results are strongly encouraged.

Proposals will not be considered for:

- Construction of buildings or building infrastructure for environmental education or renewable energy purposes, unless for research or demonstration.
- Development of new school curriculum, except to allow new modules within existing curriculum or update existing curriculum to reflect current state of knowledge or art.

Please make sure you are familiar with all requirements (see pages 7-8) before you begin your proposal, particularly if your proposal will include fee title land acquisition, easement acquisition, restoration, or capital construction.

A. Resiliency

Proposals that help Minnesota's environment, natural resources, and communities achieve resilience in the face of climate change, land use changes, and extreme weather events. The LCCMR seeks projects proposing to do one or more of the following:

1. Research, demonstrate, and/or promote comprehensive and viable solutions for reducing the impacts of climate change, land use changes, or extreme weather events on the environment and natural resources, through both engineered and natural solutions targeted at critical areas.
2. Broaden understanding and implementation of effective climate adaptation management practices for natural resources among public and private landowners through education, outreach, technical assistance, and/or the development of collaborations and networks to share and learn about new and innovative practices.
3. Support the development of local climate resiliency and adaptation plans for natural resources.
4. Implement land and water management practices and/or protect and restore wetlands, forests, prairies, and other critical systems to enhance biodiversity and provide multiple community resilience benefits.

B. Water

Proposals that help ensure Minnesota's waters are better managed for both water quantity and quality to support aquatic life, drinking water, recreation, and other uses. The LCCMR seeks projects proposing to do one or more of the following:

1. Research impacts of runoff, stormwater, or contaminants on surface water or groundwater quality and develop practical solutions to prevent or address these impacts.
2. Research current and future water supply and use to support planning efforts and implementation of best management practices and ensure the state's water resiliency and sustainability.

2026 Funding Priorities (Continued)

3. Increase understanding and awareness of weather and climate patterns and their potential impact on water resources.
4. Demonstrate innovative practices, strategies, and/or partnerships that prevent or reduce water issues in urban, suburban, or rural regions.
5. Implement measures to improve water quality and/or restore or enhance habitats, shoreline, or natural hydrology in lakes, rivers, wetlands, and other surface waters, with an emphasis on efforts that incorporate coordination and collaboration among tribal, state, and local agencies and community partners.
6. Provide educational opportunities or technical assistance programs for teachers, students, state and local decision-makers, landowners, or the public on how to improve and protect water resources, including groundwater, surface water, and stormwater systems.
7. Monitor and assess the condition of groundwater or surface water, including lakes, rivers, and wetlands, on a regular cycle and provide a long-term data set to support decision-making and evaluate efforts.

C. Education and Outdoor Recreation

Proposals that contribute to all Minnesotans, especially young people, having access to and taking advantage of opportunities to connect to the lands and waters of Minnesota, including through culturally relevant and innovative approaches.* The LCCMR seeks projects proposing to do one or more of the following:

1. Address social, economic, or physical barriers to natural resources-based outdoor recreation through programs that encourage inclusivity and address inequities so that public lands and waters are accessible to all.
 2. Assess programs, activities, or physical spaces for their accessibility and effectiveness and/or implement changes to adapt and retrofit them to welcome more people.
 3. Provide evidence-based, hands-on, and engaging curriculum, programs, or natural-resource-based outdoor events to bring a diversity of students and/or adults to outdoor experiences.
 4. Create mentorship programs, leadership opportunities, and/or learning experiences for a diversity of young people to explore and pursue careers in the environment and natural resources.
 5. Enhance environmental education initiatives by integrating diverse cultural perspectives, experiences, and partnerships that foster environmental stewardship in all communities.
 6. Develop local or regional plans to enhance natural resources-based outdoor recreational opportunities in communities across the state.
 7. Collaborate or partner with indigenous, local, BIPOC, or underserved communities to develop culturally relevant, inclusive, and accessible environmental, natural resource, or natural resources-based outdoor recreation programs, practices, curriculum, or facilities.
 8. Design and/or develop culturally relevant, accessible, and resilient outdoor recreation facilities and infrastructure – including recreation areas, parks, trails, fishing piers, or shelters – that create new natural resources-based experiences.
 9. Expand networks of trails, parks, or natural areas to protect and connect green spaces seamlessly, improve accessibility and safety, and/or encourage all Minnesotans to recreate and engage with nature.
- * Generally, only elements of baseball fields, basketball courts, splash pads, playground equipment, and other recreational facilities and infrastructure that improve or enhance natural resources or users' experience with natural resources are eligible.

2026 Funding Priorities (Continued)

D. Fish and Wildlife

Proposals that help ensure Minnesota has healthy and diverse aquatic and terrestrial wildlife and plants that sustain and enhance the state's environment, economy, and quality of life. The LCCMR seeks projects proposing to do one or more of the following:

1. Research species or ecosystems and develop strategies to effectively manage, maintain, protect, and restore healthy habitats and populations.*
 2. Monitor the health of natural systems to support and improve species management and conservation strategies.
 3. Support and provide technical assistance and/or planning support to private landowners on cost-effective, proven strategies and technologies to develop and restore diverse, native habitat.
 4. Promote public awareness on the importance of diverse wildlife and plant populations through comprehensive education programs.
 5. Prevent the introduction, reduce the spread, or develop and demonstrate alternative control techniques for invasive species.* Standard control, removal, and maintenance activities of invasive species will not be considered.
 6. Develop plans and/or implement conservation actions to protect, conserve, or restore species, with a priority on efforts that maintain or create connected, continuous habitat or address the needs of vulnerable, declining, poorly understood, or sensitive species.
 7. Evaluate the effectiveness of current management practices and past investments to sustain and enhance wildlife and native plant populations.
- * All proposals related to invasive species research must consider the research priorities established by the University of Minnesota's Minnesota Invasive Terrestrial Plants and Pests Center or Minnesota Aquatic Invasive Species Research Center. All research proposals should be submitted to the Centers when applicable. The Centers will keep the LCCMR updated on the status of proposals received.

E. Energy

Proposals that move Minnesota forward towards achieving reliance on renewable energy in all sectors, including transportation, building, industry, and agriculture. The LCCMR seeks projects proposing to do one or more of the following:

1. Research and develop new and innovative renewable energy or fuel technologies along with environmental considerations, including biofuels, e-fuels, sustainable aviation fuels, and energy storage.
2. Evaluate, demonstrate, and/or assess renewable energy systems or fuels for economic viability, compatibility with other land uses, and environmental and natural resource impacts over the full lifecycle of the technology.
3. Develop and/or implement plans that identify, prioritize, and coordinate efforts to reduce energy consumption and to transition to renewable energy through land use planning, infrastructure, education and awareness, and other methods.
4. Encourage and support the use of renewable energy and energy efficiency in agriculture, mining, industry, utilities, transportation, homes, or businesses.

2026 Funding Priorities (Continued)

5. Ensure equitable access to renewable energy and/or energy efficiency programs in all communities.
6. Provide inclusive education and experiential learning programs to build a skilled and diverse workforce for the renewable energy sector.

F. Land

Proposals that help ensure Minnesota's public and private lands – including forests, grasslands, wetlands, and agricultural lands – provide long-term benefits to fish, wildlife, and people. The LCCMR seeks projects proposing to do one or more of the following:

1. Develop, demonstrate, and/or evaluate new and innovative practices and processes on public and private lands, including agricultural and forest land, that provide multiple, long-term environmental benefits, including benefits related to habitat, water quality and quantity, soil health, and carbon sequestration, and take into account economic considerations.
2. Enhance education, technical assistance, or public outreach to promote the application of practices beneficial to the environment, natural resources, and all Minnesotans.
3. Acquire and conserve minimally disturbed lands that provide the greatest capacity for multiple conservation benefits to humans, fish, wildlife, and water resources.
4. Restore and enhance lands to provide high-quality natural resource, ecological, or recreational value.
5. Foster collaboration among diverse groups, demonstrate the support of multiple stakeholders, and/or incorporate outreach to local and tribal communities to better protect lands.

G. Small Projects

The LCCMR seeks and encourages proposals for small projects under \$300,000, especially from political subdivisions and non-profits, to quickly and efficiently provide environmental and natural resource benefits in Minnesota. Proposals should address one or more of the priorities listed in the above categories A through F.

Funding May Be Available Through Other Programs

Projects eligible for established, topic-specific state agency grant programs—such as for renewable energy, sustainable agriculture, clean water implementation, regional and local parks and trails, and habitat acquisition and restoration—are encouraged to apply directly to the particular state agency grant program as funds may be available in a timelier manner. You can find more information about other state grant opportunities at mn.gov/grants/.

Requirements

Project Requirements

All projects must comply with [Article XI, Section 14 of the Minnesota Constitution](#), [Minnesota Statute 116P](#), and the Environment and Natural Resources Trust Fund (ENRTF) [General Project Requirements](#) and [Acknowledgement Requirements and Guidelines](#).

Work Plan and Progress Reports

Project managers of recommended projects must submit a work plan. Successfully funded projects must have an approved work plan, and no funds may be spent until the work plan has been approved. The project manager must submit annual or semiannual progress reports, and modifications to the approved work plan and budget expenditures must be made through the LCCMR amendment process.

Financial Capacity

A pre-award financial capacity assessment is required for all non-profit organizations, for-profit business entities, and political subdivisions. To help us evaluate financial capacity, the following must be submitted with your proposal. Additional information may be required at later stages in the grant proposal process.

Non-profit applicants

- Most recent IRS Form 990 or 990-EZ filed with the IRS.
- If exempt from 990 requirements: demonstration of exemption and your most recent board-reviewed financial statements.
- Most recent audit report performed by an independent third party in accordance with generally accepted accounting principles (if required; see [current non-profit audit revenue thresholds](#)).
- Evidence of good standing with the Secretary of State.

For-profit applicants

- Your most recent federal and state tax returns filed with the IRS. This information will be considered non-public data.
- If exempt from tax return requirements: demonstration of exemption and your most recent board-reviewed financial statements.
- Evidence of good standing with the Secretary of State.
- Disclosure of any liens on assets.

Political subdivision applicants

- Current financial statements.
- Most recent audit report performed by an independent third party in accordance with generally accepted accounting principles (if required; see [current political subdivision audit revenue thresholds](#)).

Additional Requirements for Capital Construction Projects

All applicants requesting funds for pre-design, design, construction, or renovation of a building, trail, campground, or other long-lived (10 years or more) fixed capital asset costing \$10,000 or more must read and understand the following summary document regarding a **25% non-ENRTF match** and other requirements:

- ENRTF [Capital Construction Project Requirements](#)

A completed [Capital Construction Project Questionnaire](#), [Budget Addendum](#), and map must be submitted with your proposal. The map must include north arrow and scale and show what will be constructed and its location within the city, county, region, and/or state.

Please be aware that if the Commission determines that readiness is not sufficiently demonstrated, it may recommend funding only the planning, pre-design, or design portion of a proposal. Applicants may reapply for subsequent phases.

Requirements (continued)

Construction, Service Contracts, and Purchasing

State contracting and competitive bidding requirements apply, including but not limited to, prevailing wage and targeted group purchasing requirements. More information on requirements for non-state organizations may be found in the [DNR Pass-Through Grants Reimbursement Manual](#).

Additional Requirements for Land Acquisitions, Easements, and Restorations

All fee title and conservation easement acquisition proposals must include funding for development and implementation of a management and restoration plan. If no funding is requested, your proposal must address why funding for this work is not needed to achieve a high quality restoration.

Largescale stream or wetland restoration projects and land acquisitions for the purpose of capital construction are also subject to a **25% non-ENRTF match** and other capital construction requirements passed into law in 2023. See the summary documents below for more information.

All acquisition and restoration applicants must read and understand the following summary documents:

- ENRTF [Fee Title Acquisition Project Requirements](#)
- ENRTF [Easement Acquisition Project Requirements](#)
- **UPDATED** - ENRTF [Restoration Project Requirements](#)

A map must be submitted with your proposal that shows each of the specific proposed parcels for acquisition or restoration within the city, county, region, and/or state. The map must include a north arrow and scale. Each parcel does not need to be on its own map, but specific site locations must be understandable if more than one parcel is included on the same map.

A parcel list must also be provided with your proposal that identifies proposed fee title and easement acquisitions and restorations by parcel name, estimated cost, county, site significance, activity description, proposed number of acres, proposed shoreline or trail miles, type of landowner, and proposed title/easement holder (if applicable).

Evaluation Criteria

All proposals must be eligible for funding, as defined by law (see page 11) and as indicated in this RFP, and clearly articulate how the project will meet the constitutional purpose of protecting, conserving, preserving, or enhancing the state's air, water, land, fish, wildlife, or other natural resources. The following criteria are considered in evaluating and selecting individual proposals to recommend for funding:

Funding Priorities: The proposal responds to RFP funding priorities.

Environmental or Natural Resource Benefits: The extent to which the project will benefit Minnesota's environment, natural resources, or how Minnesotans experience them relative to the amount requested.

Outcomes/Results: The proposal clearly identifies the work that will be done, and the specific outputs, results, and likely outcomes that will benefit the environment and natural resources, or how Minnesotans experience them.

Capacity: The proposal and past performance demonstrate the applicant's administrative, financial, professional, scientific, and/or technical capacity to manage the project and deliver on proposed outputs and results in a timely, accountable, and effective manner.

Completeness and Clarity: The proposal is clear, sufficiently detailed, and includes all required information and attachments needed to fully evaluate the proposal.

Additional factors may also be considered, as applicable, in evaluating and selecting proposals, including but not limited to:

Information and Dissemination: The project will contribute to the knowledge base *and* disseminate that information so that it can be used to benefit efforts to protect, conserve, restore, enhance, or manage the environment and natural resources.

Innovation: The project will employ or demonstrate innovative approaches to more effectively and efficiently solve specific environmental and natural resource issues.

Timeliness and Readiness: The proposal includes work that is urgent or would significantly benefit from funding in the current cycle *and* demonstrates readiness for that work to begin as soon as funds are available.

Leverage: The project will leverage additional efforts, resources, or non-state funds.

Collaboration/Coordination: The project will use a collaborative, multi-disciplinary approach with project partners from a diversity of agencies, organizations, or communities *and/or* will include meaningful engagement with those entities in completing the proposed work.

Finally, the commission may consider how the selected proposals as a whole provide benefits to and address needs in all areas and communities of the state.

Guidance on Allowable Expenses

Eligible Expenses

Eligible expenses mean those expenses solely incurred through project activities that are directly related to and necessary for producing the project outcomes described in the proposal. All proposed expenses must be specified in the proposal submitted. Please note that for non-state organizations all funds are awarded on a reimbursement basis, unless otherwise authorized, and all eligible expenses will need to be documented. Eligible expenses are:

- a. Eligible expenditures incurred only after the effective date as approved by the LCCMR.
- b. Wages and expenses of salaried Recipient employees if specified, documented, and approved. For State Agencies: use of unclassified staff only OR request approval for the use of classified staff accompanied by an explanation of how the agency will backfill that part of the classified staff salary proposed to be paid for with these funds. This is subject to specific discussion and approval by the LCCMR.
- c. Fringe benefit expenses, such as FICA/Medicare, retirement, and health insurance of Recipient's employees, if specified.
- d. Services and contracts (including for construction) specified in the approved Work Plan that are rendered by individuals or organizations not a part of the Recipient; no contractor is approved unless it has been selected according to the contracting rules identified in state law and policy for organizations that receive ENRTF funds through direct appropriations, or in the [DNR's reimbursement manual](#) for non-state organizations. These rules include competitive bidding and prevailing wage requirements.
- e. Sub-awards as approved in the Work Plan. ENRTF spending requirements and, for non-state ENRTF Recipients, grant agreement requirements flow down to the sub-award recipients.
- f. Equipment, tools, materials, and supplies specific to the project and incoming freight charges for them. State procurement requirements apply and may include targeted group purchasing provisions.
- g. Capital expenditures (i.e., expenditures greater than \$5,000 per unit for equipment or tools) individually itemized as a Capital Expenditure in the approved Work Plan. For each Capital Expenditure, the Recipient must provide an explanation as to how the equipment or tool purchased will continue to be used for the same program through its useful life, or if the use changes, a commitment to pay back to the ENRTF an amount equal to either the cash value received or a residual value approved by the director of the LCCMR if it is not sold.
- h. Publication and printing/copying expenses necessary for contract administration, work products production, and semi-annual reports relating to accomplishments.
- i. In-state transportation and travel expenses such as lodging, meals, and mileage of personnel directly involved in the Project in the same manner and in no greater amount than provided for in the current "[Commissioner's Plan](#)" promulgated by the Commissioner of Management of Budget and as provided by the LCCMR or, for University of Minnesota projects, the [University of Minnesota plan](#). Allowable meal and

lodging expenses are for employees only. Purchasing meals or providing lodging for others is not an eligible expense.

Generally Ineligible Expenses—Unless Explicitly Approved

Generally ineligible expenses mean all expenses not defined as eligible expenses, but for which an explicit exception can be sought from the LCCMR if the expenses can be clearly justified and individually documented as directly related to and necessary for a project. No broad allocations for costs in either dollars or percentages are allowed. In deciding whether to seek exception for these costs consider that cash and in-kind leverage are factors considered in proposal evaluation. Generally ineligible expenses include but are not limited to:

- a. General operations, overhead, and other indirect expenses, including office maintenance, office utility expenses, and office materials and supplies.
- b. Office rental fees (including storage space rental).
- c. Communication expenses incurred for telephone calls, web access, postage, and similar services.
- d. Insurance, except title insurance.
- e. Attorney fees, except to acquire and clear title to land.
- f. Purchase of communication devices such as pagers, cell phones, or smart phones.
- g. Purchase of computers, tablets, or audiovisual equipment.
- h. Generally available food and refreshments, except if explicitly approved for certain types of events.
- i. Conference attendance and associated costs and fees, except if to participate in formal presentation of project findings.
- j. Out-of-state transportation and travel expenses.

Prohibited Expenses

Prohibited expenses mean all expenses indicated below, including but not limited to:

- a. Any expenses incurred before the project is authorized: before July 1, 2026, or before LCCMR Work Plan approval—whichever is latest.
- b. Fundraising.
- c. Taxes, except sales tax on goods and services.
- d. Lobbyists or political contributions.
- e. Organization advertising and marketing expenses.
- f. Loans, grants, or subsidies to persons or entities for development.
- g. Bad debts, late payment fees, finance charges, or contingency funds.
- h. Interest or investment management fees.
- i. Board of directors' or officers' salaries.
- j. Merit awards and bonuses.
- k. Memberships (including subscriptions and dues).
- l. Publications, periodicals, and subscriptions.
- m. Employee workplace parking.
- n. Entertainment, decorations, gifts, and prizes.

Environment and Natural Resources Trust Fund: MN Constitution and Statutory Expenditures

[Minnesota Constitution Art. XI, Sec. 14](#) Environment and Natural Resources Trust Fund Established

A permanent environment and natural resources trust fund is established in the state treasury. The assets of the fund shall be appropriated by law for the public purpose of protection, conservation, preservation, and enhancement of the state's air, water, land, fish, wildlife, and other natural resources. The assets of the fund shall not be used to pay the principal or interest of any bonds. The assets of the fund shall not be used to pay for any costs related to the construction, repair, improvement, or operation of any facility or system that processes wastewater, but may be used to pay for research related to wastewater. The amount appropriated each year of a biennium, commencing on July 1 in each odd-numbered year and ending on and including June 30 in the next odd-numbered year, may be up to 7 percent of the market value of the fund on June 30 one year before the start of the biennium. Not less than 40 percent of the net proceeds from any state-operated lottery must be credited to the fund through December 31, 2050. [Adopted, November 8, 1988; Amended, November 6, 1990; November 3, 1998; November 5, 2024]

[M.S. 116P.08](#) Environment and Natural Resources Trust Fund Expenditures and Exceptions

Subdivision 1. **Expenditures.** (a) Money in the trust fund may be spent ONLY for:

- (1) the reinvest in Minnesota program as provided in section 84.95, subd. 2;
 - (2) research that contributes to increasing the effectiveness of protecting or managing the state's environment or natural resources;
 - (3) collection and analysis of information that assists in developing the state's environmental and natural resources policies;
 - (4) enhancement of public education, awareness, and understanding necessary for the protection, conservation, restoration, and enhancement of air, land, water, forests, fish, wildlife, and other natural resources;
 - (5) capital projects for the preservation and protection of unique natural resources;
 - (6) activities that preserve or enhance fish, wildlife, land, air, water, and other natural resources that otherwise may be substantially impaired or destroyed in any area of the state;
 - (7) administrative and investment expenses incurred by the state board of investment in investing deposits to the trust fund; and
 - (8) administrative expenses subject to the limits in section 116P.09.
- (b) In making recommendations for expenditures from the trust fund, the commission shall give priority to funding programs and projects under paragraph (a), clause (1) and (6). Any request for proposals issued by the commission shall clearly indicate these priorities.

Subdivision 2. **Exceptions.** Money from the trust fund may not be spent for:

- (1) purposes of environmental compensation and liability under chapter 115B and response action under chapter 115C;
- (2) purposes of municipal water pollution control in municipalities with a population of 5,000 or more under the authority of chapters 115 and 116;
- (3) costs associated with the decommissioning of nuclear power plants;
- (4) hazardous waste disposal facilities;
- (5) solid waste disposal facilities;
- (6) projects or purposes inconsistent with the strategic plan; or
- (7) acquiring property by eminent domain, unless the owner requests that the owner's property be acquired by eminent domain.

How To Apply

Proposals due by March 19, 2025 at 4:30PM

1. Register for an account on the [LCCMR Proposal and Grant Management System](#).
2. Login and click “Create a New Proposal”.
3. Follow the instructions for completing your proposal.
4. Upload your completed attachments as required:
 - A. Visual component or map (1 page limit)
 - B. Use [these templates](#) to obtain a resolution or letter from your governing board authorizing submission of the proposal. This is required for non-state entities, including non-profits, for-profits, tribes, political subdivisions, and federal agencies. University of Minnesota entities may use their own template. The templates may also be found on the [2026 Proposal & Funding Process page](#).
 - C. Documents described under the Financial Capacity requirements on page 7.
 - D. If you will have a third-party (external) fiscal agent, use [these templates](#) to obtain a letter or resolution from your fiscal agent acknowledging acceptance of the fiscal agent role for your project . The templates may also be found on the [2026 Proposal & Funding Process page](#).
 - E. A completed [Capital Construction Project Questionnaire](#) and [Budget Addendum](#) for proposals for pre-design, design, construction, or renovation of a building, trail, campground, or other long-lived (10 years or more) fixed asset costing \$10,000 or more, including largescale stream or wetland restoration, or for land acquisitions for purposes of capital construction.
5. Review all information and attachments.
6. Click “Submit”.
7. Save or print the confirmation email. Please check your junk mail folder if the confirmation email does not appear in your inbox. Contact the LCCMR if you do not receive a confirmation email or if your proposal status does not appear as “Final Submitted” on your dashboard.

Visit our [2026 Proposal & Funding Process page](#) for additional resources to assist you with completing your proposal and to follow along with the 2026 funding process.



Authorization To Submit Grant Applications To Legislative-Citizen Commission On Minnesota Resources Program

Tony Wotzka
Parks Department
Physical Development Division

Overview



- 2026 Legislative-Citizen Commission on Minnesota Resources (LCCMR) Request for Proposals
- Potential Dakota County Project/Program Applications
- Request Authorization to Submit Applications
- Questions/Comments

2024 Request for Proposals



Funding Categories:

- Resiliency
- Water
- Education and Outdoor Recreation
- Fish and Wildlife
- Energy
- Land
- Small Projects

Project Selection Criteria



All potential project applications have:

- Been approved in a current or previous CIP (capital projects only)
- Staff resources available or would be included in application for project implementation
- Been approved in master/long-range plans
- Staff capacity (grant writer) for application process

Three of potential applications have:

- Existing grant applications (previous or current)

Potential Projects/Programs



1. Lake Byllesby Campground Building - Accessibility and Climate Resiliency Improvements- \$4.4M
2. Lebanon Hills Regional Park- West Trailhead Natural Resources Restoration Project and Sustainable Trails Improvements- \$2.6M*
3. **Parks-on-the-Go/Mobile Parks Program Equipment- \$300k**
4. **River to River Greenway \$1.4M***
5. **Thompson County Park Master Plan Improvements \$4M**
6. Veterans Memorial Greenway-Rich Valley Park Main Memorial Trailhead- \$3M

*indicates additional staff time needed and would be included in the request
BOLD indicates previous or current grant applications (either LCCMR, bonding, or other)

Potential City Led Applications



1. Ritter Farm (Lakeville)
2. Rambling River Park (Farmington)



Questions?



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-4235

Agenda #: 8.1

Meeting Date: 2/11/2025

Adjournment