



Dakota County

Physical Development Committee of the Whole Agenda

Tuesday, September 13, 2022

10:00 AM

Conference Room L139 Western Service
Center, Apple Valley

(or following Community Services Committee of the Whole)

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
Emails must be received by 7:30am on the day of the meeting.
Instructions on how to participate will be sent to anyone interested.

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 August 16, 2022

4.2 *Transportation* - Authorization To Submit Grant Applications To Federal Railroad Authority For Infrastructure Investment And Jobs Act Railroad Crossing Elimination Grant For Funding To Remove Or Improve Railroad Crossings

4.3 *Transportation* - Authorization To Execute Jurisdictional Transfer Agreement, County State Aid Highway 9 And Accept Quit Claim Deed For Right Of Way From City Of Lakeville

4.4 *Environmental Resources* - Authorization To Amend County State Aid Highway 31 Wetland Bank

4.5 *Physical Development Administration* - Update On Lebanon Hills Sustainable Trails Study

4.6 *Physical Development Administration* - Planning Commission Update

5. Regular Agenda

5.1 *Transportation* - Adoption Of Recommendations For County Project 97-197, Regional Roadway System Visioning Study Update Addressing Transportation Needs Within Northwest Inver Grove Heights, Northeast Eagan And Adjacent Areas Of Mendota Heights And Sunfish Lake

5.2 *Parks, Facilities, and Fleet Management* - Adoption Of Natural Resource Management Plan For North Creek Greenway

5.3 *Parks, Facilities, and Fleet Management* - Update On 2022 Dakota County Greenway Projects

5.4 *Transportation* - Overview And Update On County Project 66-15 Needs And Alternatives For Trunk Highway 52 Interchange At County Roads 62 Or 66 In Vermillion Township

6. Physical Development Director's Report

7. Adjournment

7.1 Adjournment

For more information please call 952-891-7030.

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-1372

Agenda #: 3.1

Meeting Date: 9/13/2022

Approval of Agenda (Additions/Corrections/Deletions)



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1371

Agenda #: 4.1

Meeting Date: 9/13/2022

Approval of Minutes Of Meeting Held On August 16, 2022



Dakota County

Physical Development Committee of the Whole

Minutes

Tuesday, August 16, 2022

10:00 AM

**Conference Room L139 Western
Service Center, Apple Valley**

(or following Community Services Committee of the Whole)

1. Call To Order And Roll Call

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

Due to Chair, Commissioner Liz Workman's absence, the meeting was called to order at 10:31 a.m. by Commissioner Kathleen Gaylord.

Present

Commissioner Mike Slavik
Commissioner Kathleen A. Gaylord
Commissioner Laurie Halverson
Commissioner Joe Atkins
Commissioner Mary Liz Holberg
Commissioner Mary Hamann-Roland

Absent

Chairperson Liz Workman

2. Audience

Commissioner Gaylord 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 Liz Holberg

Second: Laurie Halverson

Ayes: 6

4. Consent Agenda

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

Ayes: 6

Commissioner Slavik, Commissioner Gaylord, Commissioner Halverson,
Commissioner Atkins, Commissioner Holberg, and Commissioner
Hamann-Roland

4.1 Approval of Minutes Of Meeting Held On July 12, 2022

Motion: Mary Hamann-Roland

Second: Joe Atkins

4.2 Authorization To Execute Joint Powers Agreement With City Of Burnsville For
Household Hazardous Waste Drop-Off Day Event

Motion: Mary Hamann-Roland

Second: Joe Atkins

WHEREAS, by Resolution No. 18-493 (September 18, 2018), the Dakota
County Solid Waste Master Plan (Master Plan) was adopted; and

WHEREAS, the Master Plan supports the Dakota County Board of
Commissioner's desire to remove household hazardous waste (HHW) from the
solid waste stream because of health, safety, and environmental concerns; and

WHEREAS, the Master Plan includes a strategy for proper HHW management
opportunities in communities located in the County; and

WHEREAS, each year, Dakota County requests feedback on community
interest and ability to host a one-day HHW drop-off day event to promote ease
of collection in each part of the County; and

WHEREAS, Dakota County has collaborated with cities for two to four HHW
events each year since 1985 through approved joint powers agreements (JPA);
and

WHEREAS, a HHW in 2022 has been requested by the City of Burnsville; and

WHEREAS, the City of Burnsville has identified the ability to provide the
necessary facilities and resources to serve the vehicle participants.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of
Commissioners hereby authorizes the Environmental Resources Director to
execute a joint powers agreement with the City of Burnsville to conduct a
household hazardous waste event in 2022, subject to the availability of
adequate funds, subject to review by the County Risk Manager, and 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 8/23/2022.

4.3 Authorization To Execute Joint Powers Agreements With Cities And Dakota County Drug Task Force For Pharmaceutical Drug Collection Programs

Motion: Mary Hamann-Roland

Second: Joe Atkins

WHEREAS, the Dakota County Board of Commissioners supports public safety and protection of public health and the environment; and

WHEREAS, the nonmedical use and disposal of prescription drugs and over-the-counter medications (pharmaceuticals) are growing problems in the United States; and

WHEREAS, expired or unwanted pharmaceuticals from households have traditionally been disposed of by flushing them down the toilet or drain, which can cause pollution in wastewater and which has been demonstrated to cause adverse effects to fish and other aquatic life; and

WHEREAS, pharmaceuticals are highly susceptible to diversion, misuse, and abuse; and

WHEREAS, removing expired or unwanted pharmaceuticals from the possibility of potential abuse and keeping them out of the environment are important goals; and

WHEREAS, by Resolution No. 11-514 (October 18, 2011) the County Board authorized an interim collection program for unused, unwanted, or expired pharmaceuticals by installing drop-boxes in the cities of West St Paul and Burnsville and at the Dakota County Law Enforcement Center in Hastings; and

WHEREAS, by Resolution No. 13-042 (January 22, 2013) the County Board authorized staff to implement a pharmaceutical drug collection program (Program) for the collection and proper disposal of pharmaceuticals, including controlled substances, by installing secure drop boxes at the cities of Apple Valley, Eagan, Farmington, Inver Grove Heights, Lakeville, Mendota Heights, Rosemount, and South St. Paul to expand on the Program already in place at the Dakota County Law Enforcement Center in Hastings and at the West St. Paul and Burnsville Police Departments; and

WHEREAS, by Resolution No. 18-324 (June 19, 2018), the County Board authorized staff to continue the Program; and

WHEREAS, the Program continues to be successful, growing from collecting 1,200 pounds in 2011 to 11,800 pounds of pharmaceuticals in 2021; and

WHEREAS, the joint powers agreements that were authorized in 2018 are expiring, and the cities of Apple Valley, Burnsville, Eagan, Farmington, Inver Grove Heights, Lakeville, Mendota Heights, Rosemount, South St. Paul, and West St. Paul have expressed interest in continuing Program participation; and

WHEREAS, the Drug Task Force has expressed interest in continuing its role in the Program.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Division Director to execute separate joint powers agreements with the cities of Apple Valley, Burnsville, Eagan, Farmington, Inver Grove Heights, Lakeville, Mendota Heights, Rosemount, South St. Paul, and West St. Paul and the Dakota County Drug Task Force to continue pharmaceutical collection programs for residents, as substantially presented to the Physical Development Committee of the Whole on August 16, 2022, subject to funding levels approved by the County Board as part of the annual budget, and 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 8/23/2022.

4.4 Authorization To Execute Contract Amendment With American Cylinder, LLC For Compressed Gas Cylinder Disposal

Motion: Mary Hamann-Roland

Second: Joe Atkins

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

WHEREAS, the Dakota County Board of Commissioners wishes to provide an HHW program to further the goals of protecting public health and the environment; and

WHEREAS, Dakota County has an existing three-year contract with American Cylinder, LLC; and

WHEREAS, the current contract with American Cylinder, LLC, needs to be increased to \$130,000.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Division Director to amend the existing contract with American Cylinder, LLC, to a maximum payment of \$130,000, 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 8/23/2022.

4.5 Acquisition Of Conservation Easement On Bauer Property Adjacent To Spring Lake Park Reserve In Nininger Township And Authorization To Amend 2022 Environmental Resources Capital Improvement Program Budget

Motion: Mary Hamann-Roland

Second: Joe Atkins

WHEREAS, Alfred and Julie Bauer and Gordon and Cynthia Bauer (collectively Bauer) own 56.34 acres adjacent to Spring Lake Park Reserve (SLPR); and

WHEREAS, the Bauer's cooperated with the County in completing two ravine stabilization projects, including removal of solid waste from both the Bauer and park properties in early 2022; and

WHEREAS, the 2020 Land Conservation Plan for Dakota County identified 24 Preliminary Conservation Focus Areas (CFA), including the Spring Lake CFA in Nininger Township, which includes a portion of the Bauer property; and

WHEREAS, County staff proposed protecting and restoring a portion of the Bauer property that would include the ravine stabilization project area, provide a vegetative buffer between cultivated farmland and the park and additional wildlife habitat, and allow County staff to more easily access portions of SLPR for natural resource restoration and maintenance; and

WHEREAS, County staff completed, reviewed, and approved an independent appraisal of a 5.61-acre permanent natural area conservation easement (Easement) on the Bauer property in April 2022; and

WHEREAS, the Bauer's have agreed to sell the Easement for the appraised \$52,315 and contribute an estimated \$1,250 of the estimated \$12,500 restoration costs; and

WHEREAS, the estimated closing costs are \$1,000; and

WHEREAS, acquisition of the Easement and restoration is eligible for state Outdoor Heritage (OH) funding appropriated to the County by the Minnesota Legislature in 2022 (ML22); and

WHEREAS, the 2022 Environmental Resources (ER) Capital Improvement Program (CIP) budget includes adequate fund balance from Minnesota ML22 OH funds and County grant match funds for this project; and

WHEREAS, expenditure of OH funds by the County requires the County Board Chair to sign and the County to record a Notice of Funding Restriction (NOFR) for the Easement on the Bauer property if funded with OH funds; and

WHEREAS, the Physical Development Director (PDD) is required to sign the purchase agreement (PA) to acquire the Easement on the Bauer property; and

WHEREAS, the final acquisition costs of the Bauer 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 \$65,815, including \$52,315 to acquire the 5.61-acre Easement on the Bauer property, an estimated \$1,000 in closing costs, and an estimated \$12,500 for restoration costs; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the PDD to execute the PA with the Bauer's to acquire the 5.61-acre Easement, subject to approval by the County Attorney's Office (CAO) as to form; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Board Chair to execute a NOFR as required for use of OH funds for acquiring the Easement on the Bauer property, subject to approval by the CAO as to form; and

BE IT FURTHER RESOLVED, That the 2022 ER CIP budget is hereby amended as follows:

Expense

Acquisition of the Easement on Bauer property (LC10081)	\$53,315
Restoration of the Bauer Easement (LC30048)	\$11,250
ML 22 OH (LC00010)	<u>(\$64,565)</u>
Total Expense	\$0

Revenue

Acquisition:

ML 22 OH Grant Funding - Bauer Acquisition (LC10081)	\$39,986
ML 22 OH County Grant Match - Bauer Acquisition (LC10081)	\$13,329
ML 22 OH Grant Funding (LC00010)	<u>(\$39,986)</u>
ML 22 OH County Grant Match (LC00010)	<u>(\$13,329)</u>
Total Revenue - Acquisition	\$0

Restoration:

ML 22 OH Grant Funding - Bauer Restoration (LC30048)	\$8,438
ML 22 OH County Grant Match - Bauer Restoration (LC30048)	\$2,812
ML 22 OH Grant Funding - Bauer Restoration (LC00010)	<u>(\$8,438)</u>
ML 22 OH County Grant Match (LC00010)	<u>(\$2,812)</u>
Total Revenue - Restoration	\$0

; and

BE IT FURTHER RESOLVED, That, following acquisition of the Easement on the Bauer property, staff will submit the necessary forms and documentation to

the State of Minnesota (State) to receive approximately \$48,424 of reimbursement funds; and

BE IT FURTHER RESOLVED, That such reimbursement from the State will be returned to the 2022 ER CIP.

This item was approved and recommended for action by the Board of Commissioners on 8/23/2022.

DRAFT

4.6 Authorization To Execute \$6,066,000 State Outdoor Heritage Fund Grant Agreement For Natural Resource Protection And Restoration And Amend 2022 Environmental Resources Capital Improvement Program And Environmental Legacy Fund Budgets

Motion: Mary Hamann-Roland

Second: Joe Atkins

WHEREAS, in 2008, Minnesota residents approved the Minnesota constitutional amendment to increase the State sales and use tax rate and to dedicate this revenue to protecting, improving, and enhancing natural land and water resources, providing increased hunting and fishing opportunities, improving park and trail opportunities and facilities, and benefiting arts and preserving cultural heritage; and

WHEREAS, the 2009 Minnesota Legislature provided direction on the administration and dispersal of the dedicated revenue through various agencies and grant programs, including the Lessard-Sams Outdoor Heritage Council (LSOHC); and

WHEREAS, the County has previously submitted funding proposals to the LSOHC and a total of \$13.57 million of Outdoor Heritage (OH) funds have been appropriated by the Minnesota Legislature (ML) to the County for acquisition and restoration between 2009 and 2021; and

WHEREAS, protection, restoration, and enhancement of environmentally sensitive and priority natural areas owned by the County, other public entities, and private landowners provide multiple public benefits and are a priority for the Dakota County Board of Commissioners, as demonstrated in the approved County Park and Greenway Master Plans and associated Natural Resource Management Plans, and the Land Conservation (LC) Plan for Dakota County; and

WHEREAS, the LSOHC requested OH funding proposals for State fiscal year 2023 for 2022 Minnesota Legislature (ML22) review and approval; and

WHEREAS, staff developed an \$8.1 million ML22 OH funding request matched by \$1,570,000 of County funds that emphasized: 1) restoration of County-owned lands, other publicly owned lands within Regional Greenway corridors and Conservation Focus Areas (CFA), and existing and new conservation easements (Easements) on private land; and 2) acquisition of Easement and/or fee title within Regional Greenways, CFAs, and other significant areas described in the LC Plan; and

WHEREAS, by Resolution No. 21-265 (May 18, 2021), the County Board of Commissioners authorized the submission of a ML22 OH grant request to the LSOHC; and

WHEREAS, the LSOHC reviewed the County's proposal and included

\$6,060,000 of funding for the County in its recommendations to the ML22; and

WHEREAS, the ML22 approved and appropriated \$6,066,000 of OH funds to the commissioner of natural resources [ML 2022, Ch. 77, Art. 1, Sec. 2, subd. 5(a) Habitat Protection in Dakota County, Phase VIII] for an agreement with the County for the acquisition of permanent easements fee title and enhancement and restoration of aquatic and associated upland habitat in Dakota County; and

WHEREAS, the LSOHC approved the “Dakota County Habitat Protection/Restoration Phase VIII” Accomplishment Plan at its June 22, 2022, meeting; and

WHEREAS, the ML22 OH grant agreement is administered by the Minnesota Department of Natural Resources (DNR) and requires a County Board resolution attesting that the County act as the grantee for the grant; has the financial capability to complete the projects by June 30, 2027, or five years after acquisition, whichever is later; will comply with all laws and regulations; and authorizes execution of the agreement; and

WHEREAS, the 2022 Environmental Resources (ER) Capital Improvement Program (CIP) budget was approved based on \$5.2 million of OH funds being requested and matched by \$1.4 million of County funds; and

WHEREAS, a 2022 ER CIP budget amendment is required based on the final ML22 appropriation and reduced County funding match.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to execute the ML22 OH Grant Agreement [ML 2022, Ch. 77, Art. 1, Sec. 2, subd.5(a) Habitat Protection in Dakota County, Phase VIII] with the DNR for habitat protection and restoration/enhancement projects in Dakota County, subject to approval by the County Attorney’s Office as to form; and

BE IT FURTHER RESOLVED, That Dakota County hereby attests that it has the financial capability to ensure adequate completion of the habitat protection projects and certifies that it will comply with all applicable laws and regulations as stated in the ML22 OH Grant Agreement; and

BE IT FURTHER RESOLVED, That the County of Dakota shall act as the grantee for the ML22 OH Grant Agreement for habitat protection and restoration projects in Dakota County; and

BE IT FURTHER RESOLVED, That the 2022 Environmental Resources CIP is hereby amended as follows:

Expense

Land Acquisition and Restoration/Enhancement \$570,246

Total Expense	\$570,246
----------------------	------------------

Revenue

ML22 OH Grant Funds	\$830,000
County Match to ML22 OH Funds(ELF)	<u>(\$259,754)</u>
Total Revenue	\$570,246

; and

BE IT FURTHER RESOLVED, That the 2022 Environmental Legacy Fund is hereby amended as follows:

Revenue

Reimburse Env. Resources CIP	\$259,754
Use of ELF Fund Balance	<u>(\$259,754)</u>
Total Revenue	\$0

This item was approved and recommended for action by the Board of Commissioners on 8/23/2022.

4.7 Authorization To Revise Access Easement On McCoy Property Adjacent To Miesville Ravine Park Reserve In Douglas Township

Motion: Mary Hamann-Roland

Second: Joe Atkins

WHEREAS, by Resolution No. 07-549 (November 27, 2007), the County Board of Commissioners authorized acquisition of a permanent agricultural conservation easement (Agricultural Easement) from the Trust; and

WHEREAS, as part of the negotiated agreement, the Trust granted and conveyed a 16-foot wide, permanent access railway easement (Access Easement) to the County on portions of the property within and outside of the Agricultural Easement area filed in the office of Dakota County Recorder as Document No. 2564115 on January 3, 2008; and

WHEREAS, this Access Easement was limited for use by County staff and their agents and maintenance vehicles for the purpose of natural resource management, construction, repair, and replacement within Miesville Ravine Park Reserve; and

WHEREAS, the Access Easement was not for use by the general public unless permission was granted by the Trust; and

WHEREAS, the Trust property was subsequently sold to Randall E. McCoy, who recently requested that the Access Easement be relocated to accommodate a planned parcel subdivision and sale of a portion of the property to Kimberly A. and Andrew C. Sandness and the planned construction of a new house outside of the Agricultural Easement; and

WHEREAS, County staff worked with Mr. McCoy and the Sandesses to revise the terms and select a new location for the Access Easement.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby accepts a revised Access Easement that preserves the intent and purpose and new location of the existing access easement from Randall E. McCoy, 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 8/23/2022.

4.8 Scheduling Of Public Hearing For Program Year 2021 Consolidated Annual Performance And Evaluation Report

Motion: Mary Hamann-Roland

Second: Joe Atkins

WHEREAS, the Dakota County Community Development Agency (CDA) administers the Community Development Block Grant (CDBG), HOME Investment Partnerships (HOME), and Emergency Solutions Grant (ESG) Programs on behalf of Dakota County as the grantee; and

WHEREAS, the CDBG, HOME, and ESG Programs are guided by federal regulations, the Five-Year Consolidated Plan that outlines Dakota County's strategies and objectives, and the Annual Action Plan that serves as the annual planning document allocating CDBG, HOME, and ESG funds to local governments and housing providers via approved activities; and

WHEREAS, the federal government requires submission of a year-end report, the Consolidated Annual Performance and Evaluation Report (CAPER), to be submitted to the U.S. Department of Housing and Urban Development (HUD) no later than 90 days after the end of the program year; and

WHEREAS, the CAPER is an evaluation of the prior program year, detailing financial expenditures, persons assisted, and activity outcomes; and

WHEREAS, the CAPER must be available for citizens to comment on before its submission to HUD; and

WHEREAS, the draft CAPER report will be made available to the public on the CDA and Dakota County websites, and the public may request written copies of the CAPER by contacting the CDA at its offices at 1228 Town Centre Drive, Eagan, Minnesota; and

WHEREAS, CDA and County staff recommend scheduling a public hearing on September 20, 2022, on or after 9:00 a.m. at the Dakota County Administration Center in Hastings regarding the Program Year 2021 CAPER.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby schedules a public hearing on September 20, 2022, at 9:00 a.m. in the Boardroom, Administration Center, 1590 Highway 55, Hastings, Minnesota, to receive comments on the Program Year 2021 Consolidated Annual Performance and Evaluation Report; and

BE IT FURTHER RESOLVED, That the staff of Dakota County is hereby authorized and directed to coordinate with Dakota County Community Development Agency staff to publish the public hearing notice in the *Star Tribune* and post said notice on the Dakota County Community Development Agency website at www.dakotacda.org <<http://www.dakotacda.org>> and the Dakota County website at www.co.dakota.mn.us <<http://www.co.dakota.mn.us>>.

This item was approved and recommended for action by the Board of Commissioners on 8/23/2022.

4.9 Approval Of Grant Application Submittals To Safe Streets and Roads for All (SS4A) For Rural Intersection Improvements And Trail Gaps In Burnsville Center Village Redevelopment

Motion: Mary Hamann-Roland

Second: Joe Atkins

WHEREAS, U.S. Department of Transportation is requesting project submittals for federal funding under the Safe Streets and Roads for All Discretionary Grant Program through the Bipartisan Infrastructure Law; and

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

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

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on September 15, 2022; and

WHEREAS, all proposed rural intersection projects are consistent with the rural road intersection assessment and adopted Dakota County 2040 Transportation Plan; and

WHEREAS, all County highway trail gaps included in the City of Burnsville's proposal are consistent with the Dakota County Pedestrian and Bicycle Study and adopted Dakota 2040 Transportation Plan; and

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

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the County to submit rural road intersections improvement for the Safe Streets and Roads for All Grant Program for federal funding and recommended infrastructure improvements; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the City of Burnsville's Safe, Equitable, and Multimodal Access to the Burnsville Center Village Redevelopment submission to the Safe Streets and Roads for All Grant Program for federal funding for trail gaps around Burnsville Center Village redevelopment area including trails along County State Aid Highway (CSAH) 5 and CSAH 42.

This item was approved and recommended for action by the Board of Commissioners on 8/23/2022.

4.10 Update On Dakota County Plat Needs Map

Motion: Mary Hamann-Roland

Second: Joe Atkins

Information only; No action requested.

DRAFT

4.11 Scheduling Of Public Hearing To Receive Comments On Proposed Amendments To Ordinance 128: Water Surface Use Ordinance Regulating Lake Byllesby Reservoir

Motion: Mary Hamann-Roland

Second: Joe Atkins

WHEREAS, by Resolution No. 03-208 (April 22, 2003), the Dakota County Board of Commissioners adopted Dakota County Ordinance 128 to regulate the surface use of the waters of Lake Byllesby to promote the health, safety, and welfare of all persons using the lake, as well as to protect the lands surrounding the lake from damage during high water conditions; and

WHEREAS, Dakota County has designed and constructed a new recreational river access area below the Byllesby Dam, introducing new use to the site; and

WHEREAS, amendments to Ordinance 128 are required to prohibit surface water access to the Byllesby Dam in the interest of personal safety and homeland security; and

WHEREAS, the proposed amendments clarify the extent of surface water restrictions above and below the dam, and staff are also using this opportunity to make technical corrections and propose additional updates to improve formatting and clarity of the ordinance for ease of understanding, interpretation, and enforcement; and

WHEREAS, Minn. Stat. § 86B.205, subd. 2(b) states that if a body of water is located within more than one county, a water surface use ordinance is not effective until adopted by the county boards of all counties where the body of water lies, and because the waters of Lake Byllesby and the Cannon River are wholly located within the boundaries of both Dakota and Goodhue Counties, the two Counties must enact a single, uniform ordinance; and

WHEREAS, Goodhue County has reviewed the proposed amendments and is proceeding with public review and consideration by the Goodhue County Board of Commissioners on a similar timeframe as Dakota County; and

WHEREAS, Minnesota counties must comply with the Water Surface Management Standards found in Minnesota Statutes Chapter 86B and Minnesota Rules 6110.3700 when formulating any ordinance which may affect the use of watercraft on surface waters within the State of Minnesota; and

WHEREAS, the Minnesota Department of Natural Resources has reviewed the proposed amendments for compliance with State requirements.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby schedules a public hearing for 9:00 a.m. on September 6, 2022, in the Boardroom of the Dakota County Administration Center, 1590 Highway 55, Hastings, Minnesota, to receive comments on the proposed

amendments to Dakota County Ordinance 128: Water Surface Use Ordinance
Regulating Lake Byllesby Reservoir.

This item was approved and recommended for action by the Board of
Commissioners on 8/23/2022.

5. Regular Agenda

DRAFT

5.1 Authorization To Update School Zone Speed Limits Along County State Aid Highway 28 At Simley High School In Inver Grove Heights And County State Aid Highway 30 (Diffley Road) Adjacent To Eagan Area Schools

Motion: Joe Atkins

Second: Laurie Halverson

Kristi Sebastian, Traffic Engineer, presented this item and responded to questions.

WHEREAS, to provide a safe and efficient transportation system, Dakota County designs and operates traffic control devices in accordance with the Minnesota Manual on Uniform Traffic Control Devices (MMUTCD); and

WHEREAS, school zone speed limits can be effective in promoting pedestrian safety in school zones adjacent to County Highways; and

WHEREAS, Minn. Stat. § 169.14 Subd. 5a enables local authorities to establish speed limits within a school zone of a public or non-public school upon the basis of an engineering and traffic investigation as prescribed by the Commissioner of Transportation; and

WHEREAS, the placement of signage for a school zone speed limit must comply with the MMUTCD; and

WHEREAS, a school speed limit shall not be lower than 15 miles per hour and shall not be more than 30 miles per hour below the established speed limit on an affected street or highway based on results of the prescribed engineering investigation; and

WHEREAS, effective school zone speed limits consider the roadway design elements and area conditions to gain compliance with the established speed to maximize driver compliance and safety; and

WHEREAS, Roadway improvements were recently implemented along both County State Aid Highway (CSAH) 28 (80th Street) near Boyd Road adjacent to Simley High School in Inver Grove Heights and along County State Aid Highway (CSAH) 30 (Diffley Road) from west of Daniel Drive to east of Braddock Trail in Eagan; and

WHEREAS, implementation of an updated school zone speed limit based on the engineering and traffic investigations at both Simley High School and the Diffley Road School Area is desired as a tool to enhance safety; and

WHEREAS, Independent School District 199, the City of Inver Grove Heights, and Dakota County worked together to improve pedestrian safety, including engaging in the development of a safe route to school study, development of a route plan, and implementation of safety enhancements and education for the crossing of CSAH 28 at Boyd Avenue adjacent to Simley High School; and

WHEREAS, the engineering investigation for the establishment of a legal school speed zone that maximizes safety was prepared and recommended for CSAH 28, 80th Street of 25 miles per hour in the vicinity of Boyd Avenue; and

WHEREAS, Independent School District 196, the City of Eagan, and Dakota County collaborated on a Safe Route to School study, following the roadway changes in the area and education effort plus school guards to improve school crossing; and

WHEREAS, an engineering investigation was conducted for each roadway based on the implemented improvements to establish an updated legal school speed zone that maximized safety; and

WHEREAS, the school zone speed limit, in conjunction with a sound school route plan, school zone hazard evaluation and correction, pedestrian education, and enforcement, can effectively promote pedestrian safety in school zones.

NOW, THEREFORE, BE IT RESOLVED, That the County Engineer is hereby authorized to establish and place signage creating a school zone speed limit of 25 miles per hour on County State Aid Highway 28 (80th street) focused around the crossing at Boyd Avenue, in the City of Inver Grove Heights in accordance with the Minnesota Manual On Uniform Traffic Control Devices based upon the School Route Plan for the area established by Independent School District 199, the findings of prescribed engineering investigation required per Minn. Stat. § 169.14 Subd. 5a, and recognizing implementation of roadway, school enhancements, and education that was put in place based on the Safe Route To School Report and School Area Travel Safety study completed in fall 2021, consistent with the investigation; and

BE IT FURTHER RESOLVED, That the County Engineer is hereby authorized to retain the school zone speed limit of 30 miles per hour on County State Aid Highway (CSAH) 30 (Diffley Road) between CSAH 43 (Lexington Avenue) and Dodd Road, in the City of Eagan in consideration of the project updated completed in fall 2021 and in accordance with the Minnesota Manual On Uniform Traffic Control Devices based upon the School Route Plan for the area established by Independent School District 196, the findings of prescribed engineering investigation required per Minn. Stat. § 169.14 Subd. 5a, and implementation of recommended corrective actions required by the investigation.

This item was approved and recommended for action by the Board of Commissioners on 8/23/2022.

Ayes: 6

5.2 Overview Of Preliminary Draft Dakota County 2023 Capital Improvement Program

Georg Fischer, Physical Development Director, and Erin Stwora, Deputy Director presented this item and responded to questions.

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

Jay Biedny, Capital Projects Manager
Taud Hoopingarner, Parks, Facilities, and Fleet Director
Erin Laberee, Transportation Director/County Engineer
Gina Mitteco, Regional and Multi-Modal Transportation Manager

Staff provided an overview of the draft Physical Development 2023-2027 Capital Improvement Program (CIP). Staff provided a recommendation for a funding formula for the County share of Greenway Projects. This recommendation was based on an analysis of current approved uses of the Environmental Legacy Fund and statutory language and federal guidelines related to the Sales and Use Tax revenues. The Physical Development Committee supported the proposed 85% Sales and Use Tax and 15% Environmental Legacy Fund formula for budgeting purposes. In addition, the Physical Development Committee provided guidance to keep projects that were dependent on external funding which was not realized within the CIP for two years, followed by a discussion on whether or not the project should remain. Staff will continue to develop the CIP and present a draft for consideration and public comment on September 20, 2022.

Information only; no action requested.

5.3 Update And Discussion Of Proposed Transit Investments In Capital Improvement Program

Gina Mitteco, Regional and Multi-Modal Transportation Manager, presented this item and responded to questions.

Staff provided an overview of the three projects currently planned for Transit investments within the 2023-2027 Capital Improvement Program (CIP). Based on discussion, Off-system Bus pads will be removed from the draft CIP. Projects related to the DARTS loops project will be brought before the PDC to provide additional details and have additional discussion prior to entering into any agreements.

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. Adjournment

7.1 Adjournment

Motion: Mary Hamann-Roland

Second: Mike Slavik

On a motion by Commissioner Mary Hamann-Roland, seconded by
Commissioner Mike Slavik, the meeting was adjourned at 12:07 p.m.

Ayes: 6

Respectfully submitted,

Liz Hansen
Administrative Coordinator

DRAFT



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1294

Agenda #: 4.2

Meeting Date: 9/13/2022

DEPARTMENT: Transportation

FILE TYPE: Consent Action

TITLE

Authorization To Submit Grant Applications To Federal Railroad Authority For Infrastructure Investment And Jobs Act Railroad Crossing Elimination Grant For Funding To Remove Or Improve Railroad Crossings

PURPOSE/ACTION REQUESTED

Approve submittals of railroad crossing safety projects on the Mississippi River Greenway and the Minnesota River Greenway to the Federal Rail Authority (FRA) for the Infrastructure Investment and Jobs Act (IIJA) Railroad Crossing Elimination (RCE) grant.

SUMMARY

The Federal IIJA established the RCE grant, a competitive grant program to provide funding for highway-rail and pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. As the grant states in its name, one of its main focuses is to separate or eliminate at-grade highway-rail and pathway-rail crossings; the grant also promotes safety upgrades at railroad crossings. For fiscal year 2022, the grant has \$573,264,000 available for funding across the nation and a minimum award of \$1,000,000. Railroad Crossing Elimination grant applications are due on October 4, 2022.

Staff is proposing to submit two grant applications for railroad crossing projects that are either new crossings or have significant railroad crossing safety upgrades. Projects that fit into those categories are CP 98-006 (Mississippi River Greenway Rosemount East Trail Gap Completion) and CP 98-024 (Minnesota River Greenway, Fort Snelling State Park Railroad Crossing).

Grant funding request amounts for those projects are expected to be as follows:

- \$4,400,000 for the Mississippi River Greenway Rosemount East Trail Gap project that includes one trail underpass at Pine Bend Trail to allow travel along the south side of Pine Bend Road and two improved at-grade crossings of railroad tracks, to allow safe 90-degree crossing angles for bicyclists in Rosemount.
- \$4,800,000 for the construction of a new off-roadway shared-use trail bridge at the Union Pacific (UP) railroad crossing in the Fort Snelling State Park in Eagan.

RECOMMENDATION

Staff recommends authorization to submit applications for the RCE grant for railroad safety projects

for the Mississippi River Greenway Rosemount East Trail Gap project, and the construction of a new off-roadway shared-use trail bridge at the UP railroad crossing in the Fort Snelling State Park in Eagan.

EXPLANATION OF FISCAL/FTE IMPACTS

None at this time. Any funds that may be provided through the RCE grant would represent a reduction in Dakota County and local partner costs.

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

RESOLUTION

WHEREAS, to promote a safe and efficient transportation system throughout Dakota County, the County pursues transportation funding through external sources to address priority transportation needs; and

WHEREAS, the Federal Railroad Authority is requesting project submittals for the Railroad Crossing Elimination (RCE) grant allocated by the Infrastructure Investment and Jobs Act that is funded with \$573,264,000 in federal funding; and

WHEREAS, the RCE grants provide funding for highway-rail and pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods; and

WHEREAS, the RCE grant funds up to 80 percent of project construction costs; and

WHEREAS, application submittals are due on October 4, 2022; and

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

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

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

- 1) Mississippi River Greenway along Pine Bend Trail in Rosemount
- 2) Minnesota River Greenway in Fort Snelling State Park at the Union Pacific railroad crossing in Eagan

PREVIOUS BOARD ACTION

None.

ATTACHMENTS

Attachment: Project Location Map

BOARD GOALS

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

PUBLIC ENGAGEMENT LEVEL

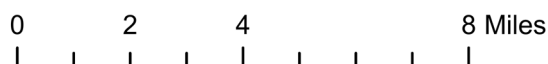
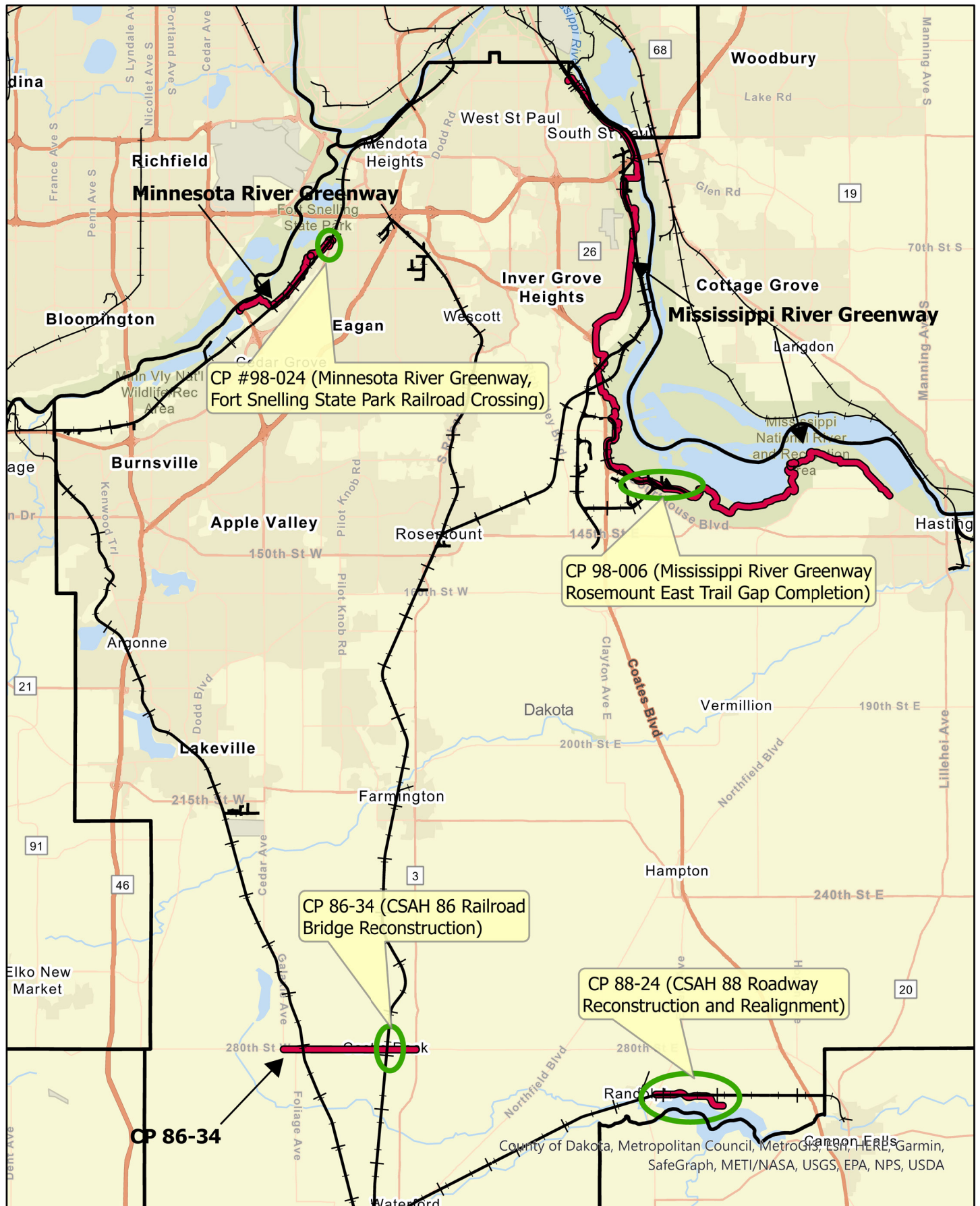
- | | | | |
|--|----------------------------------|----------------------------------|---|
| <input type="checkbox"/> Inform and Listen | <input type="checkbox"/> Discuss | <input type="checkbox"/> Involve | <input checked="" type="checkbox"/> N/A |
|--|----------------------------------|----------------------------------|---|

CONTACT

Department Head: Erin Laberee

Author: Barry Becker

Attachment: Location of Railroad Crossing Elimination (RCE) Grant Railroad Safety Projects





Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1346

Agenda #: 4.3

Meeting Date: 9/13/2022

DEPARTMENT: Transportation

FILE TYPE: Consent Action

TITLE

Authorization To Execute Jurisdictional Transfer Agreement, County State Aid Highway 9 And Accept Quit Claim Deed For Right Of Way From City Of Lakeville

PURPOSE/ACTION REQUESTED

- Authorize the Physical Development Director to execute an agreement with the City of Lakeville for the revocation and turnback of a portion of existing County State Aid Highway (CSAH) 9 (Dodd Boulevard) to the City of Lakeville and accept the jurisdictional transfer of 179th Street W from the City of Lakeville.
- Authorize the revocation of a portion of CSAH 9 (Dodd Boulevard) between Hayes Avenue and CSAH 31 (Pilot Knob Road) from the CSAH system in Lakeville.
- Authorize the jurisdictional transfer of existing CSAH 9 (Dodd Boulevard) from Hayes Avenue to CSAH 31 (Pilot Knob Road) to the City of Lakeville.
- Accept jurisdictional transfer of 179th Street W between Hayes Avenue and CSAH 31 (Pilot Knob Road) from the City of Lakeville.
- Designate 179th Street W from Hayes Avenue to CSAH 31 (Pilot Knob Road) as CSAH 9 in the City of Lakeville.

SUMMARY

To provide a safe and efficient transportation system, Dakota County works with the State, cities, and townships to determine the appropriate owner or jurisdiction for highways and roads. The East-West Corridor Study adopted by the Dakota County Board of Commissioners by Resolution No. 03-285 (May 20, 2003) included functional and jurisdictional recommendations. The turnback of a portion of CSAH 9 (Dodd Boulevard) from Dakota County to the City of Lakeville and identification of 179th Street through the City of Lakeville as a future County minor arterial route were included in the recommendations. Several improvement projects (County Project [CP] 9-56, CP 9-64, and CP 97-203) serve as the basis for the phased jurisdictional transfer of a portion of CSAH 9 (Dodd Boulevard) and 179th Street between Highview Avenue and CSAH 31 (Pilot Knob Road) (Attachment: Location Map).

The State Constitution directs, through the Minnesota Highway User Tax Distribution Fund, that Minnesota's 87 counties shall receive CSAH funds from State-collected motor fuel taxes, motor vehicle sales taxes, and motor vehicle license fees. These funds can only be used for eligible road and bridge construction and maintenance expenses on CSAHs officially designated through the State Commissioner of Transportation.

In October 2012, the County State Aid Screening Board approved 39.6 additional miles on the

Dakota County CSAH system. This system revision of exchanging a portion of existing CSAH 9 (Dodd Boulevard) for 179th Street W from Hayes Avenue to CSAH 31 (Pilot Knob Road) was included in that approved request. The jurisdictional transfers includes:

- As part of CP 9-56, 179th Street W between Hayes Avenue and CSAH 23 (Cedar Avenue) will be constructed to CSAH standards as a four lane divided highway including access modifications to the intersection of CSAH 9 (Dodd Boulevard) and CSAH 23 (Cedar Avenue). to serve the County highway function and to allow for CSAH designation.
- The City of Lakeville constructed 179th Street W from CSAH 23 (Cedar Avenue) to CSAH 31 (Pilot Knob Road) to CSAH standards as part of CP 97-203 in 2020.
- The segment of CSAH 9 (Dodd Boulevard) between CSAH 23 (Cedar Avenue) and CSAH 31 (Pilot Knob Road) will be constructed to Municipal State Aid (MSA) standards as part of CP 9-64 for future designation as an MSA route by the City of Lakeville.

The adopted 2040 Transportation Plan identifies 179th Street W as a future County highway. This alignment serves the transportation needs across multiple local jurisdictions including the City of Lakeville, Empire Township, and the City of Farmington by eventually connecting CSAH 9 to Trunk Highway 3. Turnback of the existing CSAH 9 (Dodd Boulevard) segment between Hayes Avenue and CSAH 31 (Pilot Knob Road) to the City is also included in the 2040 Transportation Plan (Attachment: Figure 21 2040 Transportation Plan).

Minn. Stat. § 163.11 Subdivisions 5 and 9 authorize the County Board to transfer jurisdiction and ownership of a County highway to another road authority upon agreement between the County and the authority. Revocation of CSAH status on Dodd Boulevard from Hayes Avenue to CSAH 31 (Pilot Knob Road) is required prior to completing the jurisdictional transfer to the City of Lakeville. The County will continue to maintain and operate Dodd Boulevard until construction on each respective segment is complete. County practice is to improve the roadway to meet County standards or provide funding for the receiving road authority to make the necessary improvements prior to releasing a County highway. County staff has worked with City staff to identify roadway improvements that would be required to bring Dodd Boulevard up to current standards and to identify terms for a jurisdictional transfer.

The City is planning on revoking MSA status from the portion of 179th Street W between CSAH 23 (Cedar Avenue) and CSAH 31 (Pilot Knob Road) prior to the turnback. To designate 179th Street W as a CSAH from Hayes Avenue to CSAH 31 (Pilot Knob Road), the County will need to accept jurisdiction as a County Highway and designate the segment as CSAH 9. The City of Lakeville will continue to operate and maintain 179th Street W between Hayes Avenue and CSAH 23 (Cedar Avenue) until the CP 9-56 project is constructed. The County will be responsible for the operation and maintenance of 179th Street W from CSAH 23 (Cedar Avenue) to CSAH 31 (Pilot Knob Road) upon turnback and revocation of MSA status.

By Resolution No. 03-60 (April 7, 2003), the Lakeville City Council adopted a resolution in support of the Dakota County East-West Corridor Preservation Study; and by Resolution No. 03-285 (May 20, 2003), the Dakota County Board of Commissioners adopted the Dakota County East-West Corridor Preservation Study (Attachment: East West Corridor Study).

RECOMMENDATION

Staff recommends the Board authorize the Director of Physical Development to enter into an agreement with the City of Lakeville for the revocation and turnback of CSAH 9 (Dodd Boulevard) between Hayes Avenue and CSAH 31 (Pilot Knob Road) and accept jurisdictional transfer and designation of CSAH status for 179th Street W between Hayes Avenue and CSAH 31 (Pilot Knob Road).

EXPLANATION OF FISCAL/FTE IMPACTS

The 2022-2026 Capital Improvement Program (CIP) includes \$7,220,000 for construction of CP 9-56 (see Attachment: Financial Summary). The draft 2023-2027 CIP includes \$12,257,500 for the construction of CP 9-64. Any additional funding necessary for either project will be requested with the award of a construction contract for that project.

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

RESOLUTION

WHEREAS, Dakota County's 2040 Transportation Plan identifies a portion of County State Aid Highway (CSAH) 9 (Dodd Boulevard) between Hayes Avenue and CSAH 31 (Pilot Knob Road) as a turnback to the City of Lakeville; and

WHEREAS, Dakota County's 2040 Transportation Plan identifies 179th Street W between Hayes Avenue and CSAH 31 (Pilot Knob Road) as a future County Highway; and

WHEREAS, the County State Aid Screening Board awarded Dakota County an additional 39.6 miles of CSAHs to be added to Dakota County's State Aid Highway System in the fall of 2012; and

WHEREAS, Minn. Stat. § 163.11 Subdivision 5 and 9 authorize the County Board to transfer jurisdiction and ownership of a County highway to another road authority upon agreement; and

WHEREAS, the Transportation Director/County Engineer recommends revoking County State Aid status from Dodd Boulevard between Hayes Avenue and CSAH 31 (Pilot Knob Road); and

WHEREAS, Dakota County will turnback operations and maintenance of this segment of Dodd Boulevard to the City of Lakeville in accordance with the terms of the turnback agreement; and

WHEREAS, Dakota County will construct Dodd Boulevard to Municipal State Aid standards as part of County Project (CP) 9-56 and CP 9-64; and

WHEREAS, Dakota County accepts the jurisdictional transfer of 179th Street W between Hayes Avenue and CSAH 31 (Pilot Knob Road) from the City of Lakeville in accordance with the terms of the turnback agreement; and

WHEREAS, Dakota County will construct 179th Street W between Hayes Avenue and CSAH 23 (Cedar Avenue) to County State Aid standards as part of CP 9-56; and

WHEREAS, the City of Lakeville constructed 179th Street W between CSAH 23 (Cedar Avenue) and CSAH 31 (Pilot Knob Road) to County State Aid standards as part of CP 97-203; and

WHEREAS, the Transportation Director/County Engineer recommends designating County State Aid status for 179th Street W between Hayes Avenue and CSAH 31 (Pilot Knob Road) as CSAH 9.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Physical Development Director to enter into an agreement with the City of Lakeville for the revocation and turnback of a portion of County State Aid Highway 9 (Dodd Boulevard) between Hayes Avenue and County State Aid Highway 31 (Pilot Knob Road) and accept the jurisdictional transfer of 179th Street W between Hayes Avenue and County State Aid Highway 31 (Pilot Knob Road); and

BE IT FURTHER RESOLVED, By the County Board of the County of Dakota, that the road described as follows, to-wit:

Dodd Boulevard between Hayes Avenue and County State Aid Highway 31 (Pilot Knob Road) be, and hereby is, revoked as a County State Aid Highway of said County, subject to the approval of the Commissioner of Transportation of the State of Minnesota; and

BE IT FURTHER RESOLVED, By the County Board of the County of Dakota, that the road described as follows, to-wit:

179th Street W between Hayes Avenue and County State Aid Highway 31 (Pilot Knob Road) be, and hereby is, established, located, and designated a County State Aid Highway of said County, subject to the approval of the Commissioner of Transportation of the State of Minnesota; and

BE IT FURTHER RESOLVED, That the County Auditor is hereby authorized and directed to forward two certified copies of this resolution to the Commissioner of Transportation for consideration and that upon approval of the designation of said road or portion thereof, that same be constructed, improved, and maintained as a County State Aid Highway of the County of Dakota, to be numbered and known as a County State Aid Highway.

PREVIOUS BOARD ACTION

None.

ATTACHMENTS

Attachment: Location Map

Attachment: County Jurisdictional Transfer Plan Map

Attachment: East West Corridor Study Map

Attachment: Financial Summary

BOARD GOALS

☒ A Great Place to Live

☐ A Healthy Environment

☐ A Successful Place for Business and Jobs

☐ Excellence in Public Service

PUBLIC ENGAGEMENT LEVEL

☒ Inform and Listen

☐ Discuss

☐ Involve

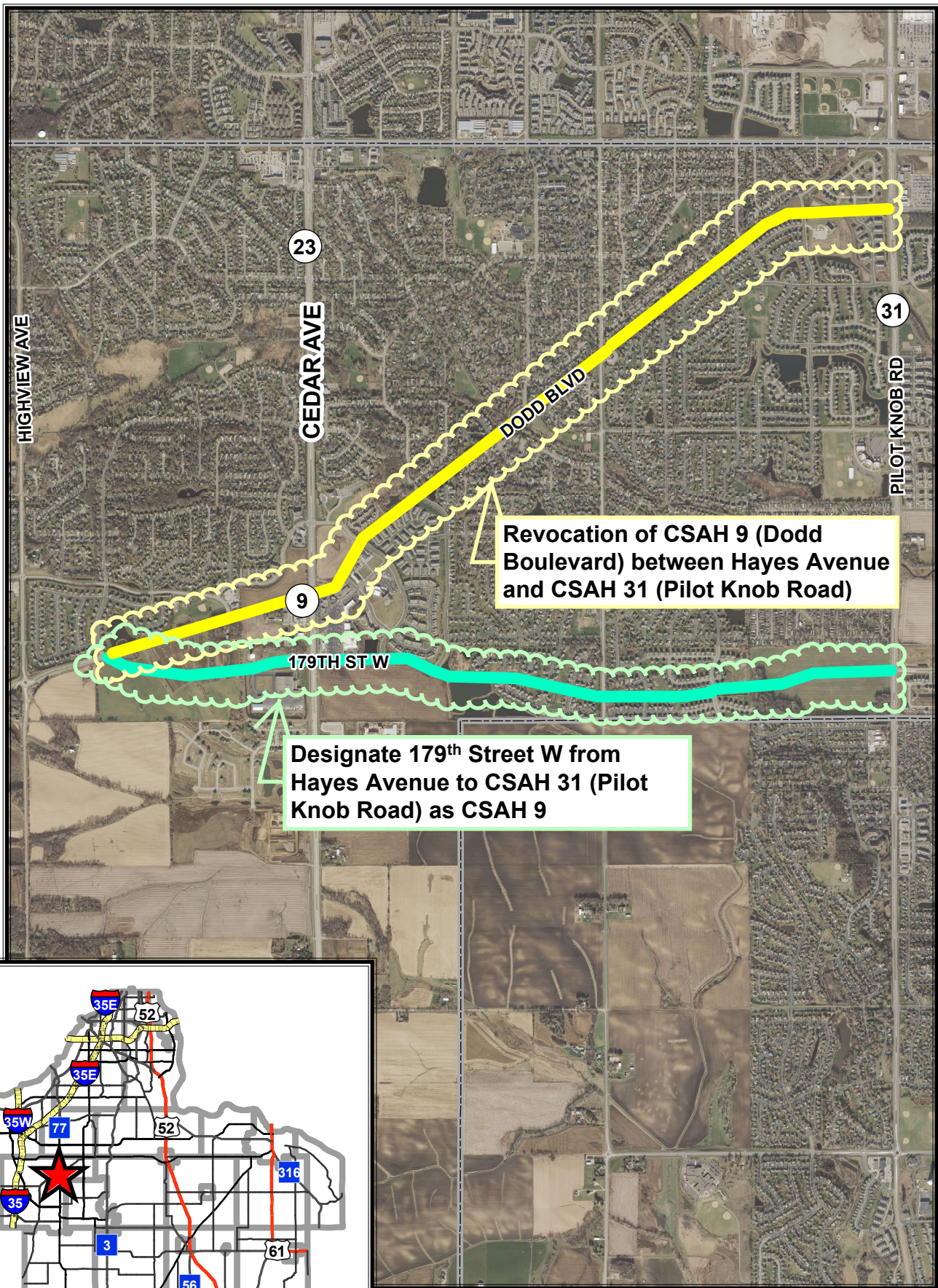
☐ N/A

CONTACT

Department Head: Erin Laberee

Author: John Sass

Prepared by Dakota County Physical Development Division



Revocation of CSAH 9 (Dodd Boulevard) between Hayes Avenue and CSAH 31 (Pilot Knob Road)

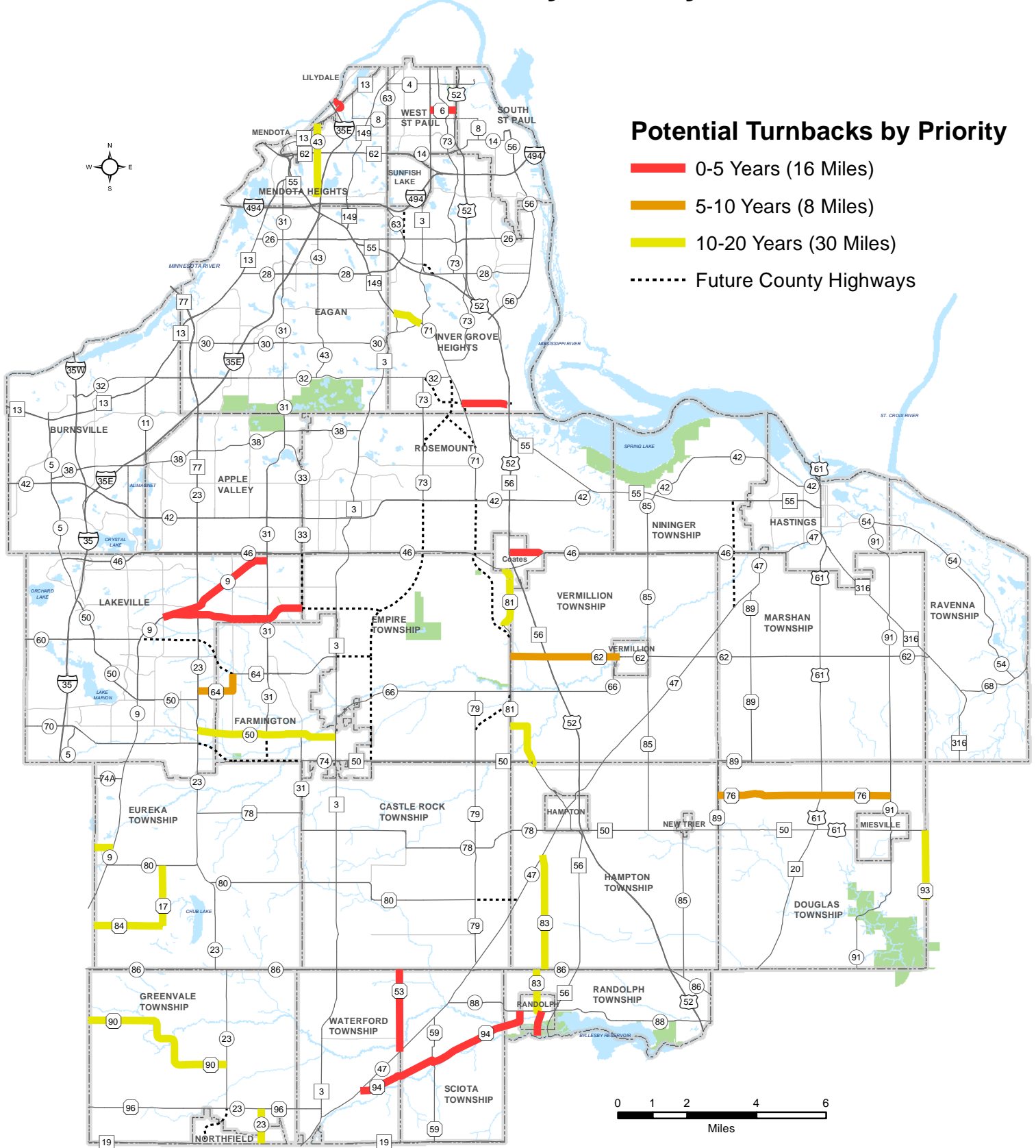
Designate 179th Street W from Hayes Avenue to CSAH 31 (Pilot Knob Road) as CSAH 9

County Project 9-56

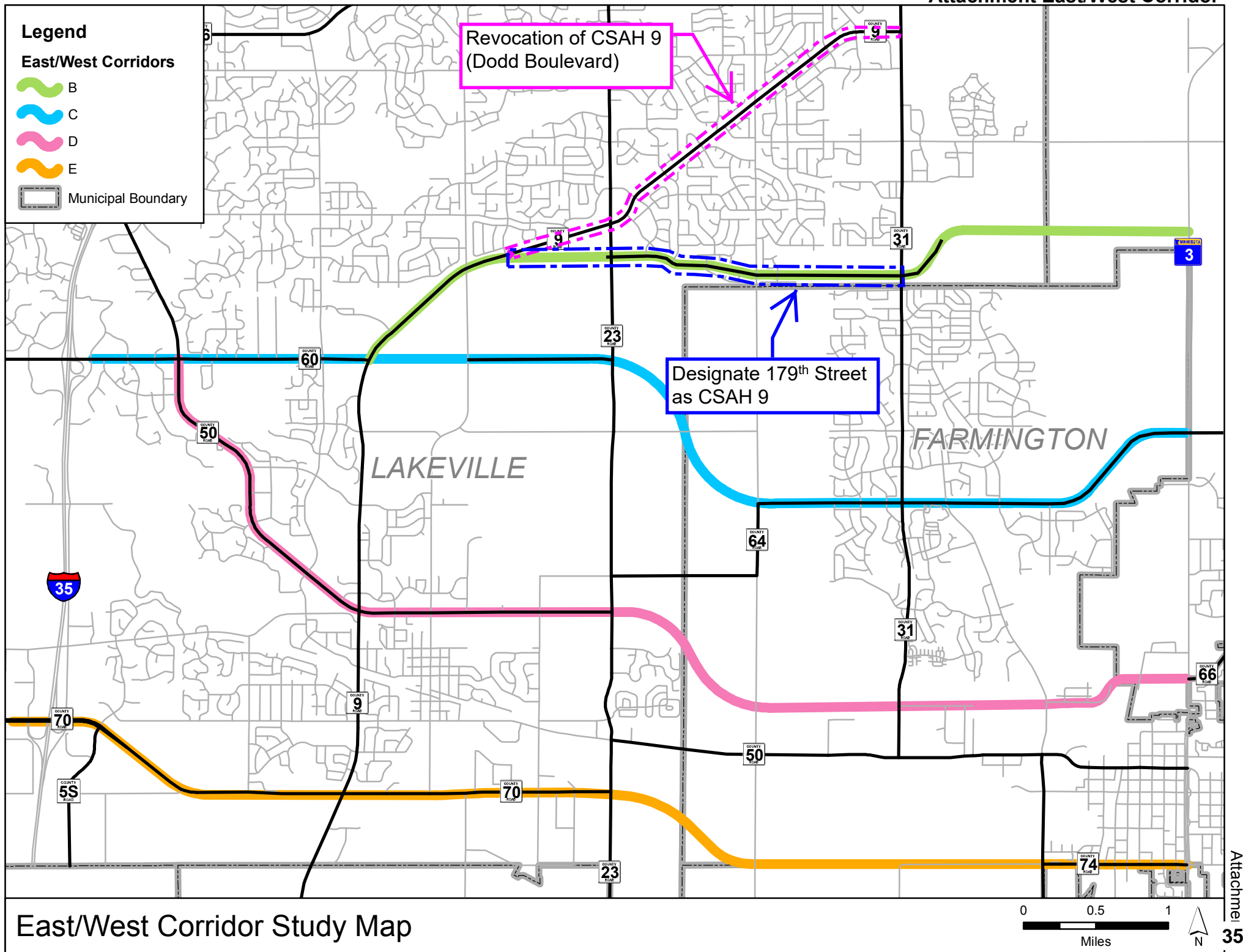
-  Revocation of County State Aid Highway
-  Designated County State Aid Highway

County Jurisdictional Transfer Plan

Turnbacks by Priority



Prepared by:
Dakota County Office of GIS, 2/2021.



Project 9-56

Year	Expense Budget			Funding Sources Budget						
	Budget	Proposed RBA	Revised Budget	Current County's Share	Proposed RBA	Revised County's Share	Current Non-County Funding	Proposed RBA	Revised Non-County Funding	Total Revised Project Funding
Prior to 2022	2,600,000	-	2,600,000	1,900,000	-	1,900,000	700,000	-	700,000	2,600,000
2022 Budget	7,220,000	-	7,220,000	3,750,000	-	3,750,000	3,470,000	-	3,470,000	7,220,000
2023 Plan	-		-	-	-	-	-	-	-	-
2024 Plan	-		-	-	-	-	-	-	-	-
2025 Plan	-		-	-	-	-	-	-	-	-
2026 Plan	-		-	-	-	-	-	-	-	-
Current CIP Total	7,220,000	-	7,220,000	3,750,000	-	3,750,000	4,170,000	-	3,470,000	7,220,000
Costs Beyond Current CIP	-		-	-		-	-		-	-
Total	9,820,000	-	9,820,000	5,650,000	-	5,650,000	4,170,000	-	4,170,000	9,820,000



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1362

Agenda #: 4.4

Meeting Date: 9/13/2022

DEPARTMENT: Environmental Resources

FILE TYPE: Consent Action

TITLE

Authorization To Amend County State Aid Highway 31 Wetland Bank

PURPOSE/ACTION REQUESTED

Authorize to amend the Declaration of Restrictions and Covenants for Dakota County State Aid Highway 31 Wetland Bank and authorization for County Board Chair to execute the amendment.

SUMMARY

In the early 2000s, a number of existing wetlands were negatively impacted when County State Aid Highway 31 was improved. To mitigate these wetland impacts and pursuant to the state Wetland Conservation Act of 1991, 17.1 wetland credits were required. One option to obtain those credits was to establish a wetland bank, administered through the Minnesota Board of Water and Soil Resources (BWSR. By Resolution No. 02-562 (November 5, 2002), the County Board of Commissioners approved the establishment of the wetland bank and associated Declaration of Restrictions and Covenants for the Dakota County State Aid Highway 31 Wetland Bank (Declaration), which was executed by the County Board Chair on December 17, 2002, and recorded as Document No. 1983896 on January 14, 2003, in the County Recorder's Office.

During trail design for construction of a segment of the North Creek Greenway in 2022, the original legal description the wetland bank area cited in the Declaration was determined to be incorrect. It failed to exclude 25 feet along the southern boundary, which was intended by the County and the City of Lakeville for future public use as a trail corridor.

The Declaration included language that the Declaration can be modified by the County with written approval of BWSR and the City of Lakeville (City). Staff drafted an amendment to the Declaration that includes a revised legal description excluding the 25-foot wide trail corridor and reducing the total wetland bank easement by 2,000 square feet (See attached legal description and general depiction). All other terms and conditions of the 2002 Declaration are reaffirmed by the County and shall remain in full force and effect for the amended wetland bank area. The City of Lakeville approved the requested amendment on July 20, 2022. Once approved by the County Board, the amended Declaration will be submitted to BWSR for review and approval.

RECOMMENDATION

Staff recommends that the Declaration of Restrictions and Covenants for Dakota County State Aid Highway 31 Wetland Bank be amended and that the County Board Chair execute the amendment.

EXPLANATION OF FISCAL/FTE IMPACTS

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

RESOLUTION

WHEREAS, planned improvements to County State Aid Highway 31 in the early 2000s would negatively impact existing wetlands; and

WHEREAS, the state Wetland Conservation Act of 1991 required mitigation for wetland impacts; and

WHEREAS, a 17.1-acre wetland bank, administered through the Minnesota Board of Water and Soil Resource (BWSR), was proposed to locally mitigate these wetland impacts; and

WHEREAS, by Resolution No. 02-562 (November 5, 2002), the County Board of Commissioners approved the establishment of a 17.1-acre wetland bank and authorized the execution of a Declaration of Restrictions and Covenants for Dakota County State Aid Highway 31 Wetland Bank (Declaration) which described wetland bank requirements and the legal description of the wetland bank area; and

WHEREAS, the intent of the mitigation project and Declaration was to also exclude 25 feet of the southern portion of the identified property parcel and reserve it for future public use as a trail corridor; and

WHEREAS, it was recently discovered during the North Creek Greenway trail design and construction process that the legal description for the Declaration did not exclude the future trail corridor in the wetland bank area; and

WHEREAS, the Declaration includes language to request the modification of the Declaration with written approval by the City of Lakeville and BWSR; and

WHEREAS, staff and the County Attorney's Office prepared an Amendment to Declaration of Restrictions and Covenants for Dakota County State Aid Highway 31 Wetland Bank; and

WHEREAS, the Amendment to Declaration of Restrictions and Covenants for Dakota County State Aid Highway 31 Wetland Bank includes a revised legal description for the wetland bank area that excludes the trail corridor and reaffirms that all other terms and conditions of the 2002 Declaration shall remain in full force and effect for the amended wetland bank area.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby authorizes amending the Declaration of Restrictions and Covenants for Dakota County State Aid Highway 31 Wetland Bank; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby authorizes the Chair to execute the Amendment to Declaration of Restrictions and Covenants for Dakota County State Aid Highway 31 Wetland Bank and to submit the amended Declaration to Minnesota Board of Water and Soil Resources; and

BE IT FURTHER RESOLVED, That upon approval by the Minnesota Board of Water and Soil Resources, the fully executed Declaration of Restrictions and Covenants for Dakota County State

Aid Highway 31 Wetland Bank will be recorded in the County's Recorder's Office and a copy of the recorded Amendment to Declaration of Restrictions and Covenants for Dakota County State Aid Highway 31 Wetland Bank will be provided to the Minnesota Board of Water and Soil Resources.

PREVIOUS BOARD ACTION

02-562;11/05/02

ATTACHMENTS

Attachment: Legal Description for Revised Wetland Bank

Attachment: General Depiction of Revised Wetland Bank

BOARD GOALS

☐ A Great Place to Live

☒ A Healthy Environment

☐ A Successful Place for Business and Jobs

☐ Excellence in Public Service

PUBLIC ENGAGEMENT LEVEL

☐ Inform and Listen

☐ Discuss

☐ Involve

☒ N/A

CONTACT

Department Head: Alan Singer

Author: Alan Singer

Attachment: Legal Description of Wetland Bank

That part of the West Half of the Southeast Quarter of Section 12, Township 114 North, Range 20 West, Dakota County, Minnesota described as follows:

Commencing at the Southwest corner of said West Half of the Southeast Quarter; thence North 00 degrees 07 minutes 05 seconds West assumed bearing along the west line of said West Half of the Southeast Quarter 25.00 feet to the point of beginning; thence North 00 degrees 07 minutes 05 seconds West along said west line 1656.68 feet; thence North 89 degrees 52 minutes 55 seconds East 136.05 feet; thence South 19 degrees 35 minutes 45 seconds East 540.57 feet; thence South 12 degrees 23 minutes 01 seconds East 436.24 feet; thence South 40 degrees 50 minutes 45 seconds East 200.00 feet; thence South 35 degrees 50 minutes 45 seconds East 351.42 feet; thence South 07 degrees 26 minutes 35 seconds East 290.00 feet to the north line of the south 25.00 feet of said West Half of the Southeast Quarter; thence North 89 degrees 50 minutes 45 seconds West 781.66 feet along said north line of the south 25.00 feet to the point of beginning.





Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1334

Agenda #: 4.5

Meeting Date: 9/13/2022

DEPARTMENT: Physical Development Administration

FILE TYPE: Consent Information

TITLE

Update On Lebanon Hills Sustainable Trails Study

PURPOSE/ACTION REQUESTED

Receive an update on Phase 1: Existing Trails Evaluation for Lebanon Hills Sustainable Trails Study.

SUMMARY

Background

By Resolution No. 15-156 (March 17, 2015), the Dakota County Board of Commissioners adopted an updated Master Plan (MP) for 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 addresses 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; ADA accessibility; reduction of trail-related erosion issues; identification of deferred trail maintenance needs; and improvement of sustainable maintenance practices.

The Study is being conducted in two phases: Phase 1: Assessment (Summer 2022) and Phase 2: Recommendations and Implementation Strategy (Fall 2022). Outreach with Wilderness in the City (WITC), Minnesota Off-Road Cyclists (MORC), and the School of Environmental Studies (SES) students is occurring during each phase.

Phase 1: Assessment (Attachment: LHRP Existing Trails Evaluation Summary)

The first phase of the project, Assessment, is complete. This phase included field assessment of all 50 miles of existing trails in the park and assessment of each trail's ability to provide high-quality trail and nature-based recreation experiences, impact on high-quality natural areas and important cultural sites, ADA accessibility, safety and risk concerns, trail erosion, and deferred maintenance.

SES students were introduced to the project in June and were invited to participate in the field evaluation during July. Additional engagement is planned for the fall semester of 2022. Initial meetings to discuss the project were held with MORC on August 4 and with WITC on August 25.

Key findings:

- West Park. Most of the mountain bike trail system provides a high-quality recreation

experience and is one of the more popular mountain bike destinations in the Twin Cities. Constructed over twenty years ago, some areas need improvements. The designated hiking and skate ski trails have areas of severe erosion due to steep fall line alignments.

- Middle Park. Many of the hiking trails have moderate to severe erosion and direct runoff into lakes and wetlands. The hiking trails lack connectivity to Camp Sacajawea, and there is a lack of accessible trails for campground visitors. The equestrian trails are located on steep topography and are experiencing severe erosion.
- East Park. The east segment of the park has the highest concentration of trails that serve the needs of hikers, skiers, and equestrian riders. Due to more forgiving terrain and sustainably built trails, the majority of erosion issues on the hiking and horseback riding trails are moderate to minor. The portage trails are generally in good condition though some steeper alignments have severe erosion and sediment depositing into lakes. The paved trails are generally in good condition.

Next Steps

Trail recommendations and an implementation strategy will be developed this fall based on the existing trail assessment. The Study recommendations and implementation strategy will be presented to Dakota County Board of Commissioners in December 2022.

RECOMMENDATION

Information only; no action requested

EXPLANATION OF FISCAL/FTE IMPACTS

- | | | |
|--|---|--------------------------------|
| <input checked="" type="checkbox"/> None | <input type="checkbox"/> Current budget | <input type="checkbox"/> Other |
| <input type="checkbox"/> Amendment Requested | <input type="checkbox"/> 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

ATTACHMENTS

Attachment: Lebanon Hills Regional Park Existing Trails Evaluation Summary

BOARD GOALS

- | | |
|---|---|
| <input checked="" 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 |

PUBLIC ENGAGEMENT LEVEL

- | | | | |
|---|----------------------------------|----------------------------------|------------------------------|
| <input checked="" type="checkbox"/> Inform and Listen | <input type="checkbox"/> Discuss | <input type="checkbox"/> Involve | <input type="checkbox"/> N/A |
|---|----------------------------------|----------------------------------|------------------------------|

CONTACT

Department Head: Georg Fischer

Author: Lillian Leatham



Memorandum

SRF No. 15650

To: Lil Leatham, Principal Planner
Dakota County, Physical Development Administration

From: Ken Grieshaber, Project Director

Date: August 31, 2022

Subject: Lebanon Hills Regional Park Sustainable Trails Study

Background/Context

The Lebanon Hills Regional Park Sustainable Trails Study is being undertaken to provide a detailed assessment of existing trail conditions in the 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 and high-quality trail recreation and nature-based experiences. The study is occurring in two phases, Phase I: Trail Assessment and Phase II: Recommendations and Implementation Strategy. This memo is a summary of the Phase I Assessment results. Phase II Recommendations and Implementation Strategy will be based on this assessment and be developed in Fall 2022. Outcomes of this study will help guide priorities, phasing, and funding needs for implementing future trail improvements.

As an initial step for developing trail improvement recommendations for the park, on site field assessments were completed for the approximately fifty miles of existing trails located in the west, middle, and east segments of the park. Field identification of site issues were recorded using hand-held GPS units and photos to document existing trail conditions.

Trail networks serving the needs of hiking, mountain biking, cross-country skiing, and equestrian user groups were all evaluated in three segments of the park, and issues identified in the field for needed improvements. (See Figure 1). To augment the detail field trail assessment, Minnesota Off-Road Cyclists (MORC), Wilderness in the City (WITC), and School of Environmental Studies (SES) are being engaged to provide comment and feedback on existing trail conditions and trail improvement recommendations.

Trail Evaluation Criteria

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. (See Figure 2)
- 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.
- 3. Safety, Risk, and Hazard Concerns** – Tight turns, steep slopes, or other obstacle which poses a higher chance of injury to trail user.
- 4. Wayfinding and Circulation Issues** – Trail intersections or alignments which are confusing for trail user to follow and stay on intended route.
- 5. Poor Site Drainage** – Trail segments that have low spots that collect storm water or do not allow for cross slope drainage.
- 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.
- 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. 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 fat tire biking has increased in popularity over the last several years. (See Figure 3)

Most of the hiking, equestrian, and ski trails in the park are maintained at an average width of eight feet which allows for maintenance and emergency vehicle access to most of the trail system throughout the park. 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. At the time trails were installed, developed, or inherited, they were not designed with wildlife and habitat requirements in mind. The Phase I assessment evaluated the trail system as a whole to determine how it impacts wildlife and habitat. Phase II recommendations will focus on reducing impacts to natural resources while improving the physical sustainability of the trails. To evaluate how existing trails are impacting natural resources, all trail erosion issues identified within 100 feet of wetlands or lakes were measured. Erosion on trails within 100 feet of wetlands or lakes can negatively influence water quality. In addition to evaluating erosion near lakes and wetlands, the Phase I assessment located all existing steep slopes and highly erodible soils as these areas are more likely to erode overtime (See Figures 4, 5, & 6). Lastly, all significant and sensitive natural resources in the park were identified (See Figure 7). The natural resources identified in the park were grouped into three categories (see list below) to help guide recommendations for trails that currently may be impacting sensitive natural resource areas in the park (See Figure 8).

Natural Resource Category A

- 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

- Sensitive natural resources
- Interior/Old Growth Forests
- Former Oak Savanna
- Recently restored areas

Natural Resource Category C

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

General Trail Condition Observations

The following existing trail conditions were observed within each section of the park for trail user groups:

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 9)

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.
- Several 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 improvements. Many features are outdated or in disrepair.
- The current trails system and skills course does not accommodate adaptive biker user needs.
- The trail segment known as the prairie area has constant erosion and needs continual maintenance.
- Embankment turns 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.

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 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.
- Hiking trail network does allow loops of varying distances.

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 10).

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 east segment 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 poorly designed.
- 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 up steep topography in this area the park. Other observations included:

- Hikers, trail runners, and bikers were observed using equestrian trails.
- Some equestrian riders on the trail at the time of field evaluation commented they liked the steeper terrain in this area of the park for training and conditioning their horses.

- 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.

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 in the east segment coincided with fewer severely eroded trail conditions than the west or middle segments of the park (See Figure 11). The east segment also has the most valuable natural resources in the park with the most lakes, wetlands, rare habitat, and rare/remnant plant communities (See Figure 7). As such, the east segment has the highest percentage of trails in a significant natural resource area.

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 can be corrected through sustainable trail design and maintenance methods that diverge water off the trail in more frequent intervals because trails are generally well aligned with the topography.
- 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.
- Decommissioned trails and maintenance roads not clearly identified causing wayfinding confusion.
- Lack of accessible hiking trail loops from Jensen Lake Trailhead 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 travelers going different speeds to easily pass.
- Lack of formal connection to park from neighborhood could cause unofficial trails being developed through the remnant prairie north of Buck Pond.
- High concentration of trails through the sensitive wildlife habitat area.

Equestrian/Classic Ski Trails

- Trails 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 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

Paved Trails

- The paved trails were generally in good condition.
- McDonough Lake trail provides accessible trail loop.
- Some root intrusion of 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.

Assessment Results

Based on observations made in the field, trail lengths and points were mapped identifying conflicts and areas in need of improvement to establish a more sustainable and higher quality trail experience in the park. (See Figures 9, 10, and 11)

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. 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 which will be developed in Phase II this fall. (See Figures 12, 13, and 14)

FIGURE 1: PARK CONTEXT MAP

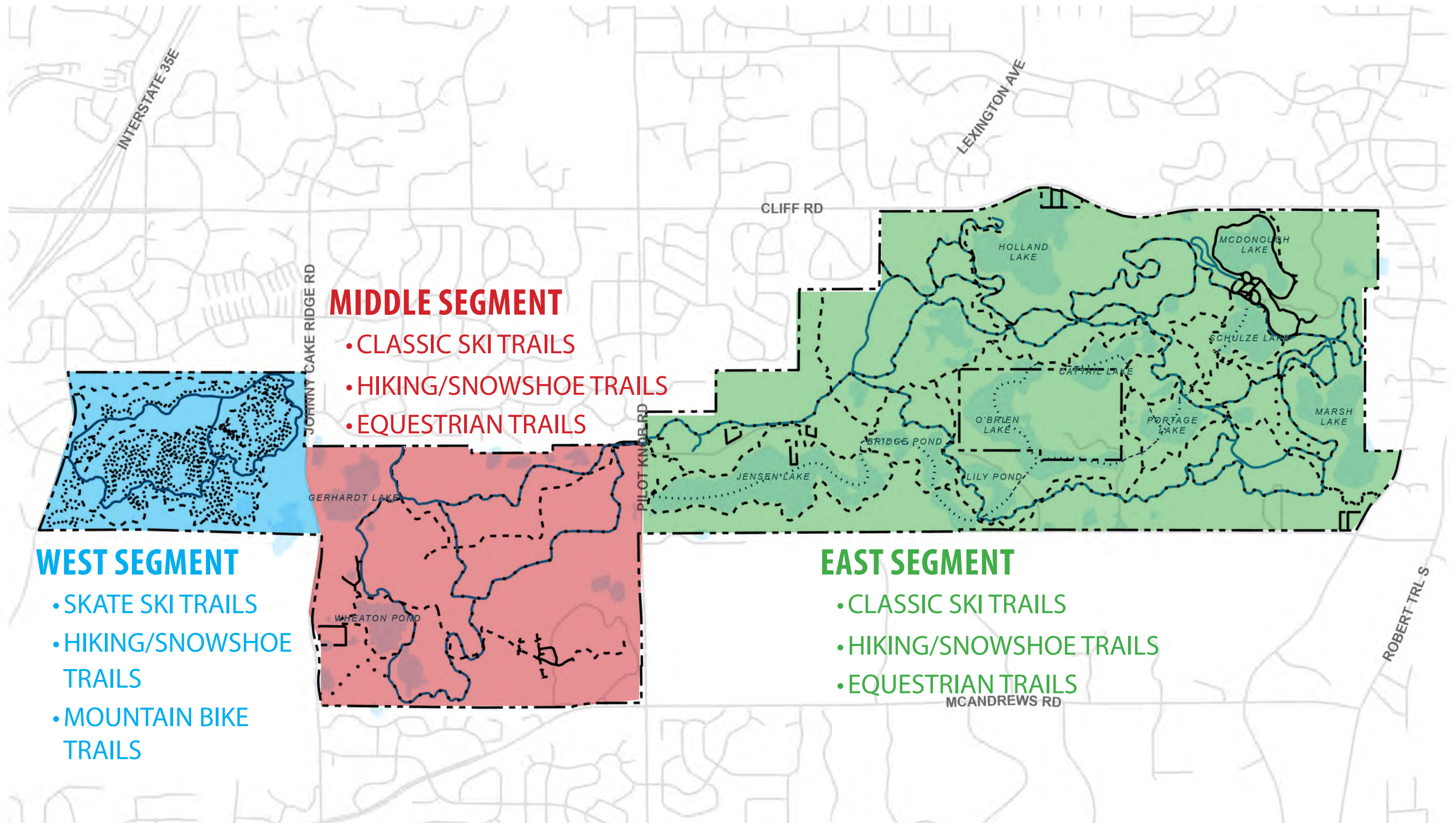


FIGURE 2: TRAIL EROSION

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

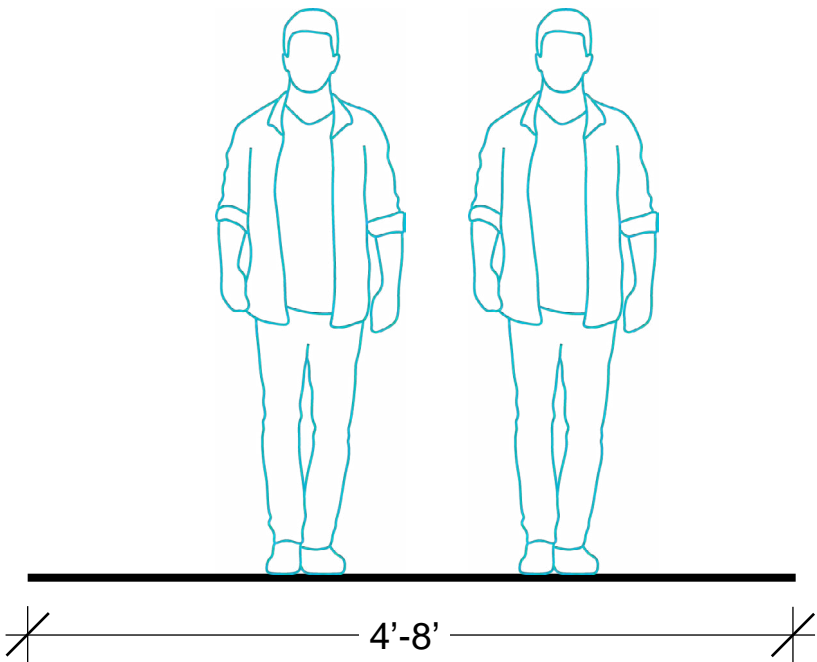


FIGURE 3: EXISTING TRAIL TYPOLOGIES

Summer Use

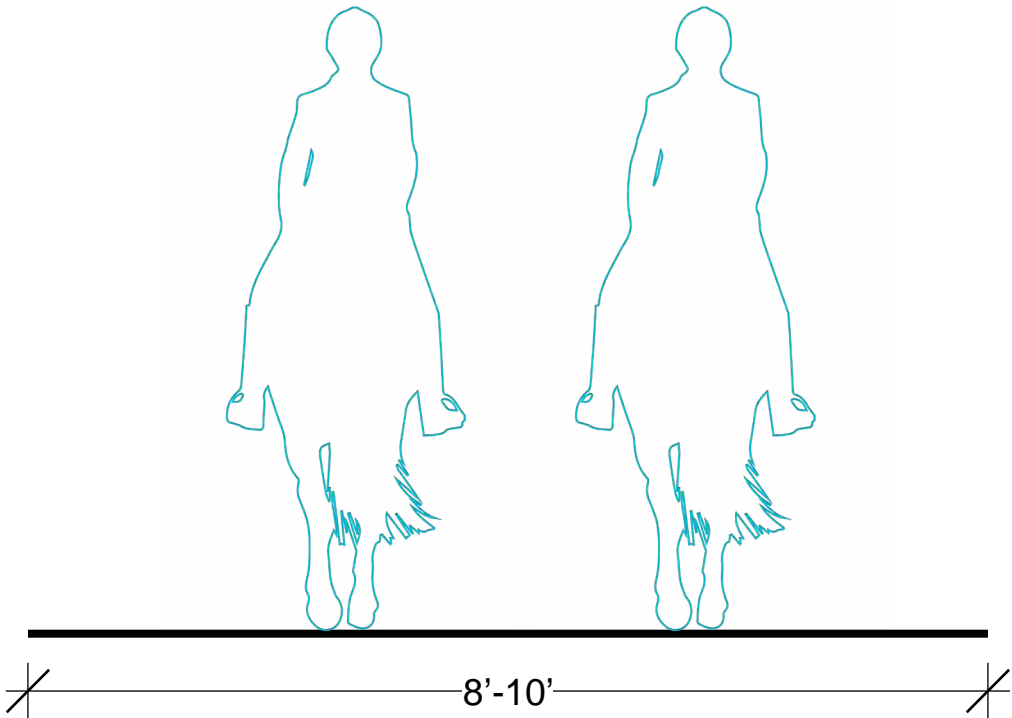
Hiking Trails

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



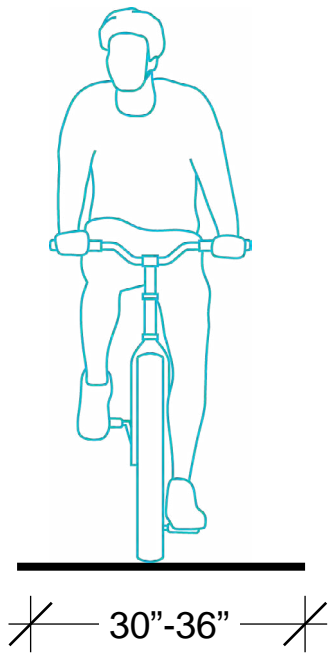
Equestrian Trails

Surface: Grass, dirt, gravel
Width: 8'-10'



Mountain Bike Trails

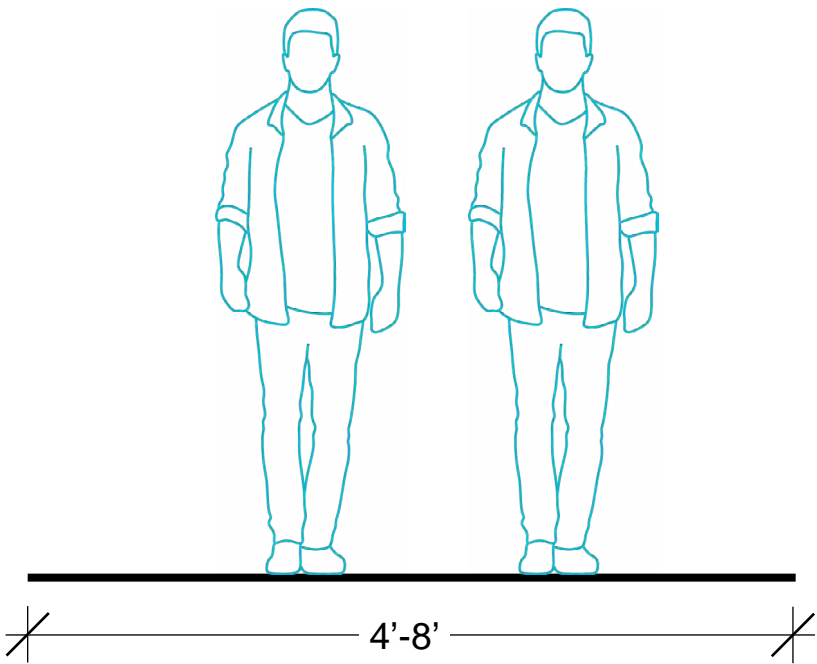
Surface: Dirt (summer) or Snow packed (winter)
Width: 30"-36"



Winter Use

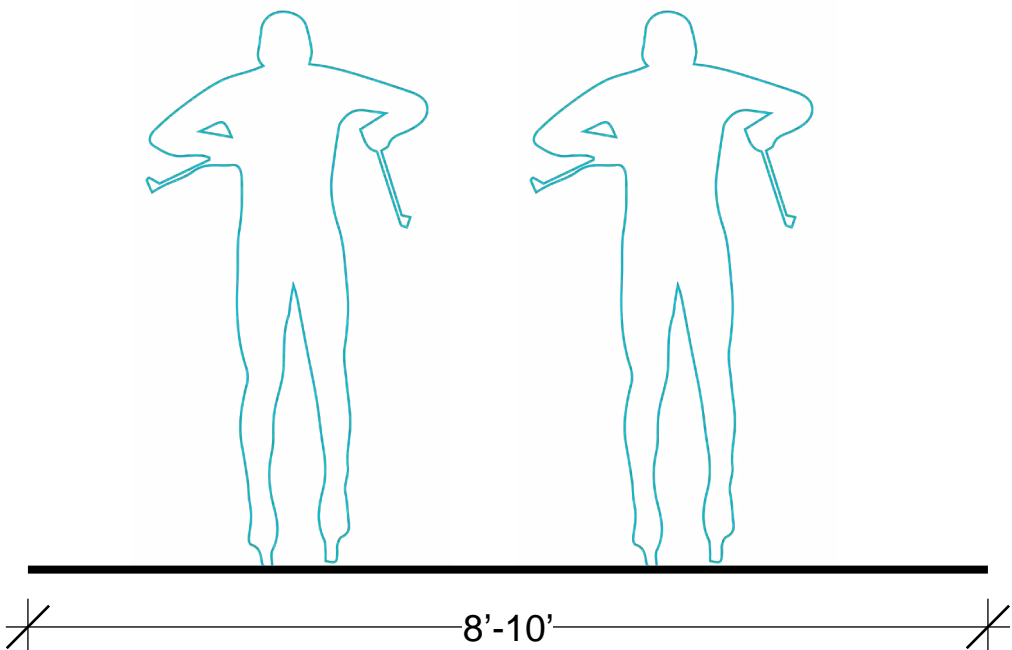
Snowshoe Trails

Surface: Natural snow
Width: 4'-8'



Classic Ski Trails

Surface: Snow tracked
Width: 8'-10'



Skate Ski Trail

Surface: Snow groomed
Width: 8'-10'

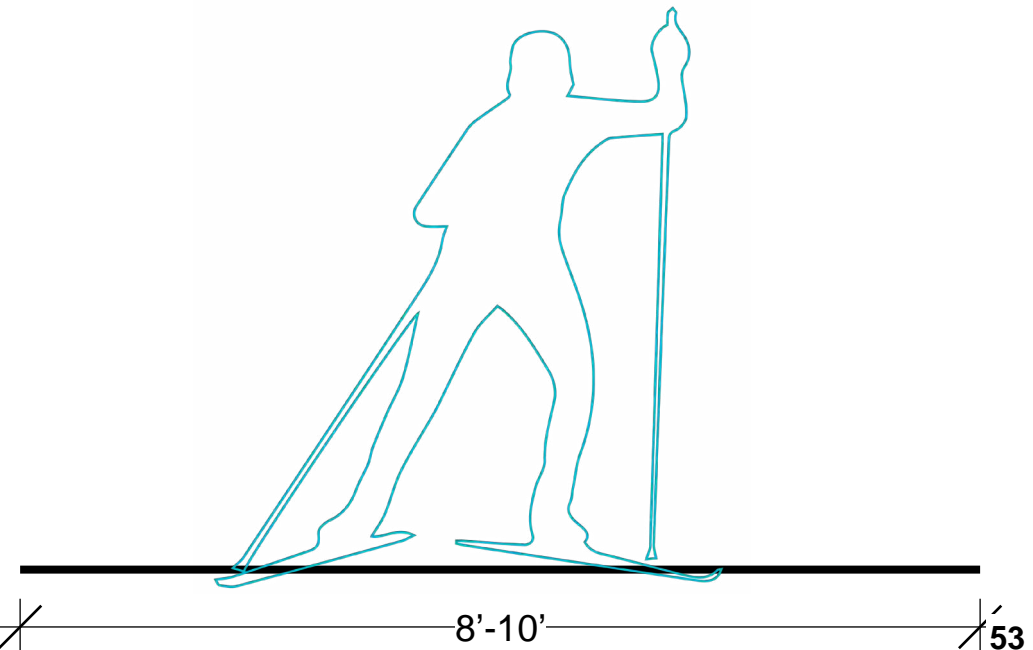


FIGURE 4: SLOPES

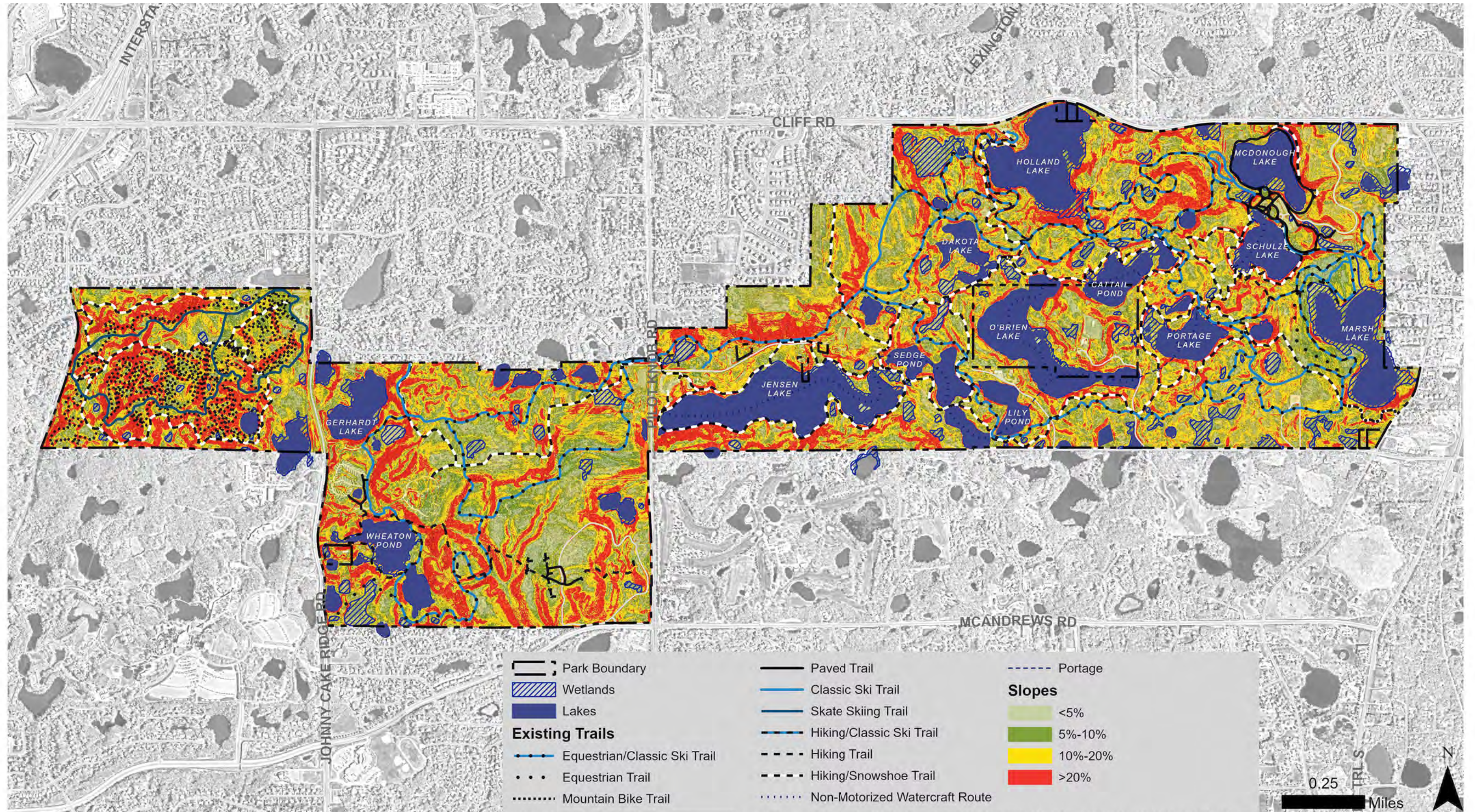


FIGURE 5: SOIL ERODIBILITY (K FACTOR)

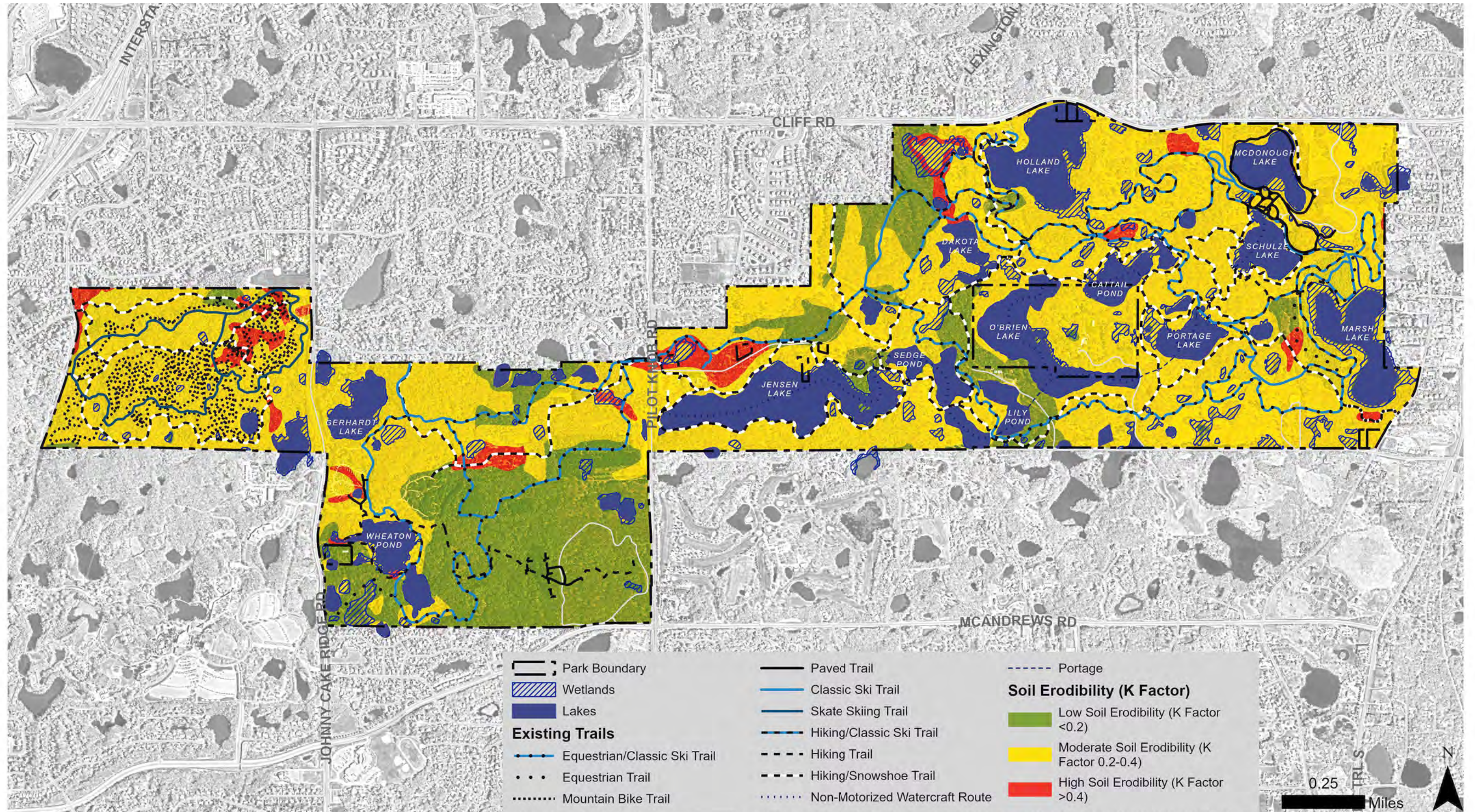


FIGURE 6: SOIL SUITABILITY FOR TRAILS

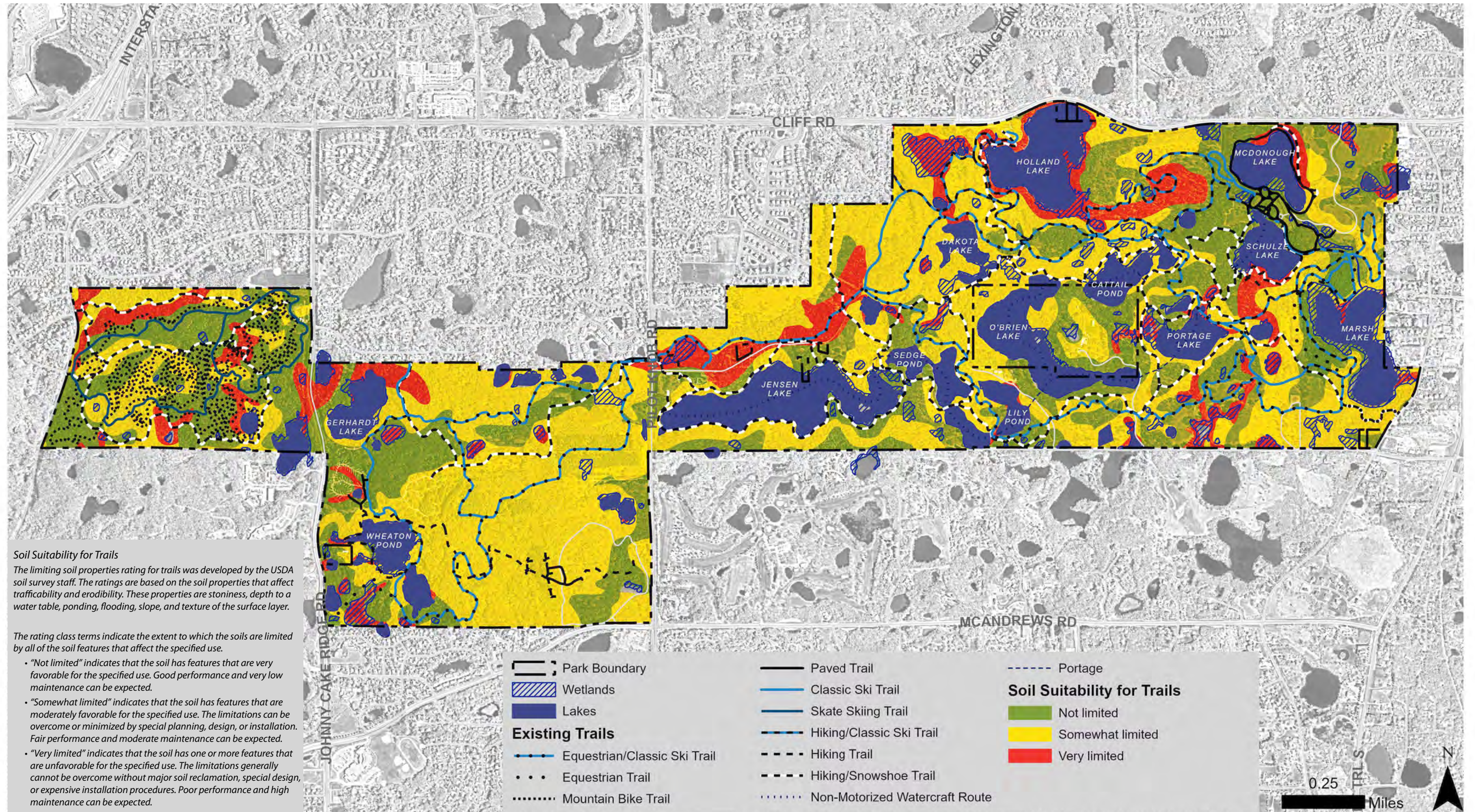


FIGURE 7: SIGNIFICANT NATURAL RESOURCES

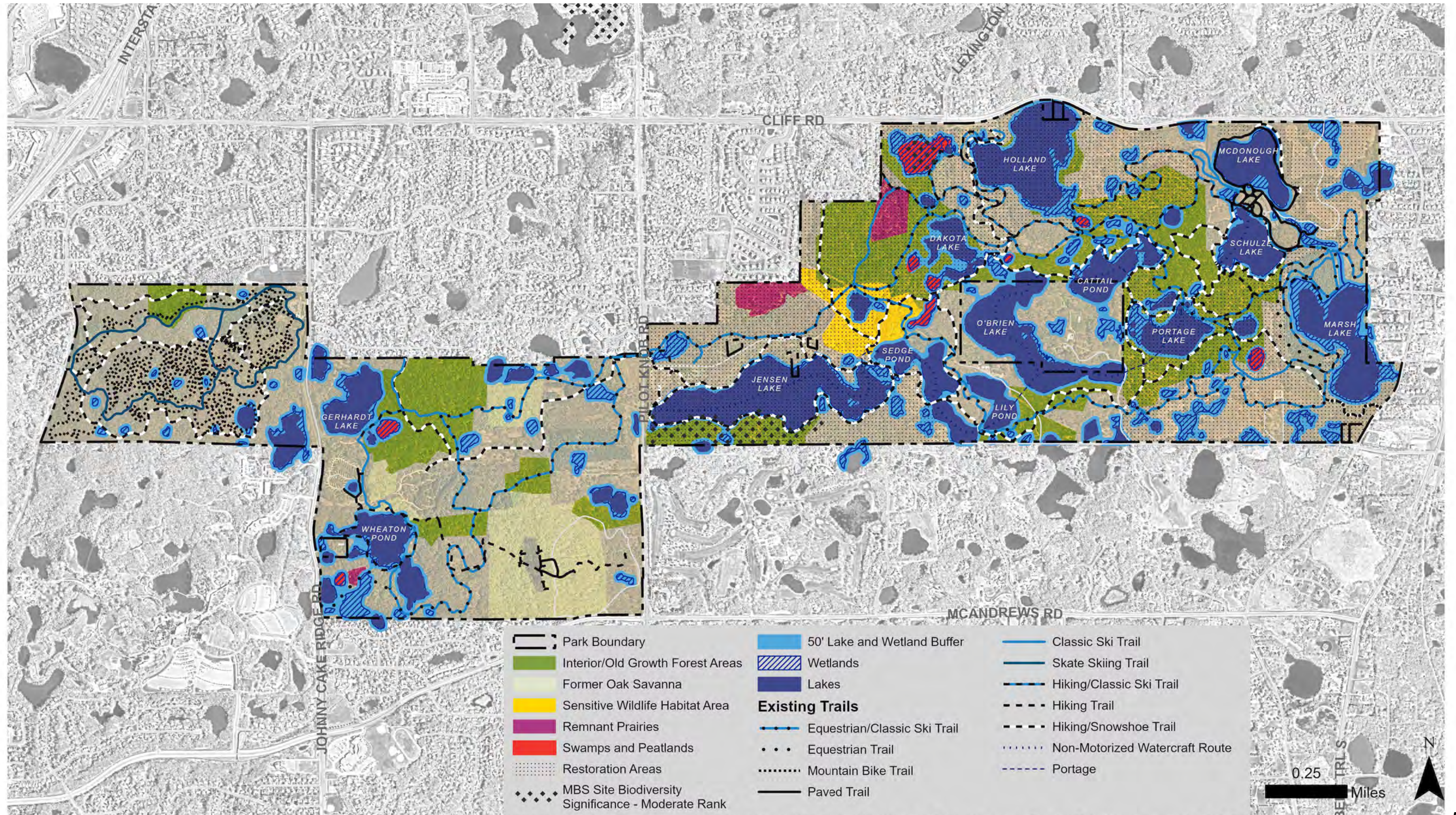


FIGURE 8: NATURAL RESOURCE TYPES

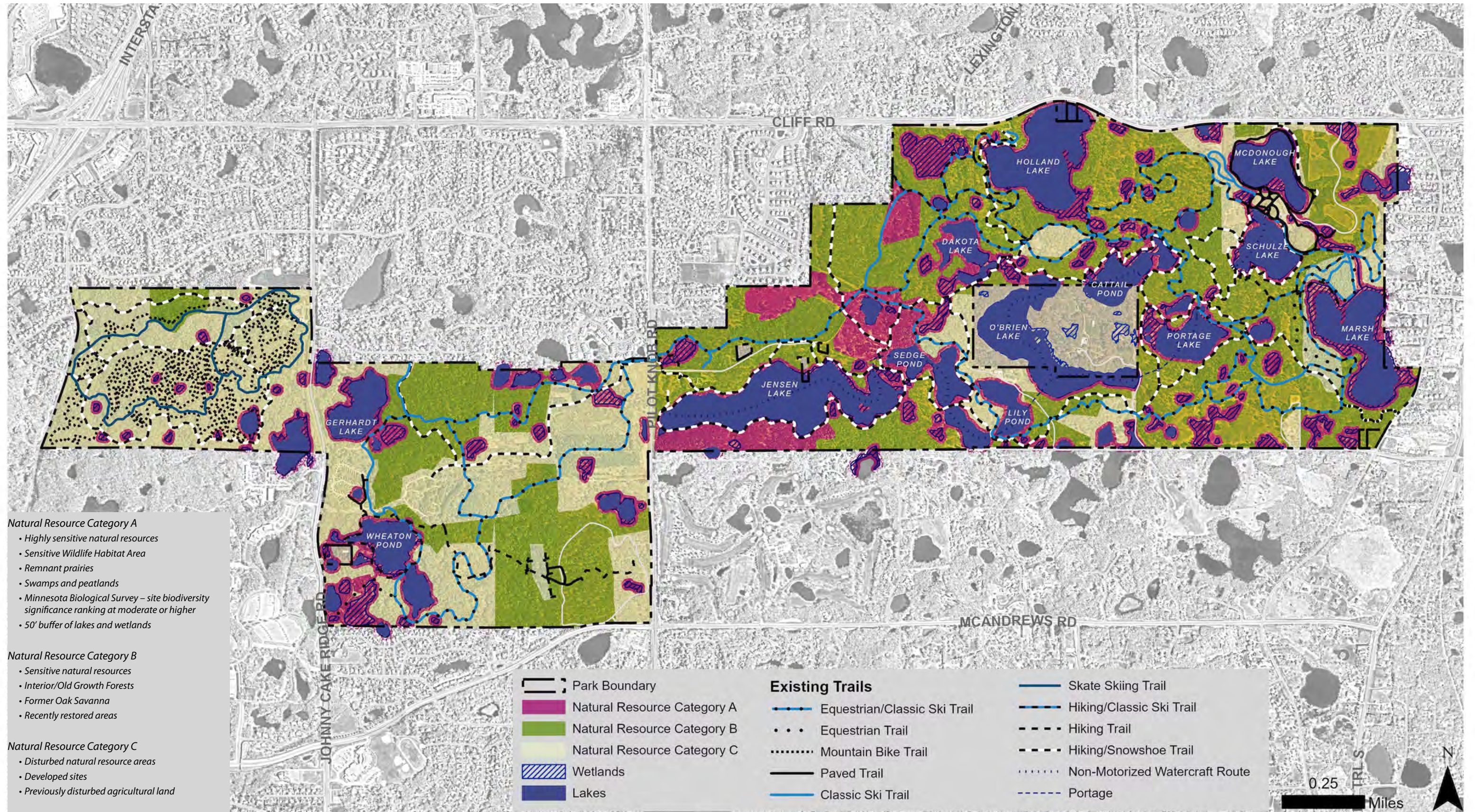


FIGURE 9: WEST SEGMENT TRAIL OBSERVATION MAP

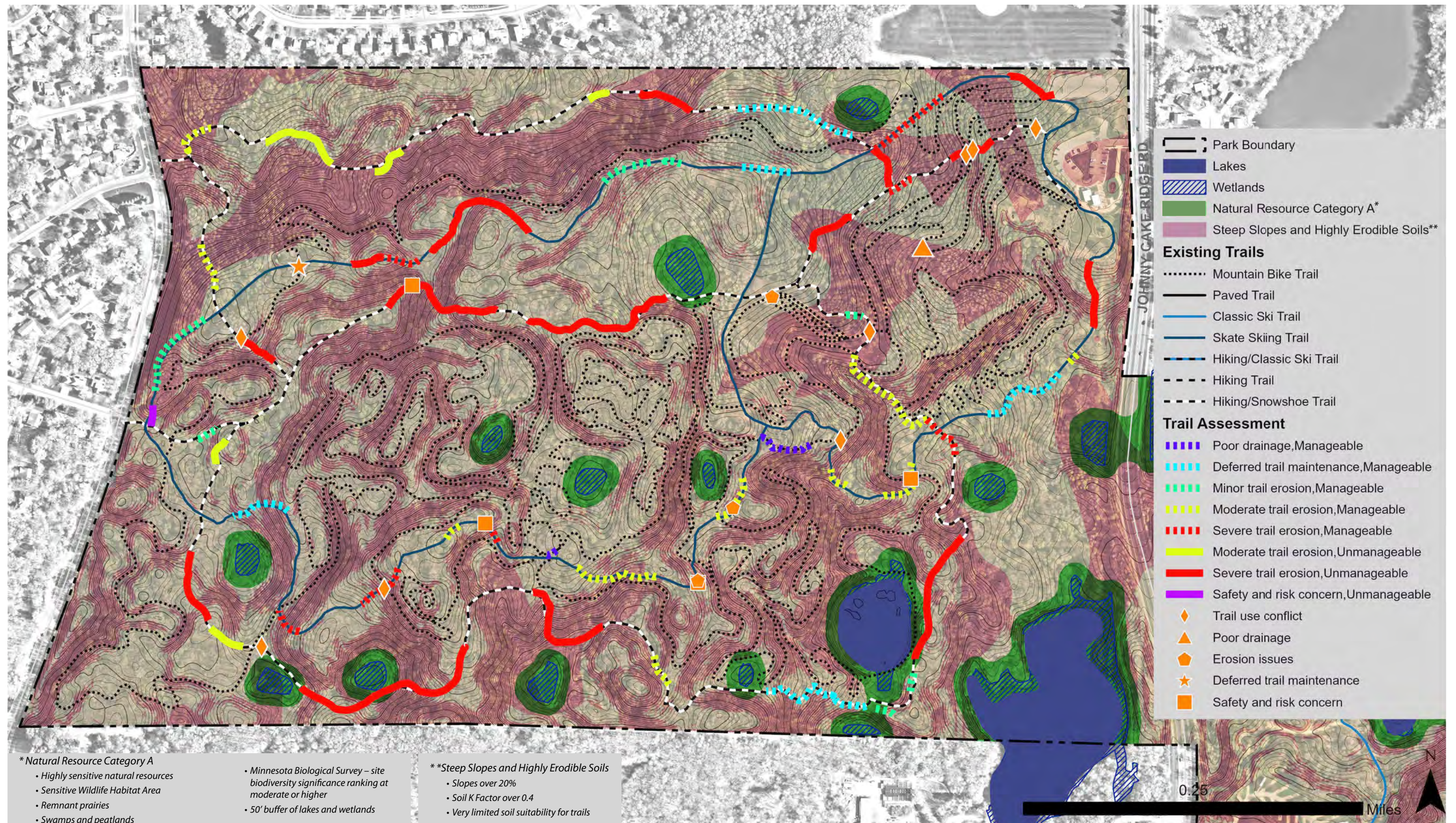


FIGURE 10: MIDDLE SEGMENT TRAIL OBSERVATION MAP

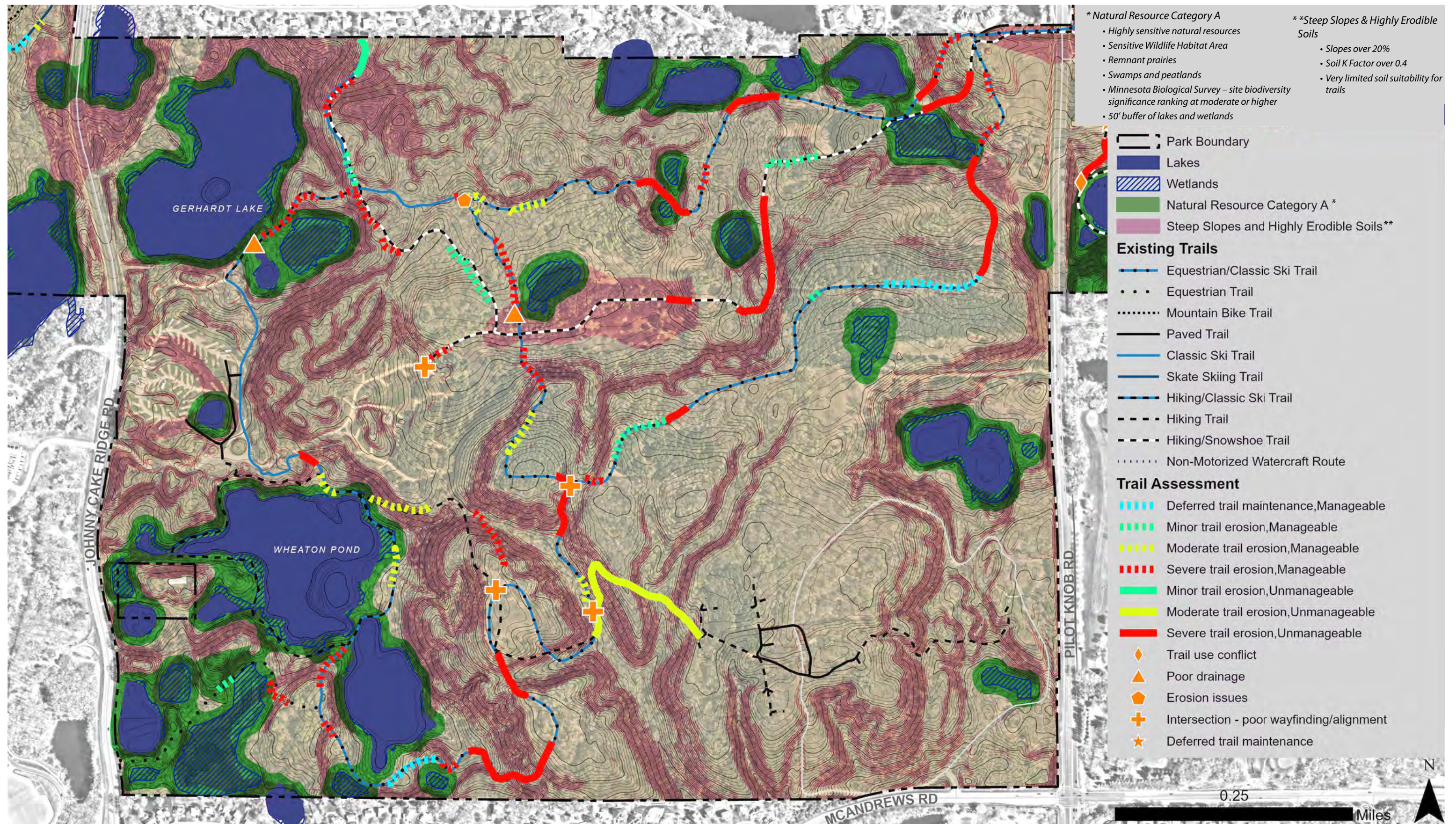
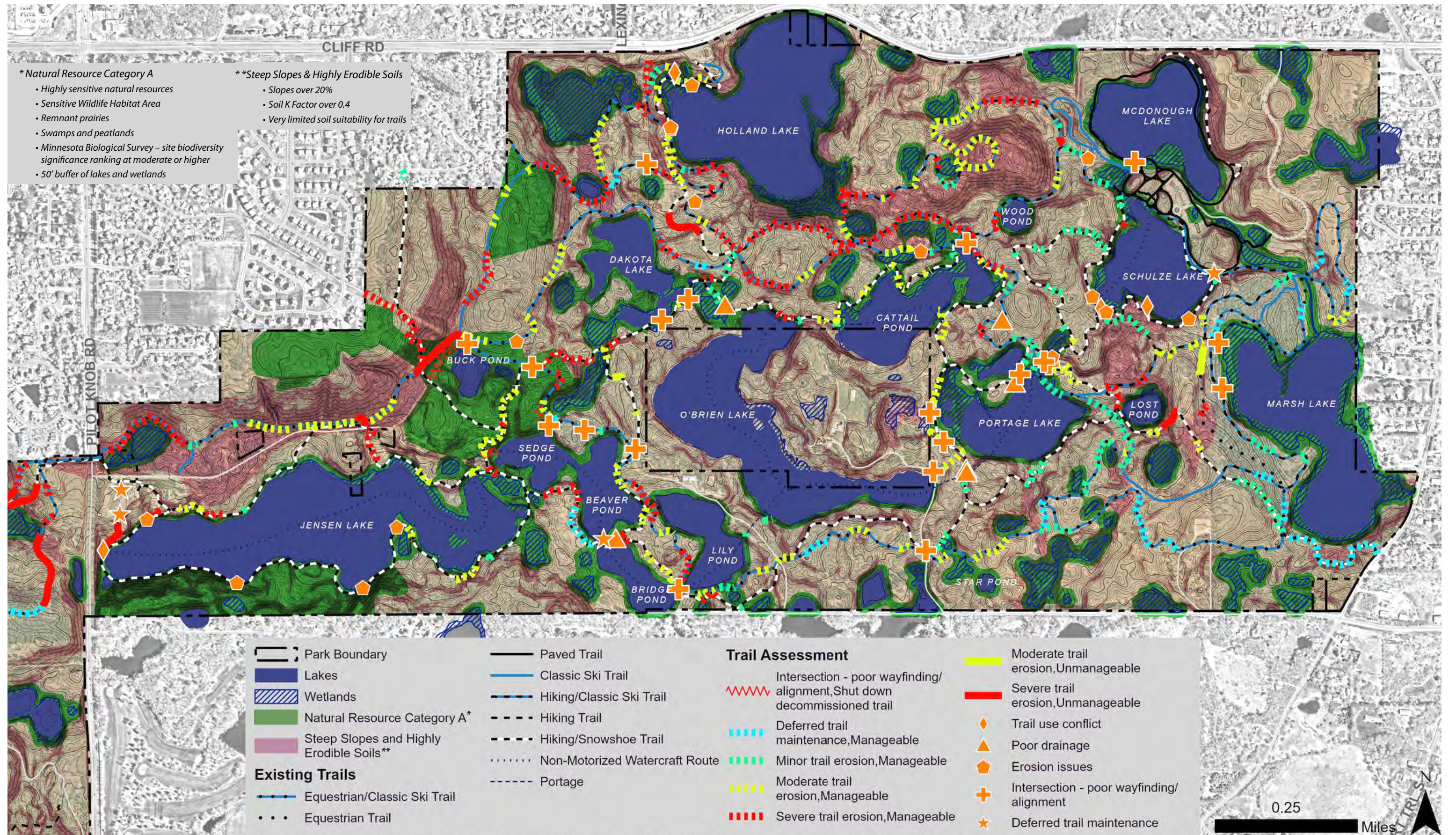


FIGURE 11: EAST SEGMENT TRAIL OBSERVATION MAP



— **FIGURE 12:** WEST SEGMENT TRAIL OBSERVATION SUMMARY TABLE —

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 13:** MIDDLE SEGMENT TRAIL OBSERVATION SUMMARY TABLE —

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: EAST SEGMENT TRAIL OBSERVATION SUMMARY TABLE

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%



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1348

Agenda #: 4.6

Meeting Date: 9/13/2022

DEPARTMENT: Physical Development Administration

FILE TYPE: Consent Information

TITLE

Planning Commission Update

PURPOSE/ACTION REQUESTED

Receive an update on issues addressed by the Planning Commission.

SUMMARY

The Dakota County Planning Commission met on Thursday, August 25, 2022. The Planning Commission discussed the following issues:

North Creek Greenway Natural Resource Management Plan

The Planning Commission reviewed comments received during the North Creek Greenway Natural Resources Management Plan public review period. Several changes were made to the plan as a result of public comments. The Planning Commission recommended that the plan be forwarded to the County Board for adoption.

Miesville Ravine Park Reserve Master Plan and Natural Resources Management Plan

The Planning Commission received a presentation on the process to update the Miesville Ravine Master Plan and a status update on the progress of the Natural Resources Management Plan. Planning Commissioners reviewed the list of stakeholders that have been identified in the planning process and made suggestions about how to engage the public.

RECOMMENDATION

None.

EXPLANATION OF FISCAL/FTE IMPACTS

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

RESOLUTION

Information only; no action requested.

PREVIOUS BOARD ACTION

None.

ATTACHMENTS

Attachment: Draft Meeting Minutes

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 |

PUBLIC ENGAGEMENT LEVEL

- | | | | |
|--|----------------------------------|----------------------------------|---|
| <input type="checkbox"/> Inform and Listen | <input type="checkbox"/> Discuss | <input type="checkbox"/> Involve | <input checked="" type="checkbox"/> N/A |
|--|----------------------------------|----------------------------------|---|

CONTACT

Department Head: Erin Stwora
Author: Kurt Chatfield



Meeting Minutes: Dakota County Planning Commission Advisory Committee Meeting Minutes

Date: 08/25/2022

Minutes prepared by: Liz Hansen

Location: Western Service Center, Conference Room L139

Attendance

Members Present

- Greg Oxley
- Amy Hunting
- Barry Graham
- Anna Boroff
- Jerry Rich
- Lori Hansen
- Tony Nelson
- James Guttman
- Nate Reitz
- Don Post
- Dennis Peine

Staff Present

- Niki Geisler
- Liz Hansen
- Chris Klatt
- Lil Leatham

Others Present

- None

Meeting Called to Order

- Time: 7:00 p.m.
- By: Chair Oxley

Audience items not on the agenda

- Comments/Notes: No one was present in the audience.

Approval of Agenda

- Motion by: Commissioner Graham
- Second: Commissioner Post

- Vote: Unanimously approved.

Approval of Minutes (from June 23, 2022)

A commissioner noted that both action items listed on the June 23rd Meeting Minutes were missing the approval details. The Planning Commission asked that this information be added and agreed to wait to approve the June 23, 2022, minutes until the following scheduled meeting in September.

Additional corrections were also noted by a commissioner and are listed below.

- 1) Page 1, "Attendance": Add Jill Trescott to the list of "Staff Present".
 - 2) Page 2, first line: Insert the word "Valley" so that it reads "Apple Valley Park and Recreation Committee".
 - 3) Page 2, "Approval of Minutes (from May 26, 2022)": The spelling of the commissioner's name making the motion should be corrected to read "Reitz".
 - 4) Page 4, "Topics for next meeting (Thursday, June 23, 2022)": The date of the next meeting should be corrected to read "July 28, 2022".
 - 5) Page 5, "Adjourn": The spelling of Commissioner making the motion should be corrected to read "Guttmann" (two n's).
 - 6) Page 4, "Item 4" is incorrectly labeled and should be changed to "Item 3".
- Motion by: Commissioner Reitz
 - Second: Commissioner Post
 - Vote: unanimously approved.

Item #1 Recommend Approval of North Creek Greenway Natural Resources Management Plan – Action (Chris Klatt - Parks)

Chris Klatt, Natural Resource Specialist, presented this item and responded to questions.

Comments/Notes:

Questions and comments by Commissioners along with responses from staff (*italics*):

A Commissioner asked about public email comments that were submitted concerning the plan. *Staff responded that concerns were raised regarding bikers along the Lake Marion Trails and not along the North Creek Greenway.*

The Planning Commission appreciated the City of Apple Valley Park and Recreation Committee's feedback on the draft plan.

A Commissioner suggested that staff update two tables (table nine and table ten) within the plan to clearly show the difference between initial restoration and annual maintenance costs.

Planning Commissioners agreed through discussion that they would like to be periodically informed about the implementation of this plan and other plans recommended by the Planning Commission and adopted by the County Board.

The Planning Commission recommended the adoption of the final draft of the North Creek Greenway Natural Resources Management Plan.

- Motion by: Commissioner Guttman
- Second: Commissioner Rich
- Vote: unanimously approved.

Item #2 Review Process for Updating Miesville Ravine Park Reserve Master Plan – Information (Lil Leatham - Planning Office)

Lil Leatham, Sr. Planner, presented this item and responded to questions.

Comments/Notes:

Questions and comments by Commissioners along with responses from staff (italics):

Following a presentation by staff, Planning Commissioners suggested additional stakeholders, such as Goodhue County and the Dakota County Chamber, as groups to engage in the preparation of the Miesville Ravine Park Reserve Master Plan. *Staff responded in agreement and added these groups to the list of identified stakeholders.*

Commissioners suggested that staff circulate notices of planning outreach efforts and public events to engage stakeholders with cities to share on their web pages and publications. *Staff responded in agreement.*

The existing powerlines within the park were discussed. It was suggested that staff identify the utilities and their owners because they are currently rebuilding the transmission in the area. *Staff responded that they would research the utility companies and learn about utility plans for the surrounding area.*

The work of Trout Unlimited was discussed, and a request was made for staff to work with Trout Unlimited's stream project, including the 3,000-foot segment scheduled for design for next year. *Staff responded that they would coordinate with Trout Unlimited.*

Several Planning Commissioners stated the need to structure the planning process for Miesville as a Park Reserve, emphasizing natural resource protection and limiting development and recreational uses that may compromise the park's natural resources.

Planning Commissioners suggested that locally elected officials from surrounding townships and cities have the opportunity to be part of the process and offer input. *Staff responded in agreement.*

Planning Manager Update and County Board Actions at Physical Development Committee

Niki Geisler, Parks Director, provided the Planning Commission with an update on the following County Board Actions:

Comments/Notes:

- Authorized agreement with Apple Valley to purchase a portion of Magellan property for North Creek Greenway
- Authorized acquisition of conservation easement on Bauer property adjacent to Spring Lake Park Reserve

Upcoming Public Meetings – Community Outreach

Meeting	Details
County Road 50 and Flagstaff Intersection Improvement Open House	Tuesday, September 27, 4:30pm-6:30pm Farmington City Council Chambers
County Road 60 (185 th St.) Preliminary Design Open House	Tuesday, September 13, 4:30pm-6:30pm Lakeville Water Treatment Facility https://185thstimprovements.com

Topics for next meeting (Thursday, September 22, 2022)

- Review Updated Draft Parks Ordinance.
 - Niki Geisler, Parks Director, shared with the Planning Commission that both she and Jeff Bransford, Parks Administrative Manager, would be in Phoenix for the NRPA conference at the time of the September Planning Commission. The Review of the Updated Draft Parks Ordinance item will need to be moved to a future meeting date, potentially in October.
 - Commissioners expressed interest in their desire to provide feedback on the updated Draft Parks Ordinance before public engagement, specifically bike speed limits and ordinance enforcement.

Planning Commissioner Announcements/Updates:

A Commissioner asked if Kurt Chatfield, Planning Manager, would be able to inform the Planning Commissioners if their district assignment might change with the redistricting and the upcoming election. Given this potential change, it would be helpful for Commissioners to know if they want to participate again next year.

Adjourn

- Motion by: Commissioner Reitz
- Second: Commissioner Hansen
- Vote: unanimously approved.
- Time: 7:56 p.m.

Next Regular Meeting: Thursday, September 22, 2022, at 7:00 p.m., Dakota County Western Service Center, Apple Valley

DRAFT



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1342

Agenda #: 5.1

Meeting Date: 9/13/2022

DEPARTMENT: Transportation

FILE TYPE: Regular Action

TITLE

Adoption Of Recommendations For County Project 97-197, Regional Roadway System Visioning Study Update Addressing Transportation Needs Within Northwest Inver Grove Heights, Northeast Eagan And Adjacent Areas Of Mendota Heights And Sunfish Lake

PURPOSE/ACTION REQUESTED

Adopt recommendations for County Project (CP) 97-197, Regional Roadway System Visioning Study (RRSVS) Update in the cities of Inver Grove Heights, Eagan, Mendota Heights, and Sunfish Lake.

SUMMARY

To promote a safe and efficient transportation system throughout the county, the Transportation Department partnered with the Minnesota Department of Transportation (MnDOT) and the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake to conduct an update on the transportation system study in northern Dakota County (see Attachment: Study Area Location Map). The original Regional Roadway System Visioning Study (RRSVS) was conducted and adopted by the County and Cities in 2010; the study focuses on the roadways of County Road 63, County State Aid Highway (CSAH) 26, CSAH 28, Trunk Highway (TH) 3, and TH 55.

The RRVVS includes areas within northeast Eagan, northwest Inver Grove Heights, Sunfish Lake, and Mendota Heights. Over 4,300 acres are planned for development in the cities of Eagan and Inver Grove Heights within the study area. This development, together with additional growth and development outside of the study area, is expected to place substantial demands on the area roadway system. Through this study, Dakota County together with city partners and MnDOT developed a vision for a transportation system that, over time, will result in safe and efficient travel in the area as cost-effectively as possible while also recognizing land use development objectives.

In 2021, the County, in collaboration with MnDOT and the County's city partners, undertook an update to the Regional Roadway System Visioning study. The update is aimed at addressing changes since the original study was completed, including these key considerations:

- The Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake each prepared 2040 Comprehensive Plans. In some cases, the Cities' land use plans now show less dense land uses than shown in the 2030 Comprehensive Plans, which were used as the basis for the original study.
- Completion of the Dakota County 2040 travel demand model indicated less intense growth

than the previous 2030 travel demand model.

- Development has occurred in the Viking Lakes area and in northwest Inver Grove Heights, including development that is different from identified uses in the Cities current plans.
- Traffic volumes and development are less intense than anticipated in the original RRSVS.
- Transportation improvements identified in the original RRSVS study have been or are in the process of being implemented. The updated study will consider these roadway improvements as the baseline for the review of infrastructure needs for the area.

The RRSVS Update was completed through a process of collecting and analyzing current data, with input provided by the study agencies and the public. The process involved four major steps: data collection, scenario modeling and analysis, development and evaluation of planning-level transportation alternatives, and development of final recommendations for consideration of adoption by the City Councils and the County Board of Commissioners. Opportunities for the public to provide input and updates to elected officials in each city occurred at two key points in the RRSVS Update. The first was during the project initiation and data collection phase. The second was following the development of recommendations. These engagements took the form of in-person meetings and virtual engagement including sharing the study information online and asking for public comments. The feedback was used to inform and validate the transportation needs and to inform the final recommendations of the study.

The recommendations from the RRSVS Update are intended to guide the planning and implementation of transportation improvements within the study area over the next 20 years. The study outcomes included several improvement recommendations to address long-term transportation needs for the area in consideration of the expected growth and development. Some of the recommendations from the previous study were included in the update; others were revised or removed based on the evaluation process and system needs (see Attachment: Study Update Recommendations and the project website [Current Studies | Dakota County](https://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/regional-roadway-system-study-update.aspx) [<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/regional-roadway-system-study-update.aspx>](https://www.co.dakota.mn.us/Transportation/TransportationStudies/Current/Pages/regional-roadway-system-study-update.aspx)). The 16 recommended system improvements represent a systemwide vision to address the transportation needs based on growth included in the 2040 City Comprehensive Plans, including the continued recommendation of a new interchange along I-494 approximately a half mile east of the existing Argenta Trail/Delaware Avenue overpass. The implementation of specific recommendations in the RRSVS Update will be driven by development and growth in traffic volumes along the roadway network. The recommendations also include additional studies of specific roadway segments and intersections at a more detailed preliminary design level. The RRSVS update further notes that agency partners should pursue a variety of funding sources, both public and private, to implement the transportation vision for the RRSVS study area. As individual projects move into the engineering phase, the alignments and specific property impacts would be determined by the county or partner agencies, and additional environmental review and public engagement would be conducted. The Dakota County Plat Needs map will be updated to reflect the RRSVS Update recommendation.

RECOMMENDATION

An overview of the study process were presented to the Cities of Mendota Heights, Sunfish Lake,

Inver Grove Heights, and Eagan. The cities of Mendota Heights, Inver Grove Heights and Eagan have adopted the study recommendations by resolution in August. The city of Sunfish Lake had a presentation at their September council meeting; council members expressed general support for the study. The October Sunfish Lake council meeting will include an item to consider adoption of the study. Minnesota Department of Transportation does not typically formally approve studies such as this. Staff recommends adoption of the RRVS update recommendations.

EXPLANATION OF FISCAL/FTE IMPACTS

The study recommendations do not commit the County to fund any specific roadway improvement project. The recommendations do include future County roadway improvements and additional assessment or preliminary engineering work including recognizing a need for further engagement with MnDOT and the Federal Highway Administration (FHWA) for an interchange at I 494, a TH 3 evaluation, and the need to develop a preliminary evaluation for the TH 55 and CSAH 28 / CSAH 63 interchange long term. The County, MnDOT, and respective cities will work together as the needs arise to include future improvements and studies in their respective Capital Improvement Programs.

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

RESOLUTION

WHEREAS, to promote safe and efficient transportation throughout the County and region, Dakota County partnered with the Minnesota Department of Transportation (MnDOT) and the Cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake for County Project (CP) 97-197, Regional Roadway System Visioning Study (RRSVS) Update; and

WHEREAS, the study included an investigation of potential future transportation system needs in northern Dakota County to develop a vision for the transportation system that will result in safe and efficient travel in the area as cost-effectively as possible while at the same time recognizing agency land use development objectives; and

WHEREAS, the Cities of Eagan and Inver Grove Heights have planned for continued growth and development through their 2040 Comprehensive Plans that will result in additional impacts on the area transportation system; and

WHEREAS, continued growth in surrounding communities will result in additional impacts on the area transportation system; and

WHEREAS, representatives of Dakota County, MnDOT, and the Cities of Mendota Heights, Sunfish Lake, Eagan, and Inver Grove Heights have participated as members of a Study Advisory Committee and have reviewed study findings and recommendations; and

WHEREAS, the study process involved the public through in-person public open houses, virtual material, and engagement on the website and in city council meetings; and

WHEREAS, the Regional Roadway System Vision Update recommendations support future growth in the area in a way that will result in a safe and efficient system of City, County, State, and Federal roadways in the future; and

WHEREAS, the County recognizes there are additional steps necessary to gain requisite agency approvals before the improvements included in the recommendations can be constructed; and

WHEREAS, the Dakota County Engineer recommends the adoption of the recommendations for CP 97-197, RRSVS Update.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby adopts the study recommendations for County Project 97-197, the Regional Roadway System Visioning Study Update, as presented to the Physical Development Committee of the Whole on September 13, 2022.

PREVIOUS BOARD ACTION

10-391; 8/10/10

ATTACHMENTS

Attachment: Study Location Map

Attachment: Study Recommendations

BOARD GOALS

☒ A Great Place to Live

☐ A Healthy Environment

☐ A Successful Place for Business and Jobs

☐ Excellence in Public Service

PUBLIC ENGAGEMENT LEVEL

☐ Inform and Listen

☒ Discuss

☐ Involve

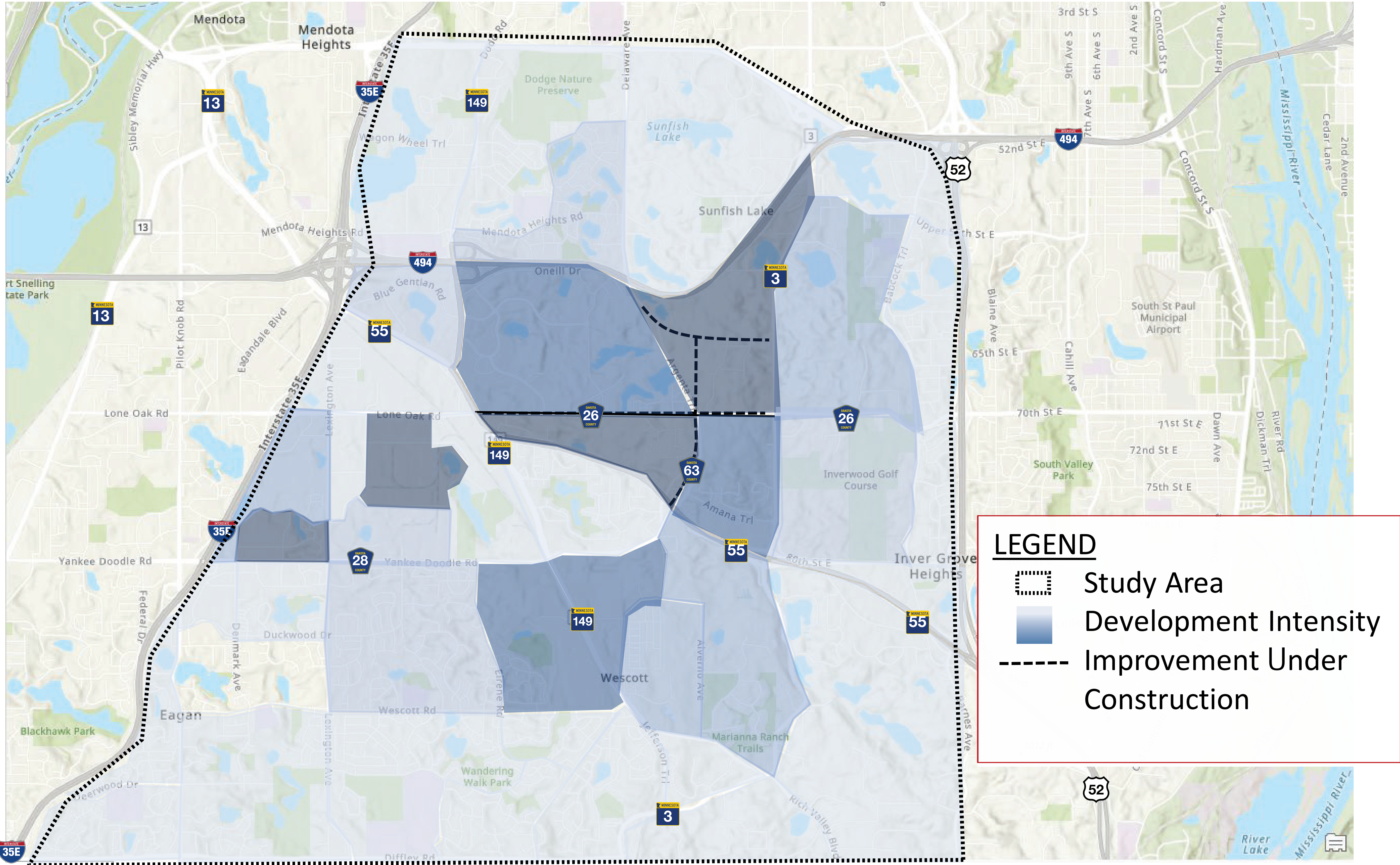
☐ N/A

CONTACT

Department Head: Erin Laberee

Author: Kristi Sebastian

VISIONING STUDY UPDATE - STUDY AREA MAP





VISIONING STUDY UPDATE

Recommendations

The recommendations of the RRSVS Update are intended to guide the planning and implementation of transportation improvements within the study area over the next 20 years. Significant growth is anticipated in the next 20 years, and a unified transportation vision is needed to support development and guide future efforts of the cities, county, and MnDOT to plan, fund, and implement transportation improvements.

ROADWAY IMPROVEMENTS

The 16 roadway recommendations of the RRSVS Update reflect the changes that have occurred in traffic conditions, land use plans, and the transportation network since the 2010 RRSVS was completed. The recommended improvements will provide for safe and efficient travel in and through the study area and support development in the RRSVS study area and surrounding communities.

Each of the recommended roadway improvements is shown in **Map 1**; the need for the improvement, dependencies among improvements, and modifications to the improvement scope compared to the 2010 RRSVS recommendations are discussed below. The improvement numbering system was used for referencing on the map and does not indicate importance or priority.

1. CR 26 (70th Street W), TH 3 (Robert Trail) to CR 73 (Babcock Trail): Expansion to 3 lanes – The 2040 and Beyond 2040 traffic forecasts showed future traffic volumes of about 10,000 vehicles per day, which indicates that improvements would be needed to the existing two-lane roadway. Based on the technical analysis, the scope of this improvement was modified from a four-lane expansion (recommended in the 2010 RRSVS) to a three-lane expansion (recommended in the RRSVS Update). A three-lane roadway would have one through lane in each direction with left-turn lanes. Access management will also be needed on CR 26 (70th Street W), consistent with the 2040 Dakota County Transportation Plan.

2. 65th Street Extension, TH 3 (Robert Trail) to CR 73 (Babcock Trail): City collector street (2 lanes) – The RRSVS Update confirmed the need for the 65th Street extension to support residential development in the area bounded by TH 3 (Robert Trail), Upper 55th Street, CR 73 (Babcock Trail), and CR 26 (70th Street W). The 2040 and Beyond 2040 forecasts show that the 65th Street extension would carry 800 to 2,000 vehicles per day, with the higher volume expected if the CR 63 (Argenta Trail)/I-494 interchange was constructed.

If 65th Street were not extended between TH 3 (Robert Trail) and Babcock Trail (CR 73), the analysis indicated that the recommended number of lanes on TH 3 (Robert Trail) and CR 26 (70th Street W) would not change. However, neighborhood street connections to the county and state highways would only be permitted at most every 1/4 mile (full access) or 1/8 mile (partial access). This means that all the traffic from the future neighborhoods (800 to 2,000 vehicles per day) would be accessing the highway system via neighborhood streets. Residential streets, with very frequent driveway accesses, are not designed to accommodate these traffic volumes and would be expected to negatively impact safety and livability on the neighborhood streets.

3. CR 28 (80th Street W) at TH 3: Roadway realignment (2 lanes) – This recommendation meets a connectivity need because CR 28 (80th Street W) currently intersects TH 3 (Robert Trail) only 1/8 mile north of the TH 55 ramp intersection. Based on access management guidelines, the existing CR 28 (80th Street W)/TH 3 (Robert Trail) intersection is a partial access. Realignment of CR 28 (80th Street W) to intersect TH 3 (Robert Trail) at Amana Trail would allow for a full access intersection and provide improved connectivity of the county road.

4. TH 3 (Robert Trail), CR 30 (Diffley Road) to CR 71 (Rich Valley Boulevard): Expansion to 4

lanes – The 2040 and Beyond 2040 forecasts showed future traffic volumes of 16,500 to 19,000 vehicles per day south of TH 149 (Jefferson Trail), which indicates that a four-lane roadway would be needed to provide adequate capacity. This recommendation is also supported by the identification of TH 3 (Robert Trail) and TH 149 (Jefferson Trail) as future principal arterial highways. More detailed traffic analysis will be needed to determine the intersection design and control at the TH 3 (Robert Trail)/TH 149 (Jefferson Trail) intersection and the number of lanes on TH 3 (Robert Trail) between TH 149 (Jefferson Trail) and CR 71 (Rich Valley Boulevard). The expansion of TH 3 (Robert Trail) would require modifications or reconstruction of the existing railroad bridge.

5. TH 149 (Jefferson Trail), CR 71 (Rich Valley Boulevard) to TH 3 (Robert Trail): Expansion to 4

lanes – The 2040 and Beyond 2040 forecasts showed future traffic volumes of 13,000 to 14,500 vehicle per day south of Wescott Road, which indicates that additional lanes would be needed to provide adequate capacity. This recommendation is also supported by the need for continuity with the segment of TH 149 (Dodd Road) to the north and identification of TH 149 (Jefferson Trail/Dodd Road) as a future principal arterial highway. More detailed traffic analysis will be needed to determine the intersection design and control at TH 3 (Robert Trail) and TH 149 (Jefferson Trail).

6. CR 28 (Yankee Doodle Road) to TH 149 (Jefferson Trail) or CR 71 (Rich Valley Boulevard): City collector street (2 lanes) – The RRSVS Update confirmed the need for a city collector street to support the low- to medium-density residential development in the 2040 MUSA area south of TH 55 (Courthouse Boulevard) between TH 149 (Jefferson Trail/Dodd Road) and TH 3 (Robert Trail). The city collector street would connect neighborhoods to the highway network and is not intended to serve through traffic. The collector street is recommended to connect to CR 71 (Rich Valley Boulevard) because the RRSVS Update traffic forecasting showed that a connection to TH 149 (Dodd Road) would be more likely to result in cut-through traffic.

If a city collector street were not built as the low- to medium-density residential land uses are developed, all the traffic from the neighborhood would be accessing the highway system via neighborhood streets. Residential streets, with very frequent driveway accesses, are not designed to accommodate these traffic volumes and would be expected to negatively impact safety and livability on the neighborhood streets.

7. TH 3 (Robert Trail), CR 71 (Rich Valley Boulevard) to TH 55 (Courthouse Boulevard): Spot

Improvements – The 2040 and Beyond 2040 forecasts showed that future traffic volumes would remain less than 10,000 vehicles per day if TH 3 (Robert Trail) is not expanded and if an interchange is constructed at CR 63 (Argenta Trail)/I-494. Based on the traffic forecasts, corridor constraints in this segment of the TH 3 (Robert Trail) corridor, and both public and agency input, the scope of this improvement was modified from a roadway expansion (recommended in the 2010 RRSVS) to spot improvements which could include shoulders, turn lanes, access management, and intersection improvements. More detailed traffic analysis will be needed to determine the location and type of spot improvements.

8. TH 3 (Robert Trail), TH 55 (Courthouse Boulevard) to CR 26 (70th Street W): Spot

Improvements – The 2040 and Beyond 2040 forecasts showed that future traffic volumes would remain less than 10,000 vehicles per day if TH 3 (Robert Trail) is not expanded and if an interchange is constructed at CR 63 (Argenta Trail)/I-494. Based on the traffic forecasts, corridor constraints in this segment of the TH 3 (Robert Trail) corridor, and both public and agency input, the scope of this improvement was modified from a roadway expansion (recommended in the 2010 RRSVS) to spot improvements which could include shoulders, turn lanes, access management, and intersection

improvements. More detailed traffic analysis will be needed to determine the location and type of spot improvements.

9. TH 3 (Robert Trail), CR 26 (70th Street W) to I-494: Spot Improvements – The 2040 and Beyond 2040 forecasts showed that future traffic volumes would remain less than 10,000 vehicles per day if TH 3 (Robert Trail) is not expanded and if an interchange is constructed at CR 63 (Argenta Trail)/I-494. Based on the traffic forecasts, corridor constraints in this segment of the TH 3 (Robert Trail) corridor, and both public and agency input, the scope of this improvement was modified from a roadway expansion (recommended in the 2010 RRSVS) to spot improvements which could include shoulders, turn lanes, access management, and intersection improvements. More detailed traffic analysis will be needed to determine the location and type of spot improvements.

11. TH 55 (Courthouse Boulevard) and CR 28/63 (Yankee Doodle Road/Argenta Trail) High-Capacity Intersection or Interchange – This improvement meets a connectivity need because TH 55 (Courthouse Boulevard) is an existing principal arterial highway and CR 28 (Yankee Doodle Road/Argenta Trail) is identified as a future principal arterial highway. The existing traffic signal would be expected to have significant congestion by 2040. To support the function of both roadways as principal arterial highways, a future grade separation or high-capacity intersection is recommended.

12. CR 63 (Argenta Trail), TH 55 (Courthouse Boulevard) to I-494: Expansion to 4 lanes – The 2040 and Beyond 2040 traffic forecasts showed future traffic volumes of 18,000 to 33,000 vehicles per day with a new interchange at CR 63 (Argenta Trail)/I-494. Based on the technical analysis, the scope of this improvement was modified from a six-lane expansion (recommended in the 2010 RRSVS) to a four-lane expansion (recommended in the RRSVS Update). The roadway expansion would not be needed until the new interchange is constructed at I-494.

13. CR 63 (Argenta Trail)/I-494 Interchange – The 2040 and Beyond 2040 traffic forecasts showed that a new interchange at CR 63 (Argenta Trail)/I-494 would best provide regional highway access to and from the densest development in the RRSVS study area. This confirms the recommendation from the 2010 RRSVS. The 2010 RRSVS included significant analysis to site the interchange and roadway network around the interchange, therefore the recommendation in the RRSVS Update perpetuates the previously recommended location and design: the new interchange would provide access to and from Eagan, Inver Grove Heights, and both directions of I-494. There would not be direct access to the interchange from north of I-494. The design and footprint (interchange configuration) at CR 63 (Argenta Trail)/I-494 have not been determined. Further evaluation of the CR 63 (Argenta Trail)/I-494 interchange configuration would be needed to determine the interchange layout and whether the I-494/TH 3 West Ramps would need to be removed. The removal of the I-494/TH 3 West Ramps was not evaluated in this study.

Changes in interchange access require significant time for evaluation, funding, and approvals. Future evaluations could determine that a new interchange is not warranted or may determine that other modifications may be needed along with the interchange.

14. Vikings Parkway Extension: City collector street (2 lanes) – This improvement meets a roadway connectivity need west of CR 63 (Argenta Trail). An east-west collector street between I-494 and CR 26 (Lone Oak Road) would serve the future development area east of Ames Crossing Road.

18. TH 62/TH 149 (Dodd Road) Intersection Improvements: Additional evaluation needed to identify specific improvements – This improvement meets both capacity and safety needs. While a new interchange at CR 63 (Argenta Trail)/I-494 would reduce the future traffic demand on this segment of TH 149 (Dodd Road), improvements would still be needed to address capacity issues and potential

existing safety needs. More detailed traffic analysis will be needed to determine the location and type of improvements.

19. TH 62/CR 63 (Delaware Avenue) Intersection Improvements: Additional evaluation needed to identify specific improvements – This improvement meets both capacity and safety needs. While a new interchange at CR 63 (Argenta Trail)/I-494 would reduce the future traffic demand on this segment of CR 63 (Delaware Avenue), improvements would still be needed to address capacity issues and potential existing safety needs. More detailed traffic analysis will be needed to determine the location and type of improvements.

20. CR 63 (Delaware Avenue), I-494 to TH 62: Spot Improvements – The 2040 and Beyond 2040 forecasts showed that future traffic volumes would be approaching the capacity of a two-lane roadway. While a new interchange at CR 63 (Argenta Trail)/I-494 would reduce the future traffic demand on this segment of CR 63 (Delaware Avenue), improvements would still be needed to address capacity issues. Spot improvements, which could include shoulders, turn lanes, access management, and intersection improvements, are recommended to address the capacity need. More detailed traffic analysis will be needed to determine the location and type of spot improvements.

Alternatives Considered - Not Recommended

There were five potential transportation improvements that did not meet a transportation need. These alternative improvements, shown in Map 2, were therefore not considered further and are not included in the recommendations for this study.

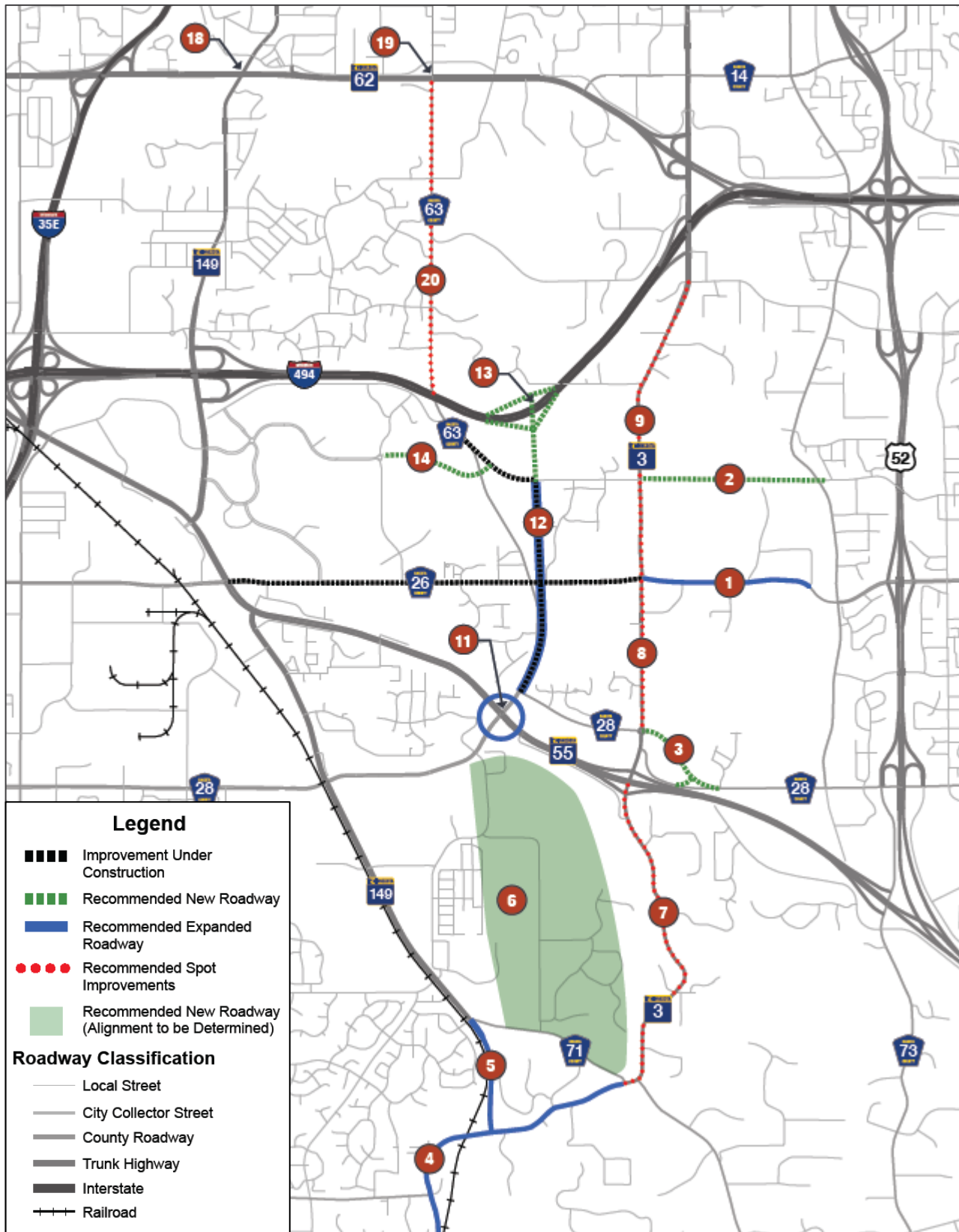
10. TH 3 (Robert Trail)/I-494/TH 62 Interchange Improvements – The 2040 and Beyond 2040 traffic forecasts did not show traffic capacity needs at the interchange, and additional interchange capacity at TH 3 (Robert Trail) would not be needed with a new interchange at CR 63 (Argenta Trail)/I-494. This finding is consistent with the 2010 RRSVS, which included more intense development in the study area.

15. TH 149 (Dodd Road), TH 55 (Courthouse Boulevard) to I-494: Expansion to 6 lanes – The 2010 RRSVS included a recommendation to expand the roadway to six vehicle lanes. The RRSVS Update forecasts for 2040 and Beyond 2040 showed traffic volumes on TH 149 (Dodd Road) less than 35,000 vehicles per day, which indicates a 6-lane section would not be needed. In addition, a new interchange at CR 63 (Argenta Trail)/I-494 would reduce the future traffic demands on TH 149 (Dodd Road) in this segment.

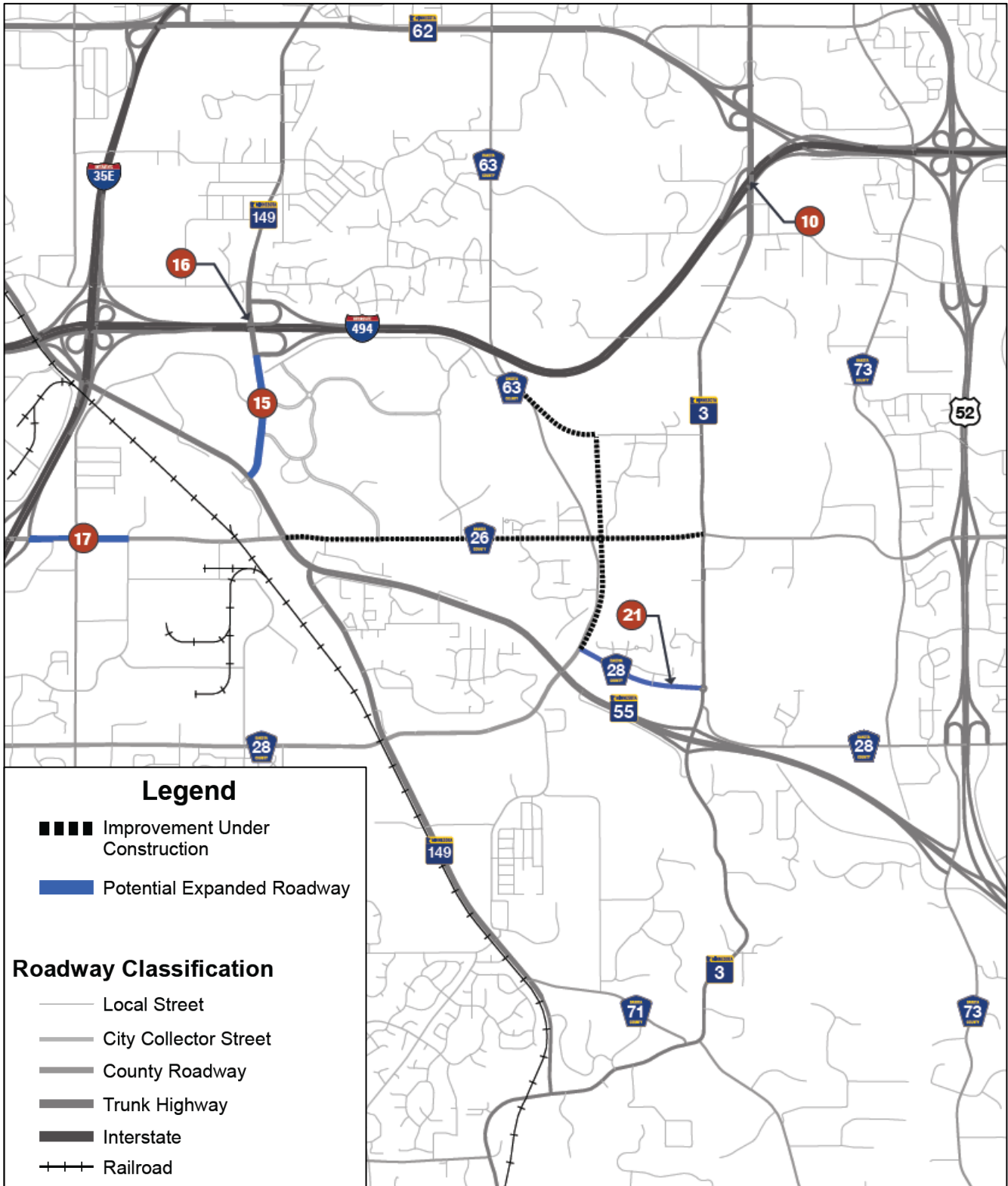
16. TH 149 (Dodd Road)/I-494 Interchange Improvements – The 2040 and Beyond 2040 traffic forecasts did not show traffic capacity needs at the interchange, and additional interchange capacity at TH 149 (Dodd Road) would not be needed with a new interchange at CR 63 (Argenta Trail)/I-494. This finding is consistent with the 2010 RRSVS, which included more intense development in the study area.

17. CR 26 (Lone Oak Road), I-35E to CR 43 (Lexington Avenue): Expansion to 6 lanes – The 2010 RRSVS included a recommendation to expand the roadway to six vehicle lanes. The RRSVS Update forecasts for 2040 and Beyond 2040 showed traffic volumes on CR 26 (Lone Oak Road) were less than 35,000 vehicles per day, which indicates a 6-lane section would not be needed. In addition, the forecasts on this segment of CR 26 (Lone Oak Road) had little variation in traffic volume when testing combinations of potential improvements in the RRSVS study area, which indicates that this roadway segment is not significantly affected by the transportation improvements in the RRSVS study area.

21. CR 28 (Amana Trail), CR 63 (Argenta Trail) to TH 3 (Robert Trail): Expansion to 4 lanes – The 2010 RRSVS included a recommendation to expand the roadway to four vehicle lanes. The RRSVS Update forecasts for 2040 and Beyond 2040 showed traffic volumes on CR 28 (Amana Trail) less than 8,000 vehicles per day, which indicates a 4-lane section would not be needed. In addition, the forecasts on this segment of CR 28 (Amana Trail) had little variation in traffic volume when testing combinations of potential improvements in the RRSVS study area, which indicates that this roadway segment is not significantly affected by the transportation improvements in the RRSVS study area.



Map 1. RRSVS Update Recommendations



Map 2. Alternative Improvements Considered and Not Recommended.



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1343

Agenda #: 5.2

Meeting Date: 9/13/2022

DEPARTMENT: Parks, Facilities, and Fleet Management

FILE TYPE: Regular Action

TITLE

Adoption Of Natural Resource Management Plan For North Creek Greenway

PURPOSE/ACTION REQUESTED

Adopt the Natural Resource Management Plan (NRMP) for the North Creek Greenway.

SUMMARY

Background:

By Resolution No. 17-274 (May 23, 2017), the County Board adopted the Dakota County Natural Resources Management System Plan, which demonstrates a need to develop NRMPs for all County Parks, Greenways, and Easements.

Stantec was hired to develop NRMP drafts for the Lake Marion and the North Creek Greenways, which in total consist of 34 miles of trail near 5,000 acres of public lands that include natural areas with significant habitat value. The public lands are owned by Dakota County, the Cities of Apple Valley, Burnsville, Lakeville, and Farmington, Independent School Districts 196 and 199, and The Minnesota Zoo.

A Technical Advisory Committee, consisting of County Staff and representatives of the public landowner partners, met on January 7, 2022, to provide input on the NRMP. Partner staff has reviewed and approved the Draft document. The Dakota County Planning Commission was introduced to the Greenway NRMP Study Area and the initial findings on July 22, 2021. The Commission then reviewed the recommendations, restoration work plans, and proposed cost share structures on February 24, 2022, and recommended the County Board release the Drafts to the Public for a 60-day review.

After the County Board approved the public release of the draft plans by Resolution No. 22-122 (March 22, 2022), County staff presented the NRMPs to municipal parks citizen advisory committees to solicit additional feedback, and staff hosted two Open Houses in April and May 2022. Public feedback was incorporated into the NRMP drafts, and the suggested changes to the North Creek Greenway NRMP were presented to the Dakota County Planning Commission on August 25, 2022, resulting in a recommendation to adopt the North Creek Greenway NRMP.

North Creek Greenway NRMP: The NRMP addresses the natural resource inventory, future vegetative cover, and recommended restoration projects developed in cooperation with landowner partners. An estimate of \$1.3 million in projects were identified. Project implementation would be subject to future grant funding and the establishment of partnership agreements.

County and landowner partnership roles and a proposed cost-share structure were developed in line with the adopted Dakota County Greenway Collaborative Guidebook by Resolution No. 10-487 (September 28, 2010) and were elaborated upon in the adoption of the NRMP developed for the River to River Greenway by Resolution No. 20-519 (October 20, 2019).

Link to Plan:

North Creek Greenway NRMP

<https://www.co.dakota.mn.us/parks/About/ResourcePlans/Documents/NorthCreekNaturalResourcePlanDraft.pdf>

RECOMMENDATION

County Staff recommends the adoption of the North Creek Greenway NRMP.

EXPLANATION OF FISCAL/FTE IMPACTS

The \$1.3 million in funding for project implementation will be subject to future funding opportunities through external funding sources, including State grants such as those from Outdoor Heritage Fund, Conservation Partners Legacy, or Clean Water Fund.

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

RESOLUTION

WHEREAS, by Resolution No. 17-274 (May 23, 2017), the County Board adopted the Natural Resources Management System Plan, which determined that Natural Resource Management Plans (NRMPs) would be developed for all County Parks, Greenways, and Easements; and

WHEREAS, Stantec was hired to develop the Lake Marion and North Creek Greenway NRMPs, and it addresses natural resource management on non-County lands in proximity to the Greenway; and

WHEREAS, a Technical Advisory Committee consisting of staff from host communities, other agencies, and major landowners convened on January 7, 2022, to discuss future development and natural resource management on these lands; and

WHEREAS, the Dakota County Planning Commission reviewed the Lake Marion and North Creek Greenway NRMP Study Areas and initial findings on July 22, 2021, then reviewed the recommendations, restoration work plan, and proposed cost-share structure and recommended the Drafts be released to the public on February 24, 2022; and

WHEREAS, by Resolution No. 22-122 (March 22, 2022), the County Board approved the release of the Drafts to the public for a 60-day review period; and

WHEREAS, during the public review period, County staff presented and solicited feedback from municipal citizen advisory boards and two Public Open Houses; and

WHEREAS, the Dakota County Planning Commission reviewed the final Draft of the North Creek Greenway NRMP and recommended the adoption of the Plan on August 25, 2022.

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

adopts the North Creek Greenway Natural Resources Management Plan.

PREVIOUS BOARD ACTION

10-487; 09/28/10

17-274; 05/23/17

20-519; 10/20/20

22-122; 03/22/22

ATTACHMENTS

None.

BOARD GOALS

☐ A Great Place to Live

☒ A Healthy Environment

☐ A Successful Place for Business and Jobs

☐ Excellence in Public Service

PUBLIC ENGAGEMENT LEVEL

☐ Inform and Listen

☒ Discuss

☒ Involve

☐ N/A

CONTACT

Department Head: Taud Hoopingarner

Author: Christian Klatt



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1247

Agenda #: 5.3

Meeting Date: 9/13/2022

DEPARTMENT: Parks, Facilities, and Fleet Management

FILE TYPE: Regular Information

TITLE

Update On 2022 Dakota County Greenway Projects

PURPOSE/ACTION REQUESTED

Receive an update on the 2022 Priority Tier I and II Greenway Projects and City-Led Greenway Collaborative Projects

SUMMARY

Staff will provide an update on the 2022 Priority Tier I and II Greenway Projects and City-Led Greenway Collaborative Projects addressing the following projects:

- Vermillion River Greenway, Hastings Segment
- River to River Greenway, Mendota Heights Segment
- Lake Marion Greenway, Lakeville Segment
- Vermillion Highlands Greenway, Rosemount Segment
- Mendota-Lebanon Hills Greenway, Inver Grove Heights, and Eagan Segment
- Mississippi River Greenway Rosemount East
- Minnesota River Greenway - Fort Snelling Segment
- River to River Greenway - West St. Paul Segment
- Veterans Memorial Greenway
- North Creek Greenway - Lakeville-Farmington Segment
- North Creek Greenway - CSAH 42 grade-separated crossing

City-Led Greenway Collaborative Projects

- North Creek Greenway: Apple Valley Gaps
- Rosemount Greenway: Bella Vista
- Rosemount Greenway: Flint Hills Trailhead
- Lake Marion Greenway: Antlers Park Trailhead
- Lake Marion Greenway: Kelleher Park Trailhead
- Mississippi River Greenway: Wakota Bridge Trailhead

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

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

RESOLUTION

Information only; no action requested.

PREVIOUS BOARD ACTION

21-497; 10/12/21

22-140; 3/22/22

ATTACHMENTS

Attachment: Map of 2022 Greenway Projects

Attachment: 2022 Greenway Narrative Updates

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 |

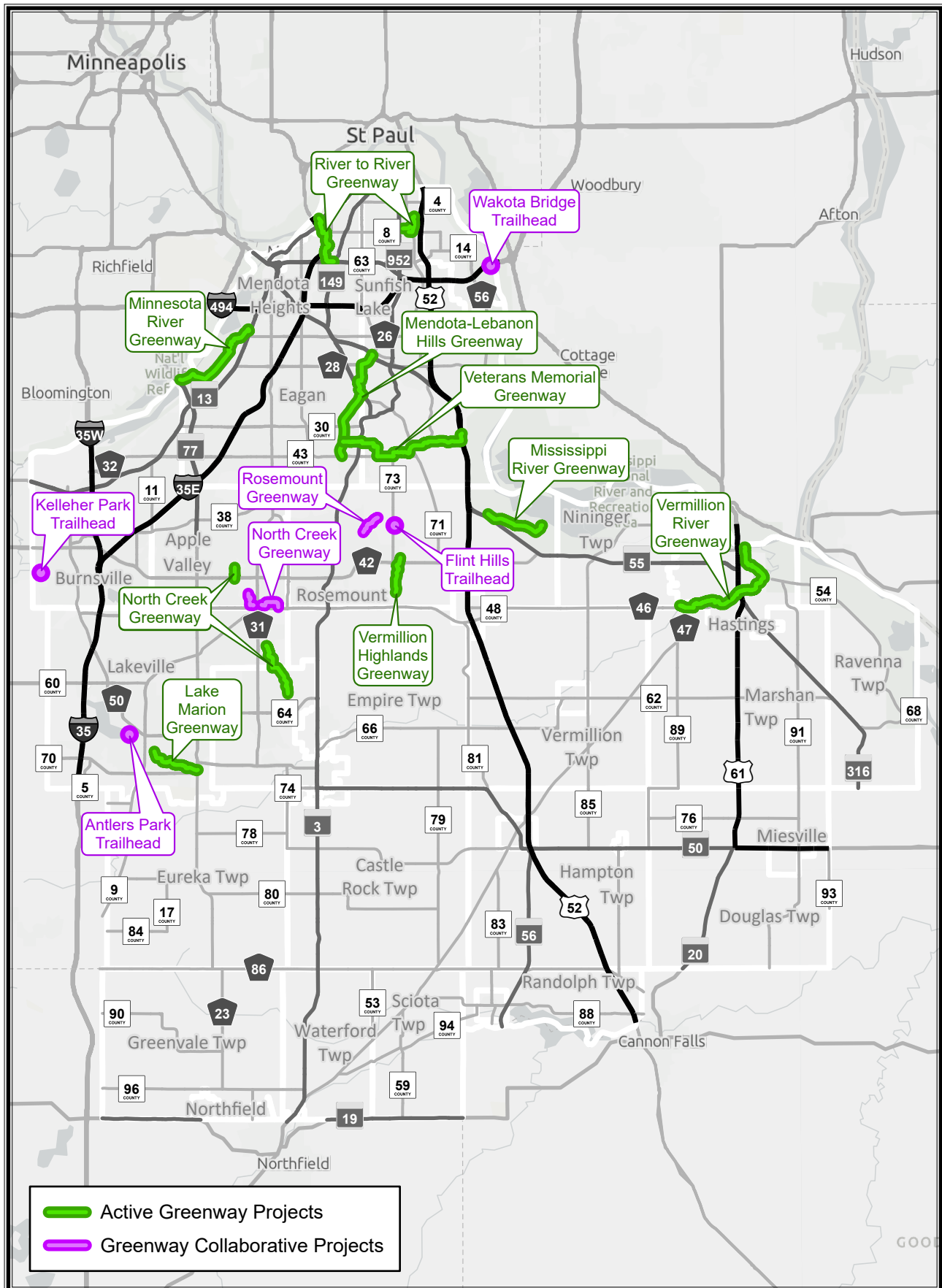
PUBLIC ENGAGEMENT LEVEL

- | | | | |
|--|---|----------------------------------|------------------------------|
| <input type="checkbox"/> Inform and Listen | <input checked="" type="checkbox"/> Discuss | <input type="checkbox"/> Involve | <input type="checkbox"/> N/A |
|--|---|----------------------------------|------------------------------|

CONTACT

Department Head: Taud Hoopingarner

Author: Tony Wotzka



2022 Greenway Projects



2022 Greenway - PDC September Update

Date: 09/13/2022

Priority Tier 1 & Tier 2 Projects (2022 Accelerated)

Vermillion River Greenway, Hastings Segment

The [Vermillion River Greenway Hastings Segment project](#) will construct and reconstruct portions of the 5.2-mile segment of the Vermillion Greenway between General Sieben Drive and the Mississippi River in Hastings. Dakota County will construct about 1 mile of new trail and reconstruct about 3 miles of existing trail.

Alternative analysis of grade separated crossings and new trail alignments between General Sieben Dr and Pleasant Dr began in the spring of 2022 along with existing trail condition assessments. Additional preliminary engineering will occur from Pleasant Drive to Levee Park during the fall of 2022 which will culminate in preferred alignments and trail improvement details. Final design, environmental assessments, surveys and public engagement process will extend through summer 2023.

Construction of the Vermillion River Greenway, Hastings Segment could start as early as Fall 2023, funding dependent, and be a 1-year project.

8/23/2022 Concept Level (10% Complete Design - 2022 \$) Cost Estimate *(Does not include potential land acquisition or easement costs)*

Base Estimate Range: **\$2,000,000 – 2,600,000**

River to River Greenway, Mendota Heights Segment

The [River to River Greenway Mendota Heights Segment project](#) will construct and reconstruction portions of the 1.4-mile segment of the River to River Greenway between Dodd Road (Highway 149) and the Big Rivers Regional Trail in Mendota Heights. Dakota County will reconstruct about 1.4 miles of existing trail and construct a grade-separated tunnel of Dodd Road.

Alternative analysis of a grade separated crossing of Dodd Road began in the spring of 2022 along with existing trail condition assessments. Additional preliminary engineering and alternative analysis of trail alignments will continue through the fall of 2022 for portions of the trail that head north through Valley Park to the Lilydale Trailhead. Final design, environmental assessments, surveys and public engagement process will extend through summer 2023. Construction of the River to River Greenway, Mendota Heights Segment could start as early as Fall 2023, funding dependent, and be a 1-year project.

8/23/2022 Concept Level (10% Complete Design - 2022 \$) Cost Estimate *(Does not include potential land acquisition or easement costs)*

Base Estimate Range: **\$4,400,000 – 5,000,000**

Lake Marion Greenway, Lakeville Segment

The [Lake Marion Greenway Lakeville Segment project](#) will develop a feasibility study and preliminary design report for about 1.75 miles of the 20-mile Lake Marion Greenway. The project will identify a preferred trail alignment connecting to the existing trail in downtown Lakeville near 208th Street, South Creek bridge crossings and a grade-separated crossing design of Cedar Avenue.

Alternative analysis of three different alignments that parallel South Creek and Lakeville Boulevard began in the spring of 2022. Additional analysis of potential grade separated crossings of Cedar Avenue occurred concurrently and due to potential floodplain impacts and other design constraints a bridge was identified as the preferred grade separated crossing type. Preliminary engineering will continue through the fall of 2022 and commence in early 2023 with a preferred trail alignment along with interim trail alignments that can be constructed earlier. Public involvement events will also occur during the fall of 2022 to engage adjacent property owners and potential users of the trail system and gather feedback about potential alignments.

A final design engineering contract will begin in 2023 with construction plans submitted as early as 2024 with construction and right of way acquisition to occur in 2024 as well depending on funding.

8/23/2022 Concept Level (10% Complete Design - 2022 \$) Cost Estimate *(Includes 20% contingency, 18% Engineering/Construction Administration and Right of Way and Utility Relocation estimates)*

Full Build Out with Bridge over Cedar Ave: **\$13,500,000**

Full Build Out with Cedar Ave Alternative and no Bridge: **\$6,000,000**

Alternative Temporary Alignment ABD: **5,000,000**

Alternative Temporary Alignment ACD: **2,100,000**

Vermillion Highlands Greenway, Rosemount Segment

The [Vermillion Highlands Greenway Rosemount Segment project](#) will develop a feasibility study and preliminary design report for about 1.3 miles of the Vermillion Highlands Greenway including a grade separated tunnel of County Road 42 and trail alignment from 155th Street to Connemara Trail.

Alternative analysis of a few alignments that intersect the city of Rosemount future park land and DCTC campus began in the spring of 2022. Additional analysis of a grade separated tunnel of County Road 42 occurred concurrently and has included close coordination with DCTC and city of Rosemount city staff to accommodate future development. Preliminary engineering will continue through the fall of 2022 and commence in early 2023 with a preferred trail alignment and tunnel locations. Public involvement events will also occur during the fall of 2022 to engage adjacent property owners and potential users of the trail system and gather feedback about potential alignments.

A final design engineering contract will begin in 2023 with construction plans submitted as early as 2024 with construction and right of way acquisition to occur in 2024 as well depending on funding.

8/23/2022 Concept Level (10% Complete Design - 2022 \$) Cost Estimate *(Includes 20% contingency, 18% Engineering/Construction Administration and Right of Way and Utility Relocation estimates)*

Base Estimate: **\$4,500,000**

Base Estimate with additional Amber Fields Development Alignment: **4,750,000**

Mendota-Lebanon Hills Greenway, Inver Grove Heights and Eagan Segment

The [Mendota-Lebanon Hills Greenway Inver Grove Heights and Eagan Segment project](#) will develop a feasibility study and preliminary design report for about 4.1 miles of the Mendota-Lebanon Hills Greenway including a

grade separated crossing of Highway 55, new at grade crossing of Highway 149, and trail and crossing improvements of the existing trail alignment that parallels Dodd Road towards Lebanon Hills Regional Park and Cliff Road.

Alternative analysis of a tunnel and a bridge of Highway 55 began in the spring of 2022. Preliminary engineering will continue through the fall of 2022 and commence in early 2023 with a preferred grade crossing type and intersection crossing types along Dodd Road. Public involvement events will also occur during the fall of 2022 to engage adjacent property owners and potential users of the trail system and gather feedback about potential alignments.

A final design engineering contract will begin in 2023 with construction plans submitted as early as 2024 with construction and right of way acquisition to occur in 2024 as well depending on funding.

8/23/2022 Concept Level (10% Complete Design - 2022 \$) Cost Estimate *(Includes 20% contingency, 18% Engineering/Construction Administration and Right of Way and Utility Relocation estimates)*

Base Estimate Highway 55 Underpass: **\$8,750,000**

Base Estimate Highway 55 Bridge: **\$9,250,000**

Priority Tier 1 & Tier 2 Projects (2022 Approved for Design and Construction)

Mississippi River Greenway Rosemount East (98-006)

The [Mississippi River Greenway Rosemount East \(CP 98-006\) trail project](#) will construct a 2.7 mile shared-use trail within Rosemount along Pine Bend Trail road. This segment of trail represents the last remaining portion of the Mississippi River Greenway that will span 27 miles within Dakota County from Hastings to St. Paul. The trail will connect the previously constructed Mississippi River Greenway Rosemount West to Spring Lake Park.

The project includes construction of a new 10-foot wide paved trail that will travel parallel to Pine Bend Trail roadway. The trail will connect to Mississippi River Greenway Rosemount West along the north side of Pine Bend Trail and use a grade separated box culvert which will carry trail users underneath the roadway. The trail will then travel along the south edge of Pine Bend Trail road east across two at-grade railroad crossings before entering Spring Lake Park through the prairie adjacent to the archery range. The trail will be barrier separated from the roadway to create a usable corridor for both pedestrians and roadway traffic. The at-grade railroad crossings will be improved to create 90-degree pedestrian crossings with safe traversable surfaces conforming to safety and design standards.

The construction plans were submitted to State Aid for final approval on July 19, 2022 and the bidding documents are being prepared. Staff has settled with 5 of the 7 parcels requiring easements. The two remaining parcels are in verbal agreement and are working to finalize the easement language for acceptance. Union Pacific owns rights to each at-grade rail crossing and requires construction and maintenance agreements for each. Union Pacific has prepared the final agreements and is distributing to County/City staff. Staff tentatively anticipates executed agreements for each at-grade crossing to be completed in November 2022.

Construction of the Mississippi River Greenway Rosemount East is anticipated to start in Spring 2023 and be a 1-year project. Winter tree clearing efforts are expected to occur January-March 31, 2023.

Minnesota River Greenway – Fort Snelling Segment

The Fort Snelling segment of the [Minnesota River Greenway](#), its final stage, will construct 3.6 miles of trail between the Cedar-Nicols trailhead and the Big Rivers Regional Trail within the Fort Snelling State Park in Eagan. The paved greenway trail will travel mainly though the edge of the river floodplain on a raised trail bed and

boardwalks. A pedestrian bridge over Union Pacific Railroad track will connect users to the existing greenway trailhead at Trunk Highway 13 and CSAH 26.

Design for the trail is complete, and final plans for the bridge are currently under review by MnDOT. Staff is coordinating with jurisdictions within the project area to secure the last approvals and permits needed to proceed with construction. A construction schedule is also under development to address the multiple risks posed by the constrained and sensitive project area. Upon completion of the construction schedule, staff will submit the entire project plan to Union Pacific for their approval. Staff tentatively expect to advertise for bids in November 2022, with construction beginning in late winter or early spring of 2023.

River to River Greenway – West St. Paul Segment

The [Thompson Avenue \(County Road 6\) & Oakdale Avenue \(County Road 73\) Trail and Sidewalk project](#) will construct nearly one mile of improved trails and over one half mile of new trail through the former Thompson Oaks Golf Course. The Thompson Oaks River to River Greenway segment includes natural restoration and water quality improvements to a former golf course property as well as trail construction. Trail construction on this project will connect the River to River Greenway from the intersection of Thompson Avenue and Oakdale Avenue directly to the new Robert Street underpass. This project has begun construction, with soil remediation and water quality work to be complete this year, and final completion of landscaping and trail paving in the Spring of 2023.

The Thompson Avenue (CSAH 6) and Oakdale Avenue (CSAH 73) Roundabout and Trail project includes construction of trail and sidewalk along Thompson Avenue from Robert Street to Waterloo Avenue, along Oakdale Avenue from Butler Avenue to Wentworth Avenue, and the addition of a single lane roundabout at the intersection of Thompson Avenue and Oakdale Avenue. Trail construction for this project includes the improvement of a section of the River to River Greenway from the intersection of Emerson Avenue and Sperl Street near Thompson County Park through the new roundabout location. This project is currently in final design, with construction to begin in the Spring of 2023.

Veterans Memorial Greenway

The [Veterans Memorial Greenway](#) (formerly *Rich Valley Greenway*) is a proposed regional trail and open space corridor that will provide a link between Lebanon Hills Regional Park and the Mississippi River in central Dakota County. The 5-mile corridor stretches east and west within Eagan and Inver Grove Heights, connecting single-family residential neighborhoods, parks, and rural and undeveloped open space. The Veterans Memorial Greenway is a project unlike any other for Dakota County. It presents unique and exciting user opportunities to traverse over and under highways, across water bodies and railroads, coupled with views of unique and picturesque natural resource elements. Users will also have the chance to learn along the way about sacrifices veterans have made over the years – sacrifices that allow all of us the freedom to enjoy outdoor spaces and recreational amenities.

The interpretive memorial plan was authorized for a 45-day public review period from May 25 – July 8, 2022. An open house was conducted on June 29 to view the plan at the Veterans Community Center in Inver Grove Heights. In addition to the interpretive planning process, staff conducted an open house earlier this year to review the concepts for interpretive memorials as well as receive updates on the design and engineering aspect of the project. That open house was conducted on February 23 at the Veterans Community Center in Inver Grove Heights.

The project is currently in the design phase of project development. Due to the length of the corridor and challenging technical elements associated with constructing the greenway, Dakota County is breaking up the project into three construction phases. Veterans Memorial Nodes will be prioritized and developed as funding becomes available. Construction of phase 1 is anticipated to begin in the summer of 2023 with each additional phase beginning construction each year after.

North Creek Greenway - Lakeville-Farmington Segment (CP 97-210)

The [North Creek Greenway Lakeville-Farmington project](#) will construct 2.2 miles of the North Creek Greenway between 173rd Street in Lakeville to just south of 189th Street in Farmington. Dakota County will construct 1 mile of new trail in Lakeville and reconstruct 1.2 miles of existing trail in Farmington.

The completed Greenway will be a 10-foot wide paved trail paralleling North Creek and the creek's surrounding wetland areas. An improved crossing of 173rd Street to connect to existing City of Lakeville trails in East Lake Park will be constructed, along with connections to additional local parks including Lakeville's North Creek Park, Farmington's Distad Park and Jim Bell Park, as well as other local trail connections. Two new trail bridges will be constructed, which cross North Creek and its tributaries and adjacent wetlands.

The project is currently at a 60% design stage. Environmental permitting and approvals are in progress, and the right-of-way process to secure temporary easements for minor grading impacts is underway. A public open house will soon be announced for mid-September to share project progress with local residents. State Aid approval is anticipated in late 2022, with bidding to take place in early 2023. Final completion of construction is anticipated in the fall of 2023.

North Creek Greenway – CSAH 42 grade separated crossing

A tunnel crossing for the [North Creek Greenway under CSAH 42](#) began design in 2020, and includes 1/3 mile of greenway trail and one mile of multiuse trail along the south side of CSAH 42 between Flagstaff Avenue and CSAH 31. Plans for the trail and tunnel were partially advanced, but then suspended until mining and reclamation activities at the adjacent AVR gravel mine are complete. Design for the project will be completed once future land conditions in the gravel mine area are known. County staff are continuing work on acquiring

right of way for the greenway trail; construction of this project is anticipated in 2025 or 2026 and is expected to take one construction season.

Greenway Collaborative Projects: Projects led by our city partners and funded in part by Dakota County (* have active JPAs)

- ***North Creek Greenway: Apple Valley Gaps**
 - Completion of five small trail gaps through southeastern Apple Valley completing approximately 2 miles of the North Creek Greenway.
- ***Rosemount Greenway: Bella Vista**
 - Completion of ¾ trail gap through the Bella Vista development providing access to Horseshoe Lake.
- ***Rosemount Greenway: Flint Hills Trailhead**
 - Shared trailhead/park facility that
- ***Lake Marion Greenway: Antlers Park Trailhead**
 - Shared trailhead/park facility
- ***Lake Marion Greenway: Kelleher Park Trailhead**
 - Shared trailhead/park facility
- ***Mississippi River Greenway: Wakota Bridge Trailhead**
 - Shared trailhead/park facility
- **Lake Marion Greenway: Downtown to Ritter Farm Park**
- **North Creek Greenway: East Lake Park to 173rd**
- **Lake Marion - East Lake Park: Trailhead**
- **River to River Greenway: Marthaler Trailhead**
- **Rosemount Greenway: Dunmore Segment**



Use the [Dakota County Greenway Status](#) viewer to see a comprehensive map of trail and greenways across the county along with their current status, planned alignments and trail crossing priorities.



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1335

Agenda #: 5.4

Meeting Date: 9/13/2022

DEPARTMENT: Transportation

FILE TYPE: Regular Information

TITLE

Overview And Update On County Project 66-15 Needs And Alternatives For Trunk Highway 52 Interchange At County Roads 62 Or 66 In Vermillion Township

PURPOSE/ACTION REQUESTED

Receive an update and information on planning and alternatives for a new interchange with Trunk Highway (TH) 52 at or near the intersections with County Road (CR) 62 or CR 66 in Vermillion Township.

SUMMARY

To promote a safe and efficient transportation system, staff proceeded with work on County Project 66-15 under Contract No. C0033927, authorized by Resolution No. 21-191 (April 6, 2021). The contract includes studies to evaluate needs and alternatives for transportation infrastructure to improve safety and mobility around TH 52 at or near the intersections with CR 62 or CR 66. The work completed to date includes traffic studies to document the need for a project and to review a wide range of alternatives. Dakota County is the lead agency, and County Staff and our consultants have worked regularly with many stakeholders, including Vermillion Township, the Minnesota Department of Transportation (MnDOT), the Minnesota Department of Natural Resources (MnDNR), other agencies, and several property owners. The discussions and evaluations of project needs and alternatives have also included two public open-house meetings held on September 28, 2021, and on July 27, 2022.

Throughout the planning process, staff has presented the complexity of the study area within the context of balancing transportation safety/mobility objectives with the area's valued natural resources and community features. These resources and planning factors include:

- The Vermillion River, including MnDNR-managed Aquatic Management Areas
- Unique small-acreage specialty crop farms near the junction of TH 52 and CR 66
- The area's many other farmlands, residential/neighborhood sites, and other natural resource or community features

The needs that justify an interchange design solution are based primarily on long-term roadway safety while also providing County Road connections and crossings at TH 52. These needs have been recognized in high-level planning for more than 20 years and are reflected in many sketch-level interchange planning concepts. Minnesota Department of Transportation has also managed the safety problems with projects in 2014 and 2017, constructing lower-cost restricted-crossing U-turn (RCUT) intersections. However, staff's current work helped clarify the long-term limitations of the

RCUT designs, with crash rates and crash severity still higher in the area today than at similar Minnesota intersections. Future growth in traffic will result in greater long-term concerns, as fewer and smaller gaps in traffic will cause delays and increased crash risks for all vehicles.

Dakota County and consultant staff are now concluding the first phase of the project need and alternatives studies and are documenting work to date in a Feasibility and Location Study Report. This phase has included many stakeholder outreach activities, including the public open house on July 27, 2022, attended by approximately 100 persons. Other recent activities included meetings and communications with many property owners; meetings with Vermillion Township, Empire Township, and the City of Vermillion; and meetings with representatives of MnDOT, MnDNR, the Vermillion River Watershed, and the Hmong American Farming Association. In community and stakeholder meetings, staff initially presented up to eight conceptual interchange alternatives, reflecting options to serve long-term transportation needs while avoiding or minimizing adverse impacts (balancing many factors as noted above).

At the July 27 public open house meeting, staff presented the eight interchange alternatives and the recommended first steps in screening to move forward with more detailed study of four alternatives:

- Two alternative concepts at CR 66 & TH 52
- One alternative concept at CR 62 & TH 52
- One alternative concept with partial connections at both of the locations (a split interchange)

The staff's identification of four alternatives will support a greater focus on feasibility issues and the balancing of objectives with impacts. Specifically, the four remaining alternatives:

- Reflect greater feasibility compared to alternatives dismissed from further study
- Retain the range of tradeoffs seen in the initial eight concept alternatives
- Will help sharpen focus on the key issues and clarify the most promising designs

Next, staff will be working with stakeholders to refine and evaluate alternatives, including comparisons of the four interchange alternatives with the No-Build alternative. Schedule objectives include identifying the preferred alternative by late 2022/early 2023 and completing preliminary engineering design and environmental documentation by late 2023.

RECOMMENDATION

Information only; no action requested.

EXPLANATION OF FISCAL/FTE IMPACTS

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

RESOLUTION

Information only; no action requested.

PREVIOUS BOARD ACTION

21-191; 4/6/21

ATTACHMENTS

Attachment: Project Study Area Map

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 |

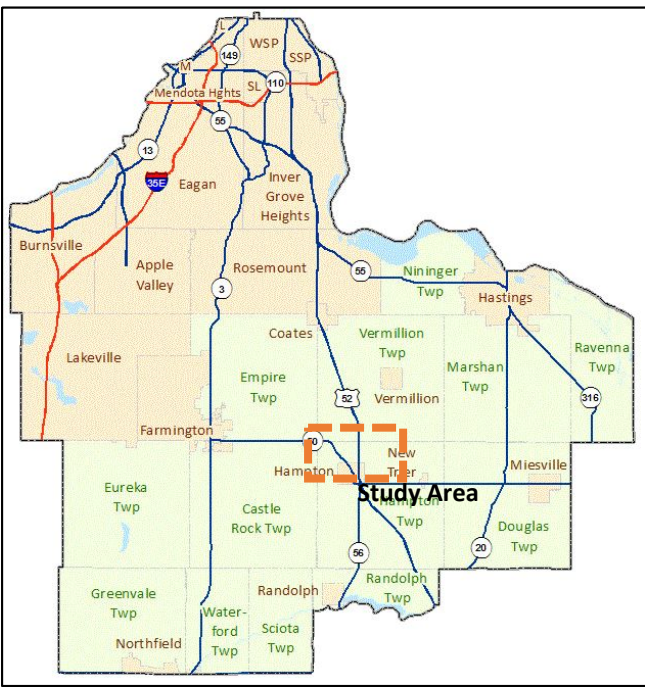
PUBLIC ENGAGEMENT LEVEL

- | | | | |
|--|----------------------------------|---|------------------------------|
| <input type="checkbox"/> Inform and Listen | <input type="checkbox"/> Discuss | <input checked="" type="checkbox"/> Involve | <input type="checkbox"/> N/A |
|--|----------------------------------|---|------------------------------|

CONTACT

Department Head: Erin Laberee

Author: Doug Abere

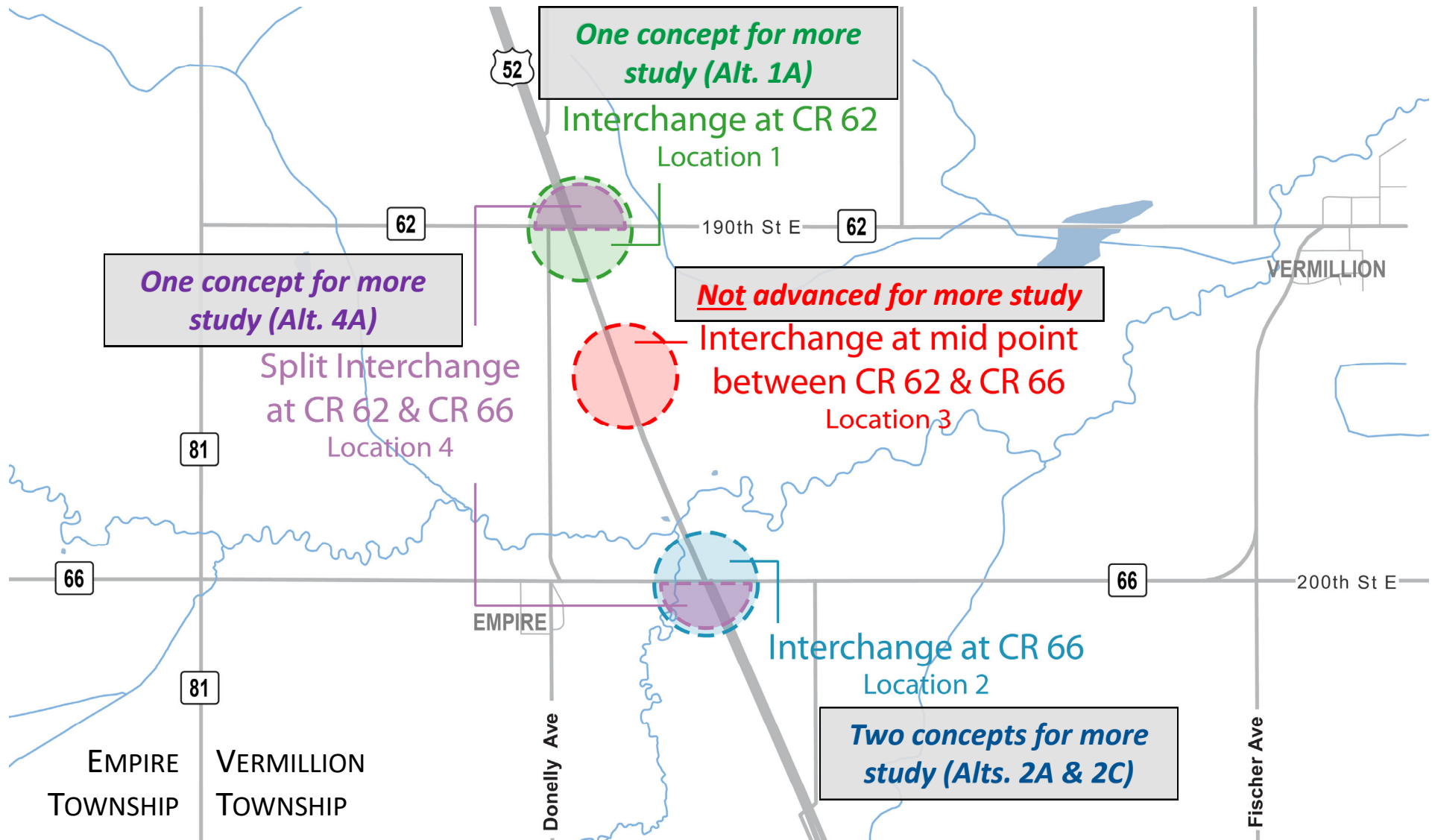


County Project 66-15

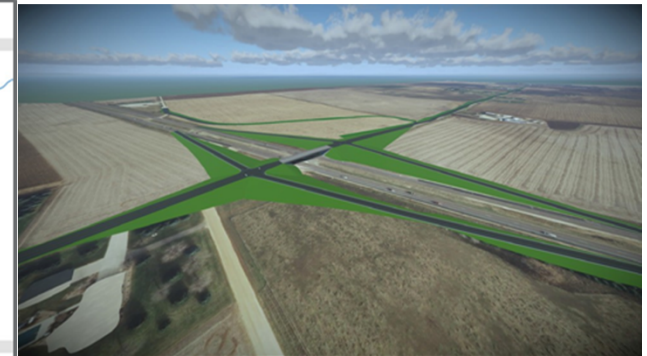
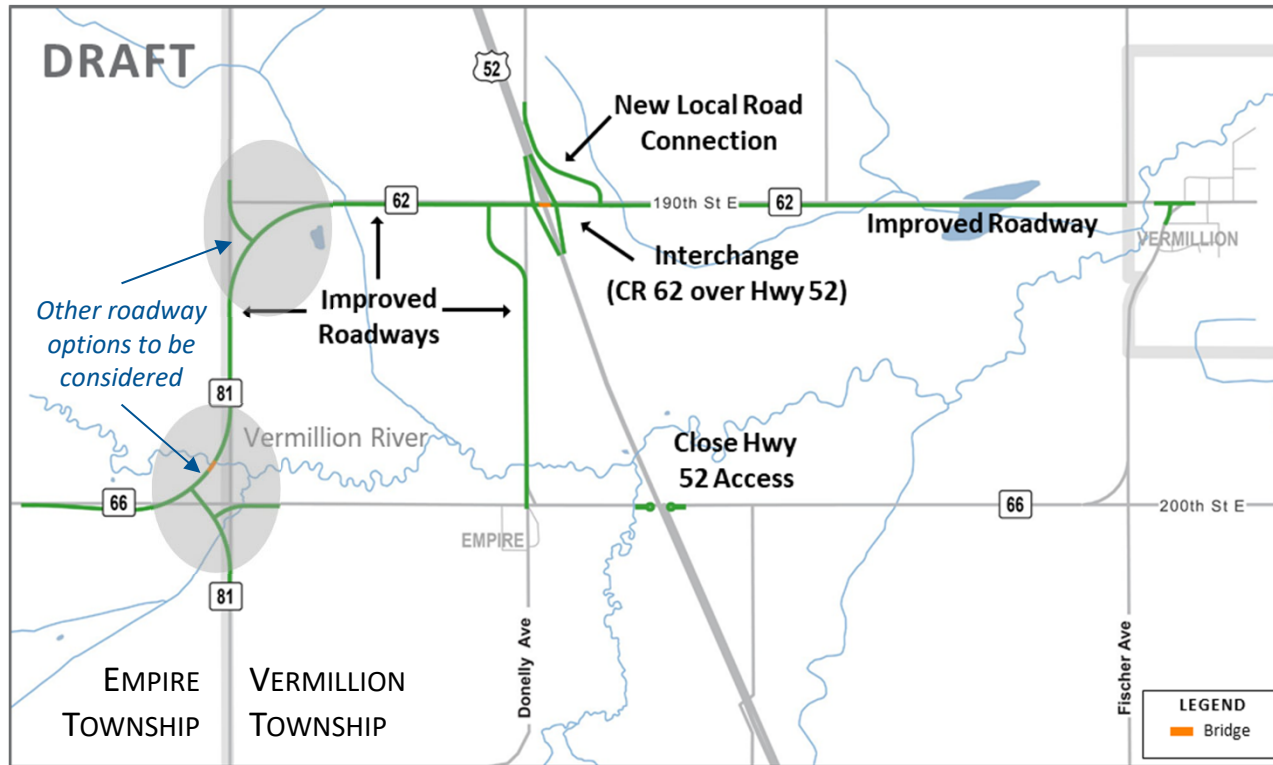
Study Area Location Map:
County Roads 66 and 62 area
along Trunk Highway 52

Summary of Interchange Location Alternatives

Eight concepts developed and reviewed; four concepts advanced for more study.



Alternative 1A – CR 62 Over Hwy 52 Concept



Rendering of interchange area
Preliminary - subject to change

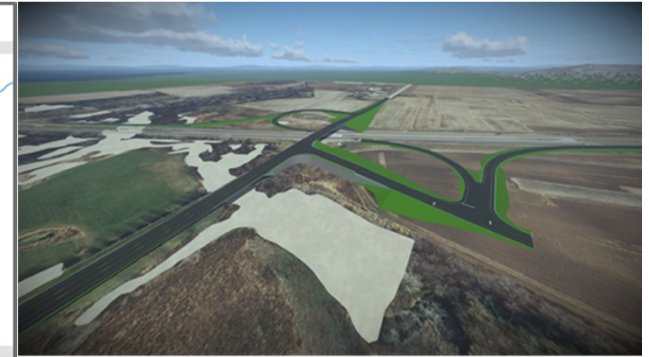
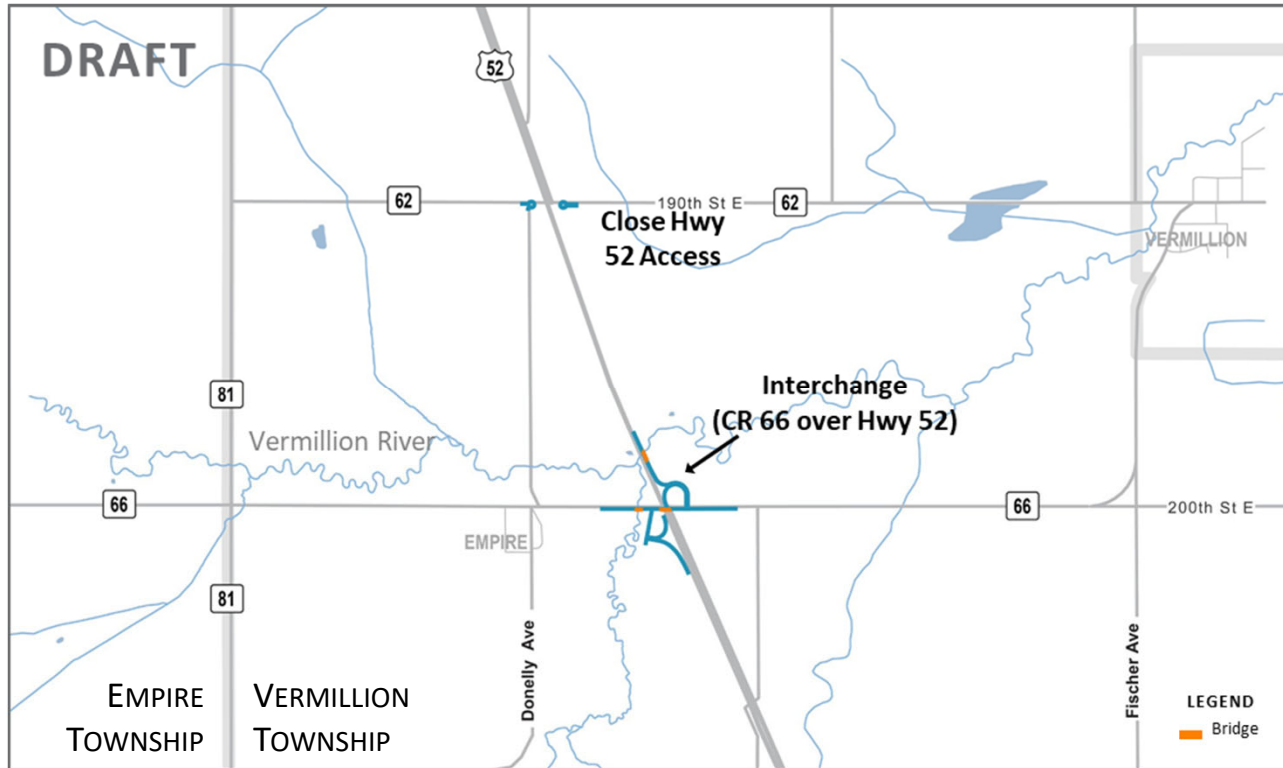
Costs, Impacts, & Next Steps

Description and Characteristics

- Interchange at CR 62 & Hwy 52, with connecting roadway improvements
- Shifts the main east-west County Road to the north
- Efficient connection between Hwy 52 and the City of Vermillion, vicinity
- Avoids and minimizes impacts at CR 66 & Hwy 52, including impacts to adjacent properties, the S. Branch of Vermillion River, and small-acreage farming

- High cost range
- High overall property impacts
- Trout stream impacts
- Avoids farmland impacts at CR 66 & Hwy 52
- Opportunities to further manage impacts and costs, esp. impacts to trout stream

Alternative 2A – CR 66 Over Hwy 52 Concept



Rendering of interchange area
Preliminary - subject to change

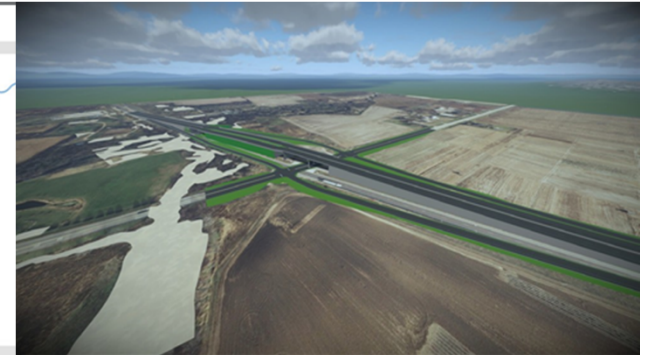
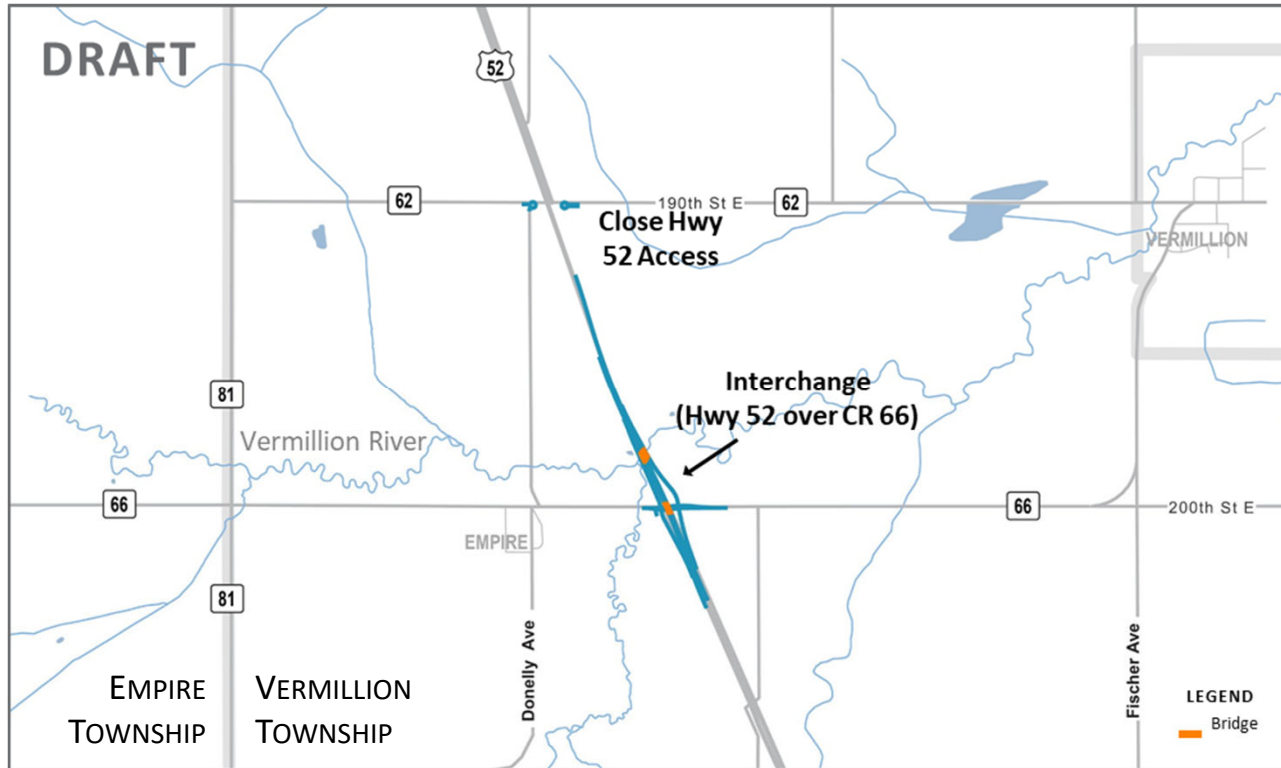
Costs, Impacts, & Next Steps

- Low-moderate cost range
- Limited overall property impacts
- Trout stream impacts
- Farmland impacts at CR 66 & Hwy 52
- Complex location with limited opportunities to further manage costs and impacts

Description and Characteristics

- Interchange at CR 66 & Hwy 52 – ramps in the SW and NE quadrants
- Less overall roadway construction vs. Alt. 1A, at CR 62
- Less direct Hwy 52 connection for City of Vermillion and vicinity (vs. Alt. 1A)
- Impacts to CR 66 & Hwy 52 area properties, the S. Branch of Vermillion River, and small-acreage farming

Alternative 2C – Hwy 52 Over CR 66 Concept



Rendering of interchange area
Preliminary - subject to change

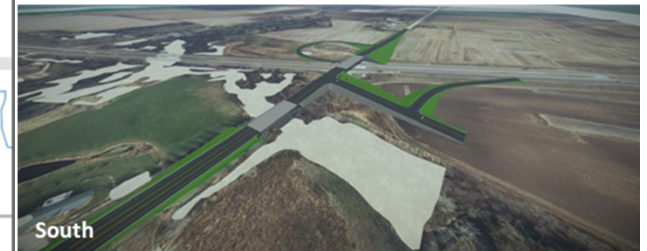
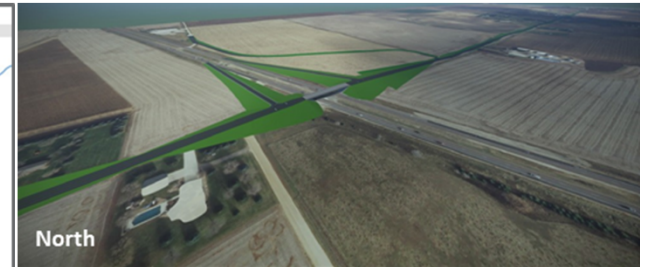
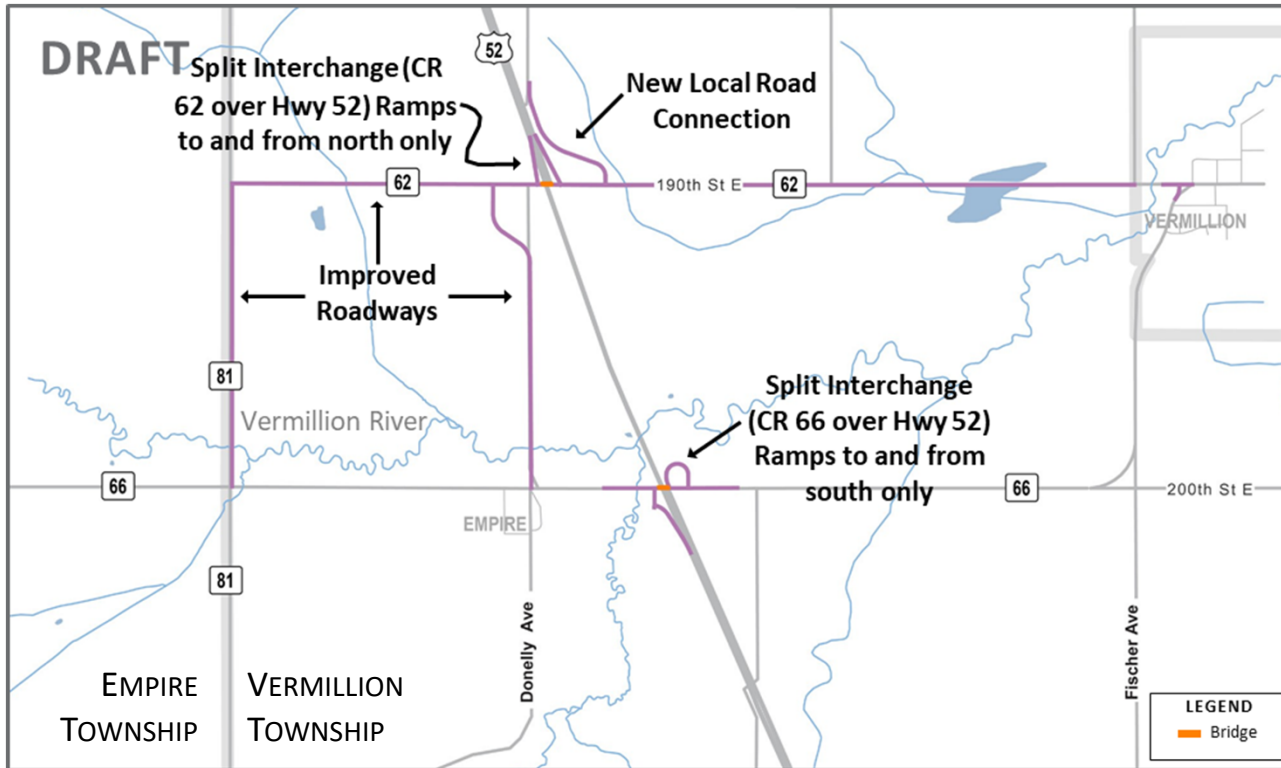
Costs, Impacts, & Next Steps

Description and Characteristics

- Interchange at CR 66 & Hwy 52 – “tight diamond” with Hwy 52 over CR 62
- Roadway reconstruction along Hwy 52; limits farmland impacts
- Less direct Hwy 52 connection for City of Vermillion and vicinity (vs. Alt. 1A)
- Limited impacts to CR 66 & Hwy 52 area properties, the Vermillion River, and small-acreage farming

- High cost range
- Limited overall property impacts
- Trout stream impacts
- Farmland impacts at CR 66 & Hwy 52
- Complex location with some opportunities to manage costs and impacts, esp. impacts to the HAFA Farm

Alternative 4A – Split Interchange Concept



Rendering of interchange area
Preliminary - subject to change

Costs, Impacts, & Next Steps

- High cost range
- High overall property impacts
- Trout stream impacts
- Farmland impacts at CR 66 & Hwy 52
- Large-scale alternative, but with some opportunities to manage costs and impacts

Description and Characteristics

- Partial interchange at both CR 62 and CR 66, with both crossroads over Hwy 52
- Interchange features at both sites, plus connecting roadway improvements
- Good and flexible connections for the City of Vermillion and others in area
- Impacts at both locations, including impacts to the Vermillion River and small-acreage farming



Physical Development Committee of the Whole

Request for Board Action

Item Number: DC-1373

Agenda #: 7.1

Meeting Date: 9/13/2022

Adjournment