

Dakota
COUNTY

Veterans Memorial Greenway

Dakota County Planning Commission
November 16, 2023

John Mertens, Dakota County Planning
Tony Wotzka, Dakota County Parks

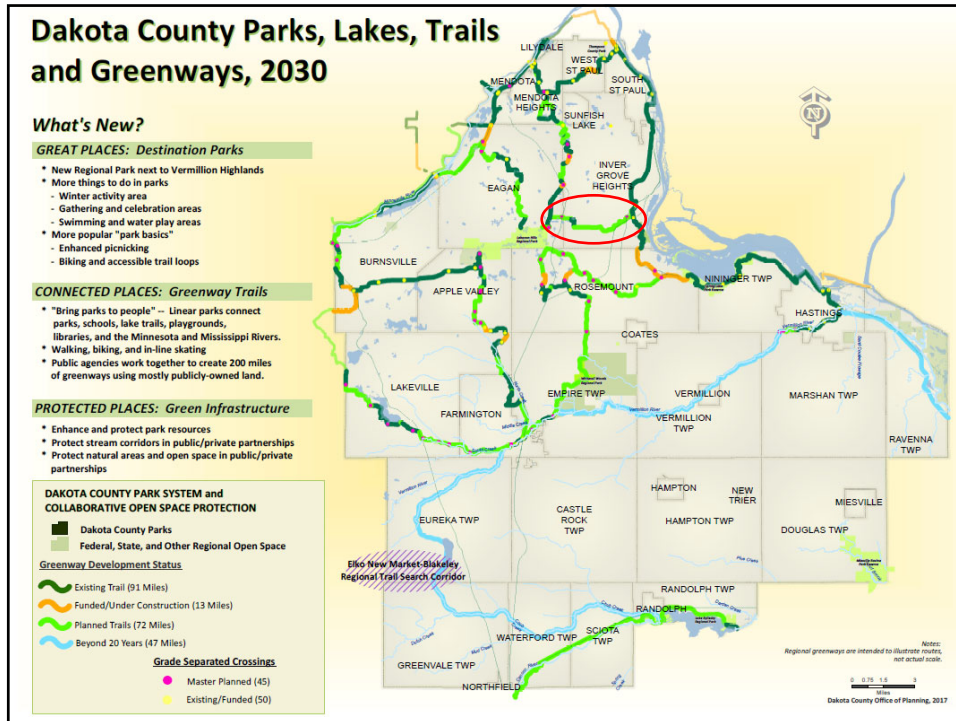
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Welcome and Introductions

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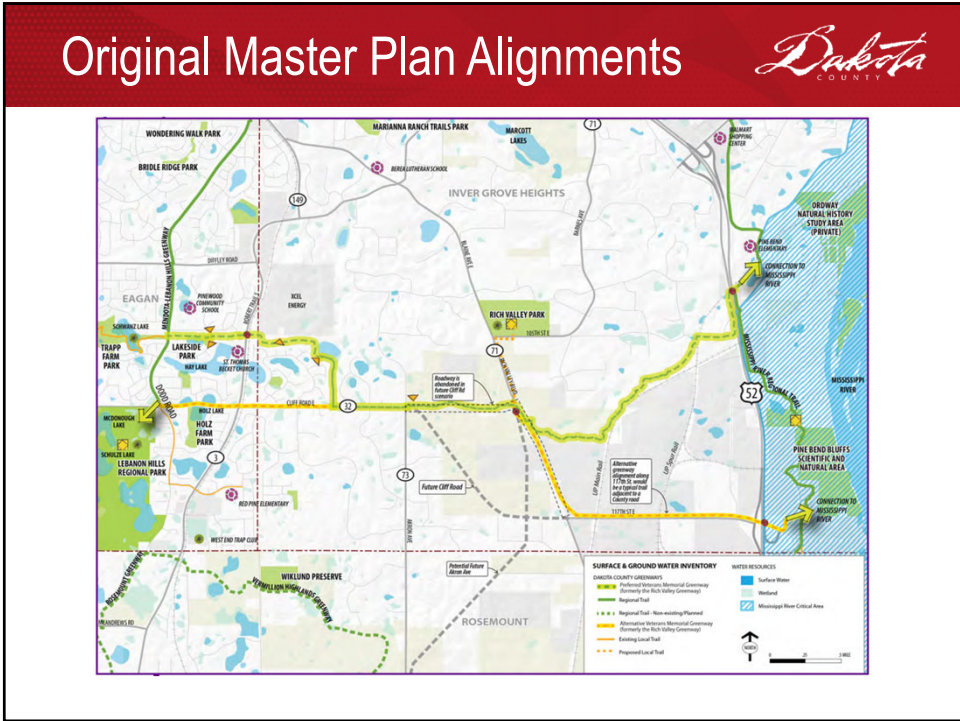
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Project History

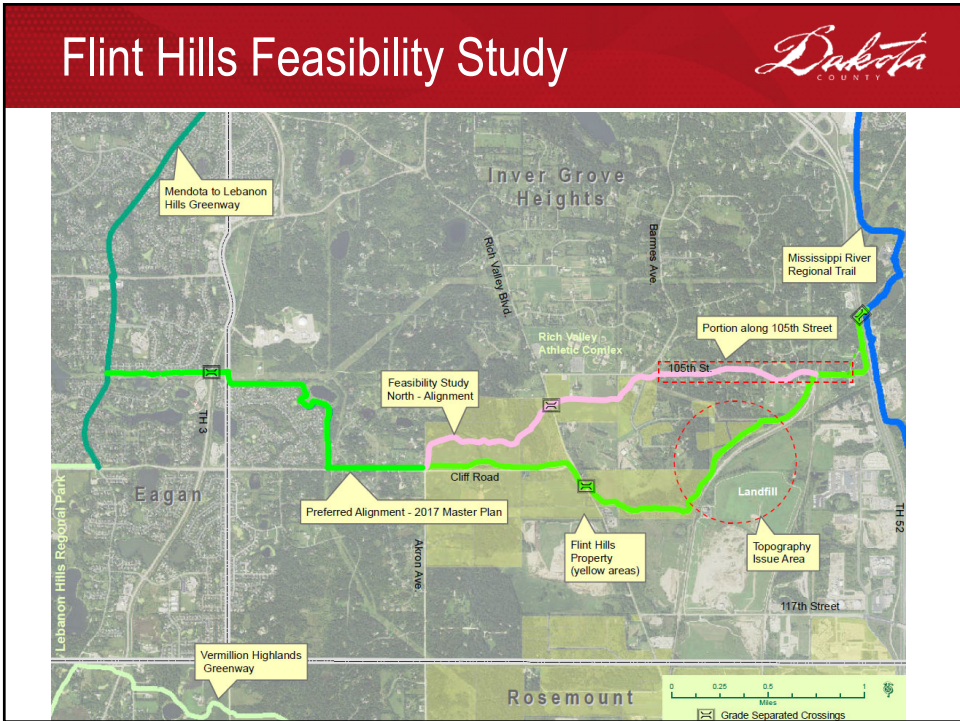


- 2008 Dakota County Parks System Plan – Established Greenway Corridor
- 2017 - County adopts Rich Valley Greenway Master Plan
- 2019 Flint Hills Alignment Feasibility Study
- 2020 Veterans Memorial Greenway – Preliminary Engineering
- 2022 Veterans Memorial Greenway – Interpretative/Memorial Plan
- 2022 Veterans Memorial Greenway – Final Design Begins
- 2023 Veterans Memorial Greenway – Final Design Phase 1

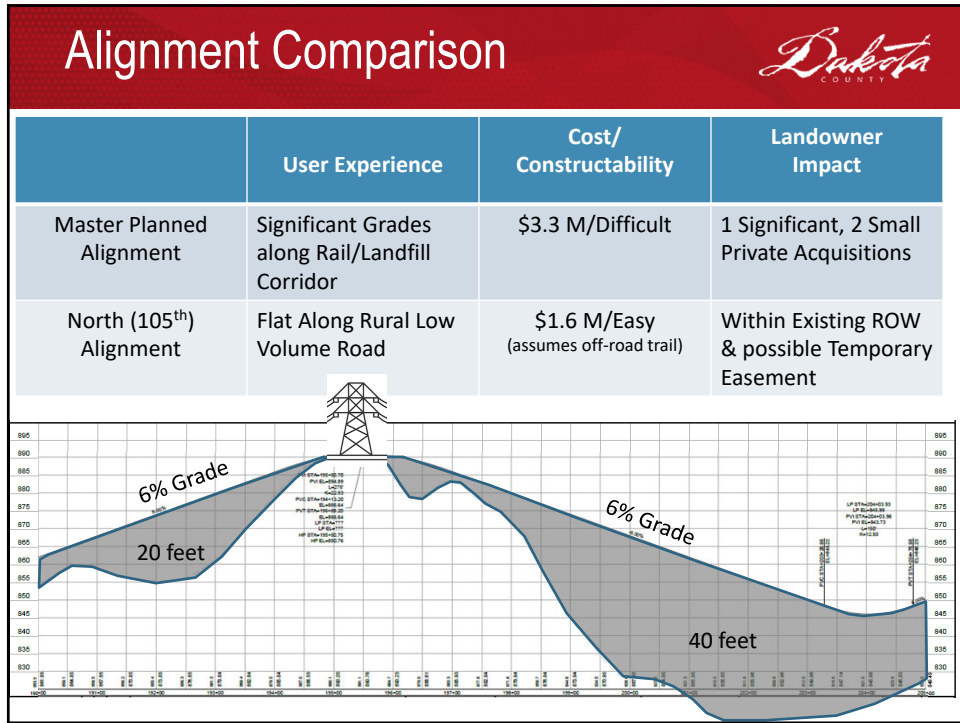
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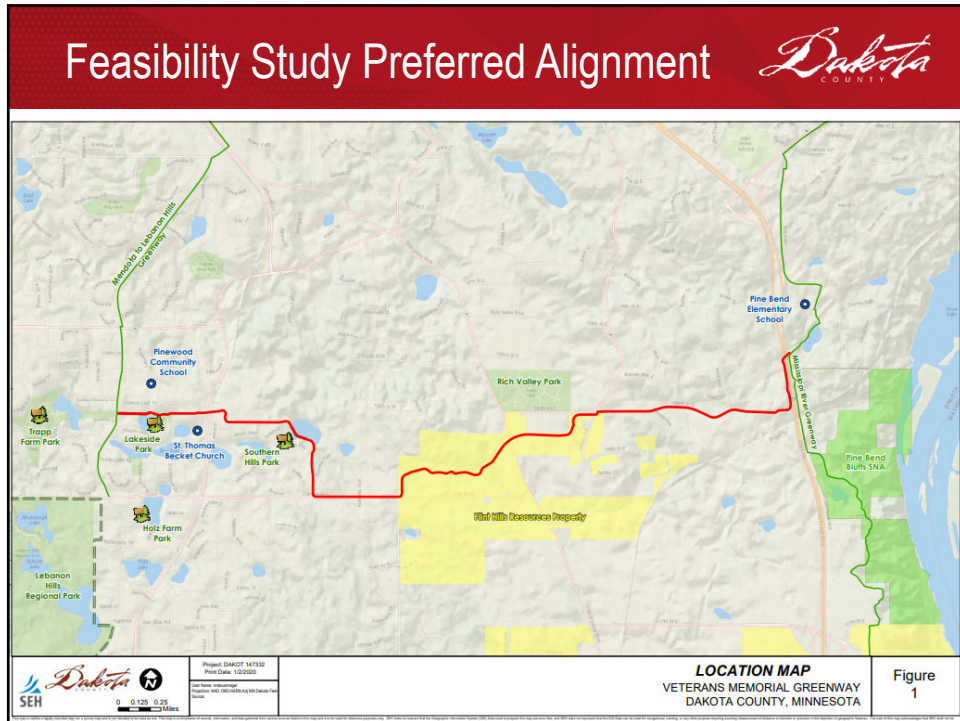
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North Alignment

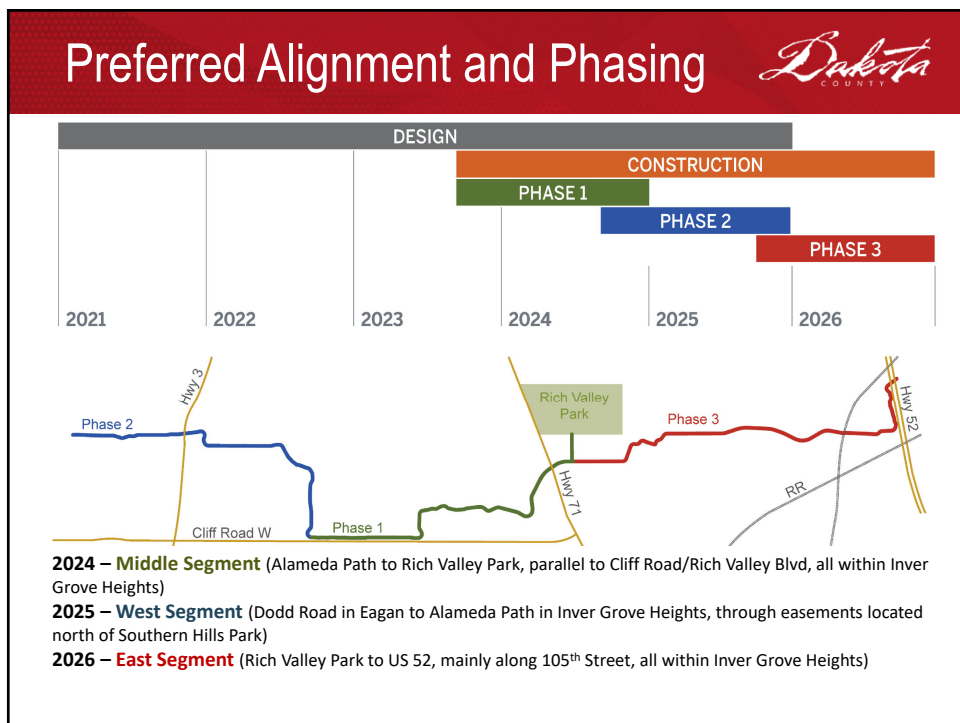


- Moves Greenway Away from Cliff Road
- Provides Better Connectivity to Rich Valley Park
- Supported By Flint Hills Resources
- Is estimated at ½ the Cost (\$1.6 vs \$3.3M)
- Options along 105th Street

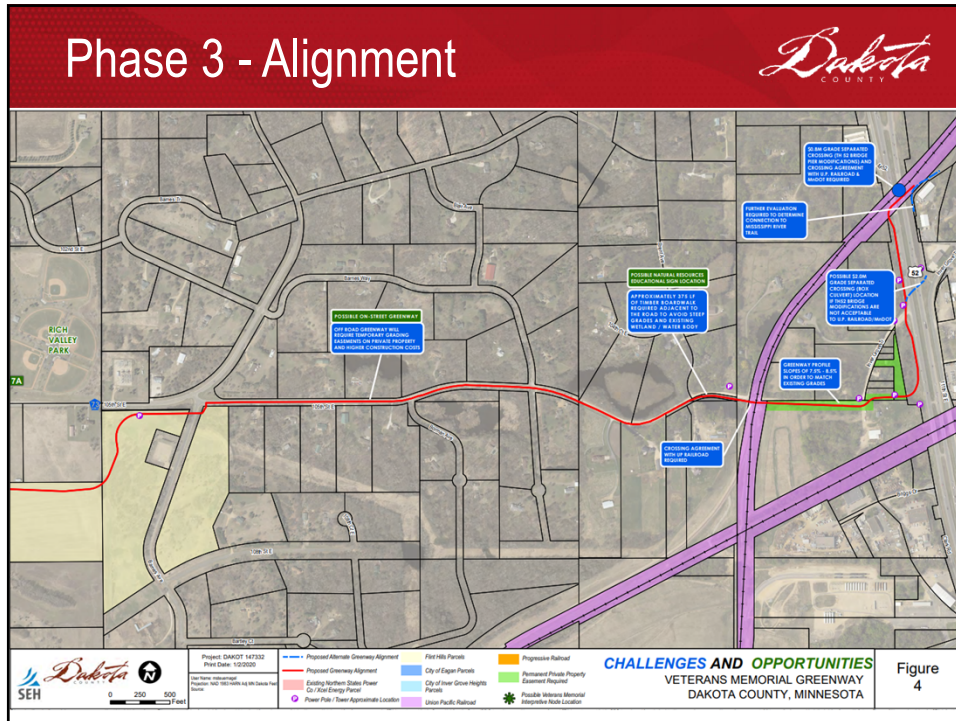
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Original Alternatives From Study

- Four alternatives from the study
 1. Widening pavement and adding an on-street greenway with bike lanes
 2. Widening pavement and adding an on-street greenway
 3. Maintain existing roadway and construct off-street trail with a drainage swale *(Evaluated further in preliminary design phase)*
 4. Incorporate a curb and gutter and turf boulevard with off-street trail *(Evaluated further in preliminary design phase)*

TRAIL TYPICAL SECTION
(105TH ST SEGMENT)

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Preliminary Design Options *Dakota* COUNTY

Four off-street trail options (Fifth Option includes minor revisions of option four)
Originally reviewed and discussed with IGH in May of 2022 and then reviewed again with IGH in February of 2023

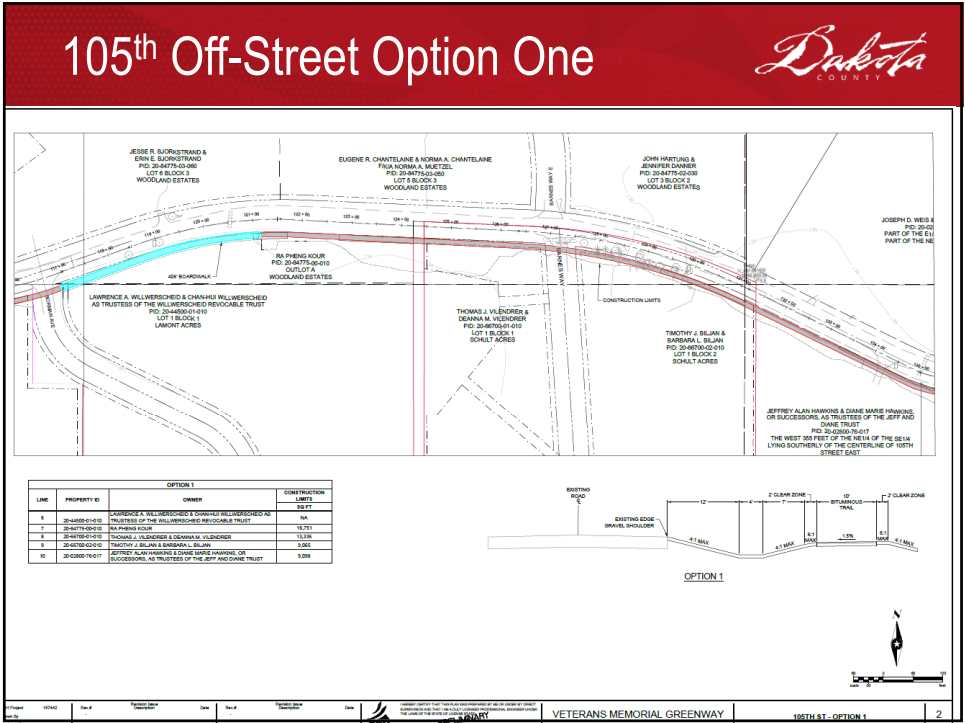
1. Trail roughly 25' from existing roadway. Includes a drainage ditch (distance required to meet minimum City rural swale grading requirements)
2. Full or partial urbanized roadway with a 10' trail that has a 3' boulevard and provides snow storage south of trail (removed from consideration with option 3 further reducing easement needs)
3. Full or partial urbanized roadway with an 8' trail that has a 3' boulevard and provides snow storage south of trail
4. Full or partial urbanized roadway with lanes narrowed by 1' each that has an 8' trail, 3' boulevard, provides snow storage, and the greenway switches to the north side of the road as it approaches the 105th St RR Crossing.
5. Option five keeps greenway on south side of the road to line up to a preliminary approved crossing alignment for the RR crossing.

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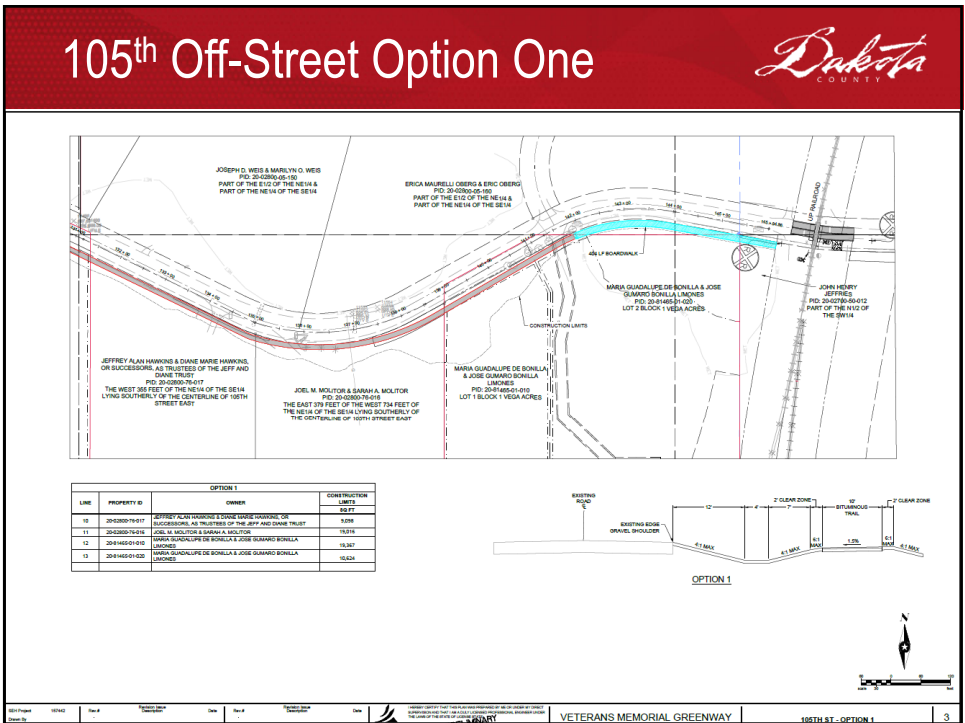
105th Off-Street Option One *Dakota* COUNTY

OPTION 1		
LINE	PROPERTY ID	CONSTRUCTION LIMITS
1	207330010400	0.00
2	207330010402	0.00
3	207330010404	0.00
4	207330010470	0.12
5	207330010408	7.20

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105th Off-Street Option One *Dakota* COUNTY

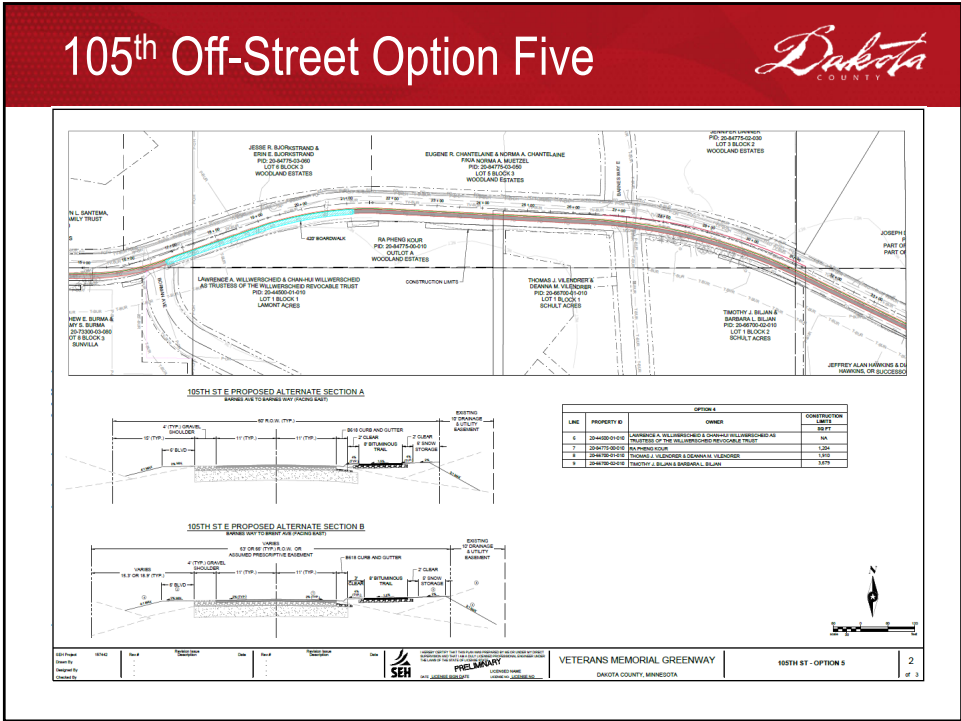
- Key attributes
 - Does not urbanize the roadway
 - Includes a drainage ditch that meets City grading swale requirements that will drain water that falls on the trail
 - Trail would not be in public right-of-way and would require permanent right of way acquisition from each property owner
- **Quick Analysis** – Very likely not feasible due to extensive right of way needs

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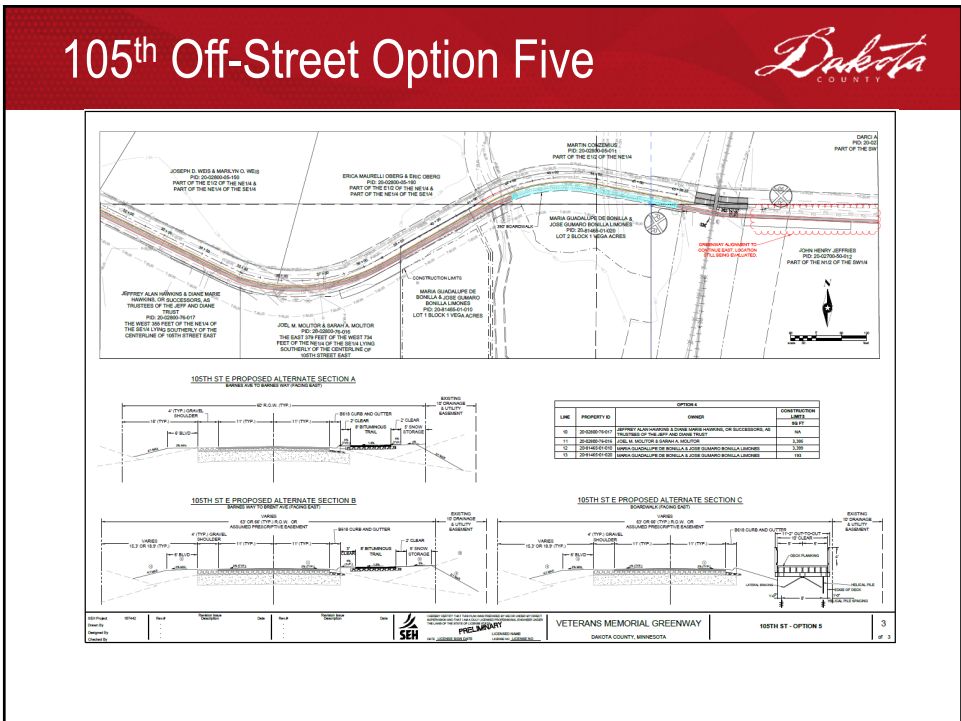
105th Off-Street Option Five *Dakota* COUNTY

LINE	PROPERTY ID	OWNER	CONSTRUCTION
1	207882000	MARTIN R. ILA	1251
2	207882000	DAVID C. GIBBS	1251
3	207882000	KEITH SCHNEIDER & ANGELA A. WHELAN	1251
4	207882000	PAUL R. KOSMANN & BRONCHA KOSMANN	1251
5	207882000	GENE L. VIVANT & ROBERTA L. VIVANT	1251
6	207882000	MATTHEW E. BURMA & AMY E. BURMA	1251

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105th Off-Street Option Five *Dakota* COUNTY

- **Key attributes**
 - Would urbanize all or a portion of the roadway and narrow drive lanes by 1'
 - Includes a 8' trail, 3' boulevard and snow storage space
 - Trail would be in public right-of-way, and would require minimal temporary construction easements of private property
- **Quick Analysis**– Feasible, but does require additional city coordination related to stormwater treatment requirements and prescriptive right-of-way. Limits private property impacts, but still requires minimal easement needs for grading work.
- Additional alternatives in final engineering could continue to analyze options that shift the road centerline, reduce road widths, etc. to potentially further reduce private property construction easement needs.


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105th UP At Grade Rail Crossing *Dakota* COUNTY

EXHIBIT B

DRAWN BY: [Name] CHECKED BY: [Name] DATE: [Date]	CONSTRUCTION NOTES: [Notes]	VETERANS MEMORIAL GREENWAY PRELIMINARY	PROPOSED AT GRADE RAIL CROSSING 105th STREET NORTH E. DOT SHEET: 105-100-00 RIVER GROVE, MISSOURI, MINNESOTA
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Issues, Opportunities, Constraints 		
Issues	Opportunities	Constraints
Private property easement acquisition and prescriptive easement needs along the preferred alignment	Community Benefits of a Regional Greenway	Alternative alignments have site context, slopes, grading and private property challenges
Surface water management needs yet to be defined	Safe Crossing of 3 Major Highways and connection to Rich Valley Park	Potential UP Railroad Crossing locations are limited
Surface water treatment may require additional easement needs.	Rail Crossing Improvements at 105th may be able to integrate improvements for a future quiet zone installation	Multiple Agency Coordination Required for design and construction
Greenway alignment and easement needs from private utility companies, MnDOT and Railroads	105 th Street roadway improvements completed by the County as part of the trail project	Balancing easement needs with safety and minimum Greenway Trail standards
Mixed support from property owners and potential greenway users	Opportunity to coordinate Greenway design and construction with MnDOT US 52 project	Awarded state and federal funds have sunset dates that require funds to be encumbered or spent by specific years

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Engagement & Project Milestones 
<ul style="list-style-type: none"> • City of Inver Grove Heights adopts a resolution supporting Dakota County's plan for the Rich Valley Greenway (July 2017) • County adopts Rich Valley Greenway Master Plan (Sept 2017) • Preliminary engineering feasibility study for two alignments, original from master plan, 105th Street (May 2018) approved by County Board • Greenway is renamed Veterans Memorial Greenway (Jan 2020) • Veterans Advisory Group established (Aug 2020) • Design/engineering for greenway corridor begins in collaboration with the memorial node and interpretive plan (Sept 2020) • Open House 1 on memorial node concepts and proposed alignments (Feb 2022) • Inver Grove Heights Parks Commission Memorial Plan Overview Presentation (June 2022) • Open House 2 on draft memorial node plan (June 2022) • Inver Grove Heights Work Session – providing updates on the project, public engagement and 105th alignments (May 2023) • Memorial Node Plan Approved (July 2023) • Phase I Groundbreaking (Aug 2023)

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Next Steps *Dakota*
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- **On-going Public Engagement**
 - Website updates
 - Pop-up and Open Houses
 - Agency Coordination
 - Focused Property owner meetings
 - Almost 70 direct emails and letters coordinated in July/August 2023 to provide project updates and discuss alignments with property owners
 - City Council and Commission updates and approvals
- **Phase I updates**
 - Final Design – Fall/Winter 2023
 - Construction Bidding – Q1 2024
 - Phase I Construction Complete – Late 2024
- **Phase II Updates**
 - Right-of-way and easement coordination with private utilities and private properties – 2023-2024
 - Preliminary Design – Late 2023
 - Final Design – 2024
 - Phase II construction 2025-2026

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Thank You!



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