

ACTION TRANSMITTAL

No. 2012-44

DATE: November 28, 2012
TO: Transportation Advisory Committee
FROM: TAC Funding and Programming Committee
PREPARED BY: Kevin Roggenbuck, TAB Coordinator (651-602-1728)
Carl Ohrn, Planning Analyst (651-602-1719)
Heidi Schallberg, Senior Planner (651-602-1721)
SUBJECT: Scope Change Request: Robert Street Improvements (SP#173-010-007)
REQUESTED ACTION: The City of West St. Paul requests a scope change for the Robert Street Improvements project (SP#173-010-007).
RECOMMENDED MOTION: Recommend that the TAB approve a scope change for the Robert Street Improvements project (SP#173-010-007) with a \$300,000 reduction in STP-UG funding

BACKGROUND AND PURPOSE OF ACTION: The City of West St. Paul was awarded \$7,280,000 in STP-UG funds (adjusted for inflation) in the 2009 regional solicitation for the reconstruction of Robert Street from Mendota Road to Annapolis Street to include center median, access closures, grade-separated trail crossing, and other elements.

The City of West St. Paul has requested a scope change for its Robert Street Improvements project (SP# 173-010-007). The city's request and supporting documentation is attached.

The proposed changes would increase the total project cost by over 58 percent from \$10,383,000 to \$16,470,000 (the federal funding amount would not increase) and remove the grade-separated bike/pedestrian crossing from the scope, which increased in cost from \$300,000 to a range of \$2.3 to \$3.8 million.

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

STAFF ANALYSIS: The city, MnDOT Metro State Aid and the TAB Coordinator consulted about the proposed scope change in its early stages in July and October 2012. Staff reviewed the scope change request in accordance with the process adopted by the TAB in March 2011. The city provided staff with a draft layout and the recalculations of six of the 2009 solicitation criteria: crash reduction, crash reduction cost effectiveness, congestion reduction, congestion

reduction cost effectiveness, corridor access management improvements, and integration of modes. Because the cost of the revised scope is significantly higher than the original cost, staff also reviewed the cost effectiveness of the air quality benefits.

Staff used the 2009 solicitation criteria to compare the original application and score with the proposed changes. After a review of the original project application and the scope change request, staff felt the following factors determined that the requested scope change should be rejected by the committee.

- When reviewing the original scoring and the requested changes, staff determined that the revised project would have likely scored lower in the 2009 solicitation due to lower scores in the three cost effectiveness sections (principally due to the increased cost of the project) and in integration of modes due to the elimination of the pedestrian bridge. MnDOT reviewed scores relating to crash reduction and concluded that the crash reduction score would be the same but concurred that the cost effectiveness score would have been slightly lower.
- During the 2009 solicitation discussion, three projects in the "A" Minor Arterial Reliever category were funded in part because their scores were so close, with only six points separating the three. The West St. Paul project was the lowest of these three, and a lower score would have increased the gap between projects and made it less likely that the Robert Street project would have been selected for funding in the 2009 solicitation.
- The proposed changes to the project would make it a significantly different project from what was submitted as an application in 2009. The original grade-separated pedestrian crossing would be eliminated and replaced with a center median and unspecified improved signal timing. In addition to eliminating the grade-separated pedestrian crossing, significant project elements would be added, including a significant depth increase for the mill and overlay (from 2 inches to 5.75), storm sewer system reconstruction, replacement of traffic signals, water main replacement, a retaining wall, and three noise barriers. Additional through capacity would also be increased over the original application. These changes contribute to the large cost increase for the project.

This evaluation addressed if the revised project scope provided about the same benefits as the original scope that was evaluated in the 2009 solicitation and if it would have been as likely to be funded; it is not intended to be an evaluation of the merits of the proposed revised project.

COMMITTEE COMMENTS AND ACTION: The TAC Funding and Programming Committee discussed the requested scope change at its November 15, 2012, meeting and approved it with a \$300,000 reduction in federal STP-UG funding for a new total of \$6,980,000 in STP-UG funds. After hearing the staff review, the committee discussed how the project's score may have affected funding decisions in the 2009 solicitation and thought it was difficult to determine if the committee would have made a different recommendation at that time. Committee members discussed how the project was basically doing the same work as the original proposal, with the exception of the pedestrian bridge. They felt the project had many safety benefits and the overall costs seemed reasonable. In consideration of the removal of the grade-separated bicycle/pedestrian crossing from the project scope, the committee recommended a \$300,000 reduction in STP-UG funding, which was the original cost estimate for that project element.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	November 15, 2012
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	
Metropolitan Council	Information	



CITY OF WEST ST. PAUL

1616 HUMBOLDT AVENUE, WEST ST. PAUL, MN 55118-3972

www.ci.west-saint-paul.mn.us

MUNICIPAL CENTER	651-552-4100	
Parks/Recreation/Public Works	651-552-4150	FAX 651-552-4190
Police	651-552-4200	TDD 651-322-2323
South Metro Fire	651-552-4176	

November 2, 2012

Mr. Karl Keel, PE
TAC Funding & Programming Committee
1700 West 98th Street
Bloomington, Minnesota 55431-2501

SUBJECT: ROBERT STREET (TH 952A) IMPROVEMENTS – SCOPE CHANGE REQUEST

INTRODUCTION

The City was successful in the 2009 federal funding solicitation for “A” Minor Arterial Reliever improvements to the Robert Street corridor. The State Transportation Improvement Program (STIP) has \$7,280,000 in federal funding (total project cost of \$10,383,000) scheduled for improvements on Robert Street from Mendota Road to Annapolis Street in fiscal year 2014 (see Attachment A, Figure 1: Project Location Map). Although the original project description has changed since its submittal, the benefits have remained consistent with its original intent. Therefore, the City is requesting a scope amendment, in order to move forward with a revised project scope. Please consider this formal request from the City of West St. Paul for the change in scope of the Robert Street Improvements project for fiscal year 2014.

ORIGINAL PROJECT DESCRIPTION

In the 2009 STP funding submittal, the scope of the Robert Street Improvements is identified as the reconstruction of a three-lane and five-lane undivided roadway with a continuous center left-turn lane to a five-lane divided roadway with a raised center median. For the existing three-lane section between Butler Avenue and Annapolis Street, the City planned to convert the parking lane into an additional through lane in each direction. In addition to decorative lighting and pedestrian/landscaping improvements, a grade-separated pedestrian crossing located between Wentworth and Thompson Avenues was also proposed. The overall objective of the Robert Street Improvements project is to provide increased safety, operational efficiency and capacity along the regional multimodal transportation corridor.

REQUESTED CHANGE OF SCOPE

Currently, the Dakota County North Urban Regional Trail (NURT) is located along the north side of Wentworth Avenue, crossing Robert Street at grade. This segment of the NURT extends east and west of the Robert Street corridor, providing continuity between the Mississippi River

Regional Trail and the Big Rivers Regional Trail, as identified in the *Dakota County 2030: Park System Plan* dated April 2008. This trail has been developed to provide year-round, multi-purpose, non-motorized, off-trail connections across northern Dakota County. It connects residential areas with parks, school, libraries, government offices, recreational facilities and commercial areas.

Consistent with the information presented in the *West St. Paul 2030 Comprehensive Plan Update*, City staff continues to focus on providing additional sidewalks and trails throughout the City, in conjunction with the County. As part of this effort, the City conducted the *Robert Street Improvements – Grade-Separated Trail Crossing Feasibility Study* dated June 2011 to identify potential routes that would connect the grade-separated crossing back into the planned Dakota County NURT (see Appendix B).

At this time, Dakota County is not proposing to construct any new trail alignments to connect to the new grade-separated crossing. Additionally, because of the increased cost of the crossing and total project cost, the City is looking for additional funding partners to assist in these regional trail improvements, but to date have not been successful. As a result of the updated project cost (as described in the following section) and the future timing of potential routes connecting the grade-separated crossing back into the planned NURT, it was determined that the pedestrian crossing be removed from the Robert Street Improvements project currently scheduled in fiscal year 2014. The City plans to continue to work with Dakota County towards funding a future grade-separated crossing of Robert Street, as planning continues for the supporting trail route connections.

Currently the NURT trail crosses at grade at the Wentworth Ave intersection. In lieu of the grade-separated crossing, the revised project scope will improve the pedestrian facilities at this intersection, including accessible pedestrian signals with countdown timers, ADA compliant roadway crossings that include reconstructed pedestrian ramps with detectable warning plates, improved signal timing and the construction of a center median which serves as a refuge for pedestrians crossing the highway. These improvements will facilitate safer pedestrian crossings of the Robert Street corridor, along the existing NURT alignment.

The change in scope for the Robert Street Improvements project, from that described in the original funding application, continues to respond to the transportation needs for the study corridor.

MODIFIED PROJECT DESCRIPTION AND COST ESTIMATE

As previously mentioned, the modified project includes the reconstruction of Robert Street to a five-lane divided facility from Mendota Road to Annapolis Street, without the pedestrian bridge crossing north of Wentworth Avenue (see Attachment A, Figure 2: Proposed Improvements). The STIP has \$7,280,000 in federal funding (total project cost of \$10,383,000) scheduled for Robert Street improvements in fiscal year 2014. In order to be consistent with the revised scope and proposed design concept, a more refined construction cost estimate was developed.

Although the revised project scope eliminates the pedestrian bridge crossing, the total project cost has significantly changed from the original cost included in the 2009 submittal. Based on

additional Robert Street preliminary design work, there are a number of items that result in the increased construction cost. Six of the major changes are described below:

- Additional pavement replacement depth (+/- \$1,000,000). The original project submittal was based on a 2" mill and overlay. Geotechnical evaluations indicated that a 2" mill and overlay would not be a sufficient rehabilitation. The current concept includes a 5.75" mill and overlay.
- Storm sewer system upgrades (+/- \$1,700,000). The original project submittal was based on catch basin replacements only. After a condition review by MnDOT, it was determined that much of the underground system was not of sufficient condition, location, capacity or age to remain as is. The current concept includes reconstruction of most of the storm sewer system.
- Traffic control signals (+/- \$1,450,000). The original project submittal included minor modifications at each intersection. The current concept includes full or partial replacement of all but one traffic signal due to the age of the system, relocation due to MnDOT required curb modification, or relocation for ADA improvements.
- Watermain replacement (+/- \$600,000). The original project submittal did not include any watermain improvements. Concurrent with this project, St. Paul Water Utility will be upgrading a portion of their watermain. The City will be required to perform the trench removals and pavement restoration. No pipe costs are included in this cost estimate.
- Retaining wall (+/- \$350,000). The original project submittal did not include any retaining wall reconstruction. The current concept includes the replacement of one retaining wall supporting the roadway. The type and age of the retaining wall made it a logical replacement item to protect the investment being made to the roadway.
- Noisewall construction (+/- \$630,000). The original project submittal did not assume any noise barrier construction. The current concept includes three noise barriers. The final number of noise barriers is still pending subject to final design and the public involvement process.

As shown in Table 1, the revised cost estimate for the project is estimated at \$16,470,000. Based on updated information (without the grade-separated pedestrian crossing) and additional details, this cost estimate better represents the proposed improvements associated with the Robert Street Improvements project.

Table 1
Revised Cost Estimate – for Robert Street

Project Element	Cost
Mobilization	\$550,000
Traffic and Erosion Control	\$450,000
Roadway – removals, pavement, curb, sidewalk, medians, etc	\$4,100,000
Streetscape – lighting, fences, plantings, etc	\$4,055,500
Storm sewer	\$1,882,000
Traffic Signals – 11 total intersection upgrades or replacements plus interconnect and temporary traffic signals for construction (11)	\$1,929,500
Sanitary Sewer	\$646,000
Retaining Walls	\$215,000
Waterman	\$1,307,000
Contingencies (5-10% depending on item)	\$1,335,000
Total	16,470,000

UPDATED RESPONSES FOR PRIORITIZING CRITERIA

In order to demonstrate that the benefits achieved through the construction of this project remain similar to its original scope, the responses to certain key criteria have been recalculated based on the revised project scope.

Crash Reduction (B1) and Cost Effectiveness (C1)

In the 2009 application, there were 337 total crashes along the Robert Street corridor from 2005 to 2007, based on crash data from MnDOT's TIS system (see Appendix C). The approach used to estimate the Crash Reduction due to the project was to assume that those crashes that involved traffic movements that would no longer be possible due to access management improvements implemented with the median construction. As a result, it was estimated that the original project improvements would eliminate 65 crashes.

Consistent with this approach, the Crash Reduction was recalculated for the current design layout (see Attachment A, Figure 2: Proposed Improvements). Specific access closures or modifications for the corridor were reviewed in detail and compared to the crash locations identified in MnDOT's crash data. Based on this review, the following changes or rationale were identified:

- Crusader Avenue (127+00.181) was identified as a $\frac{3}{4}$ -access in the original project scope. The revised project scope leaves this as a full-access intersection. The City is requesting approval from MnDOT to have this intersection signalized. If a traffic signal is not approved, the City plans to modify this back to a $\frac{3}{4}$ -access. Either way, the left-turn crash highlighted in Appendix C **should not** be eliminated since southbound and northbound left-turn movements will continue to be allowed at this intersection.
- The commercial driveway (127+00.776) approximately mid-point between Lothenbach Avenue and Wentworth Avenue was identified as a right-in/right-out access to the east and west in the original project scope. The revised project scope includes this driveway as a $\frac{3}{4}$ -access. The right-angle crash highlighted in Appendix B **should** be eliminated

since motorists will not be able to make a through or left-turn movement from the driveway approach.

- The commercial driveway (127+00.967) north of Wentworth Avenue was identified as a right-in/right-out access in the original and revised project scope. The right-angle crash highlighted in Appendix B **should** be eliminated since motorists will not be able to make a through or left-turn movement from the driveway approach.

Based on the updated calculation, the revised project improvements are estimated to eliminate **66 crashes**. Since the revised project cost is estimated at \$16,470,000, the cost per crash reduced is:

$$\text{\$16,470,000/66 crashes} = \text{\$249,545}$$

Congestion Reduction (B3) and Cost Effectiveness (C2)

In the 2009 application, the Congestion Reduction was calculated at the most congested location at the intersection of Robert Street and Bernard Street, where the existing geometry provides an exclusive left-turn lane and a shared through/right-turn lane in the northbound and southbound direction. For the revised project scope, the proposed geometric changes are consistent with the original project scope, with the conversion of the parking lanes to an additional travel lane in the northbound and southbound directions. Therefore, the Congestion Reduction (improvement in volume to capacity ratios) continues to remain the same.

Similar to the Congestion Reduction (improvement in volume to capacity ratios), the Congestion Reduction (increase in hourly person throughput) would not be affected with the revised project scope. In the 2009 application, the Congestion Reduction (increase in hourly person throughput) calculation was left to be completed by Met Council, as the ridership data was asked to be inserted. With a revised project cost of \$16,470,000, the cost per increase in hourly person throughput is:

$$\text{\$16,470,000/increase in hourly person throughput (value inserted by the Metropolitan Council)}$$

Corridor Access Management Improvements (D6)

In the 2009 application, it was stated that the majority of the private driveway accesses were planned to be converted from full movement to limited movement accesses (right-in/right-out or ¾-access). Opportunities to combine private driveways, further reducing the number of access driveways shown when compared to the conceptual layout would be reviewed as part of the future design efforts and incorporated into the project, where feasible. In addition, public street access modifications were also identified as part of the corridor improvements.

Specific access closures or modifications for the corridor were reviewed in detail for the current design layout (see Attachment A, Figure 2: Proposed Improvements). Based on this review, the following changes from the 2009 application were identified:

- Private Residential Driveways/Field Entrances – No changes to the response provided.
- Low-Volume Private Driveways – No changes to the responses provided for the four private driveways, However, the revised project scope will convert 91 low-volume private driveways from full-access to right-in/right-out or right-out access. In addition, 31

low-volume private driveways are planned to be closed (final number subject to property owner negotiations).

- High-Volume Private Driveways – No changes to the responses provided. Based on the revised project scope, additional responses include:
 - The Rainbow access is planned to be converted from a full-access to a $\frac{3}{4}$ -access (originally planned as a right-in/right-out)
 - The Cub Foods access is planned to be converted from a full-access to a $\frac{3}{4}$ -access (originally planned as a full-access)

- Public Streets – Based on the revised project scope, the following changes include:
 - Crusader Avenue was identified as a $\frac{3}{4}$ -access in the original project scope. The revised project scope leaves this as a full-access intersection. The City is requesting approval from MnDOT to have this intersection signalized. If a traffic signal is not approved, the City plans to modify this back to a $\frac{3}{4}$ -access
 - Carol Lane was identified as a full-access in the original project scope. The revised project scope modifies the full-access to a $\frac{3}{4}$ -access.
 - Logan Avenue was identified as a full-access in the original project scope. The revised project scope modifies the full-access to a $\frac{3}{4}$ -access.
 - Orme Street was identified as a full-access in the original project scope. The revised project scope modifies the full-access to a $\frac{3}{4}$ -access.
 - Arion Street was identified as the realignment of two T-intersections into one full-access intersection in the original project scope. The revised project scope does not include the realignment, but modifies the two full-access T-intersections into right-in/right-access intersections. This scenario provides a safer condition with the elimination of all through and left-turn movements from the side-street approaches.

As previously stated, the original project scope planned on a majority of the private driveway accesses to be converted from full movement to limited movement accesses (right-in/right-out or $\frac{3}{4}$ -access). As part of further design efforts and negotiations since the application was submitted in 2009, the City has been successful in planning access management improvements along the Robert Street study segment with more than 120 driveway access being converted from full-access to right-in/right-out, right-out or entirely closed. In addition, several public street access modifications restricting the left-turn and through movement for the side-street approaches have been added to the revised project scope. Implementing these access management strategies will greatly improve the safety and operations along the Robert Street corridor.

Integration of Modes (D7)

In the 2009 application, several changes to the pedestrian environment were identified as part of the original project scope. The revised project scope will continue to provide the necessary improvements to facilitate safer and more pleasant pedestrian movement alongside and crossing the Robert Street corridor.

The change in scope for the Robert Street Improvements includes the elimination of the grade-separated crossing between Wentworth Avenue and Thompson Avenue. In place of the pedestrian crossing, the revised project scope proposes to provide accessible pedestrian signals with countdown timers, improved signal timing and a raised center median which serves as a refuge for pedestrians, for safe at-grade crossings at the Robert Street and Wentworth Avenue intersection. In addition, ADA compliant roadway crossings are proposed, including reconstructed pedestrian ramps with detectable warning plates. The roadway will also have the required striping to clearly mark pedestrian crossing zones for both pedestrians and vehicles.

As shown in the pedestrian bridge crossing layout (see Appendix B), pedestrians travelling east-west on the NURT would be required to use Crawford Drive (without pedestrian facilities) to reach the new pedestrian crossing. On the west side of Robert Street, pedestrians would also be required to use Livingston Avenue (without pedestrian facilities) to connect back to NURT. The lack of a continuous route would be inconvenient to pedestrians, where usage may be low until the connecting routes are constructed. Therefore, the current NURT alignment with the improved pedestrian at-grade crossing at Wentworth Avenue will provide safer crossings of the Robert Street corridor.

The modified scope and revised design for the Robert Street Improvements project continues to respond to the transportation needs identified, while modifying a project element where the benefits remain consistent with its original intent and rescheduling the construction of a transportation improvement until the supporting connections to fit into the larger regional trail system can be implemented.

We look forward to discussing the revised project with you in more detail. If you have any questions, I can be reached at 651-552-4130 or by e-mail at msaam@cityofwsp.org.

Sincerely,

CITY OF WEST ST. PAUL



Matt Saam, P.E.

City Engineer/Public Works & Parks Director

Attachments: Attachment A Figures
Attachment B Robert Street Improvements – Grade-Separated Trail Crossing Feasibility Study
Attachment C MnDOT Crash Data

Federal STP Funding Application (Form 1)

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

Office Use Only

AR-09-07

I. GENERAL INFORMATION

1. APPLICANT: City of West St. Paul

2. JURISDICTIONAL AGENCY (IF DIFFERENT): Minnesota Department of Transportation

3. MAILING ADDRESS: 1616 Humboldt Avenue

CITY: West St. Paul

STATE: MN

ZIP CODE: 55118

4. COUNTY: Dakota

5. CONTACT PERSON: Matt Saam, P.E.

TITLE: City Engineer / Public Works and Parks Director

PHONE NO. (651) 552 4130

CONTACT E-MAIL ADDRESS: matt.saam@ci.west-saint-paul.mn.us

II. PROJECT INFORMATION

6. PROJECT NAME: Robert Street (TH 952A) Improvements

7. BRIEF PROJECT DESCRIPTION (Include location, road name, type of improvement, etc... A more complete description must be submitted separately as described in Specific Requirement #3 on p. 5):

Robert Street (TH 952A) from Mendota Road to Annapolis Street within the City of West St. Paul. Planned improvements include raised center median, roadway widening, mill and overlay, curb and gutter replacement, concrete walk replacement, storm sewer modifications, intersection geometric improvements, updating/ re-painting of traffic signals, grade-separated trail crossing, installation of decorative lighting, and pedestrian/landscaping improvements.

8. STP PROJECT CATEGORY - Check only one project grouping in which you wish your project to be scored.

"A" Minor Arterials:

Reliever

Connector

Expander

Augmenter

Non-Fwy. Principal Arterial

Bikeway/Walkway

III. PROJECT FUNDING

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

If yes, please identify the source(s):

10. FEDERAL AMOUNT: \$7,000,000

13. MATCH % OF PROJECT TOTAL: 33%

11. MATCH AMOUNT: \$3,383,000

14. SOURCE OF MATCH FUNDS: City of West St. Paul

12. PROJECT TOTAL: \$10,383,000

15. REQUESTED PROGRAM YEAR (CIRCLE): 2013 2014

16. SIGNATURE

Matt Saam

17. TITLE: City Engineer / Public Works & Parks Director

PROJECT INFORMATION (Form 2)

(To be used to assign State Aid Project Number after project is selected)

Please fill in the following information as it pertains to your proposed project. Items that do not apply to your project, please label N/A. **Do not send this form to the State Aid Office. For project solicitation package only.**

COUNTY, CITY, OR LEAD AGENCY: City of West St. Paul COUNTY OR CITY NO.: 173

FUNCTIONAL CLASS OF ROAD: "A" Minor Arterial - Reliever

ROAD SYSTEM: TH (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

ROAD NO.: 952A

NAME OF ROAD: Robert Street

LOCATION: From: Mendota Road

To: Annapolis Street (DO NOT INCLUDE LEGAL DESCRIPTION)

SECTION-TOWNSHIP-RANGE OF ONE END OF PROJECT: Section 17, T28N, R22W

TYPE OF WORK:

Raised center median, roadway widening, mill and overlay, curb and gutter replacement, concrete walk replacement, storm sewer modifications, intersection geometric improvements, updating/repainting of traffic signals, grade-separated trail crossing, installation of decorative lighting, and pedestrian/landscaping improvements.

BRIDGE/CULVERT PROJECTS

OLD BRIDGE /CULVERT NO. N/A NEW BRIDGE/CULVERT NO. N/A

STRUCTURE IS OVER N/A

NAME OF TWP.: N/A



CITY OF WEST ST. PAUL

1616 HUMBOLDT AVENUE, WEST ST. PAUL, MN 55118-3972

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June 15, 2009

Mr. Kevin Roggenbuck
Metropolitan Council Transportation Coordinator
Transportation Advisory Board
390 Robert Street North
St. Paul, MN 55101

RECEIVED
METROPOLITAN COUNCIL
2009 JUN 15 PM 4:17

Re: Robert Street (TH 952A) Improvements
Federal STP Funding Application

Dear Mr. Roggenbuck:

The City of West St. Paul is excited to present the proposed Robert Street (TH 952A) Improvements for federal funding under the Metropolitan Council's 2009 Regional Solicitation of Federal Transportation Projects. The Robert Street Improvements are being submitted for consideration under the Surface Transportation Program (STP) in the "A" Minor Arterial - Reliever Category. The proposed improvements to Robert Street provide for increased safety, operational efficiency, and capacity along this regional multi-modal transportation corridor.

If you have any questions or need additional information regarding this application for federal funding, please do not hesitate to contact me at 651 552 4130.

Thank you for your consideration!

Sincerely,

CITY OF WEST ST. PAUL

Matt Saam, P.E.
City Engineer/Public Works & Parks Dir.

Attachments

C: Jim Hartshorn, Community Development Dir.
Ben Boike, City Planner
Jon Horn, Kimley-Horn Associates

Y:\Projects\Robert St. Improvements\STP Application Process\Submittal let.doc

PROMOTING AND PRESERVING A COMMUNITY OF EXCELLENCE
BY THE ETHICAL, RESPONSIVE, EFFICIENT AND INNOVATIVE PROVISION OF SERVICES
EOE/AEE

PROJECT DESCRIPTION AND PROJECT OBJECTIVE

The Robert Street (TH 952A) Improvements are being submitted for federal funding under the Surface Transportation Program (STP) in the “A” Minor Arterial – Reliever category. The City of West St. Paul is proposing improvements to Robert Street from Mendota Road on the south to Annapolis Street on the north. The proposed project would upgrade the entire length of Robert Street within the City of West St. Paul. Currently, Robert Street is a 5-lane, undivided roadway with a continuous center left turn lane from Mendota Road to Butler Avenue with no parking on either side and AADTs ranging from 22,000 to 28,000. Between Butler Avenue and Annapolis Street, Robert Street is a 3-lane undivided roadway with a continuous center left turn lane and parking allowed on both sides with an AADT of 16,000. The entire length of Robert Street has numerous private driveway access points along the corridor. Recent redevelopment has incorporated limited access restrictions and right turn lanes in a few locations.

The project proposes the following improvements:

- Minor roadway widening to allow for center median, turn lanes, and future street car/BRT (bus rapid transit) lanes
- Mill and overlay
- Storm sewer upgrades
- Raised medians to separate opposing directions of traffic and limit access at multiple private and public access points
- Convert the existing parking lane into an additional through lane in each direction between Butler Avenue and Annapolis Street
- Repaint signals, replace remaining incandescent indications with LED technology, and install countdown pedestrian heads and accessible pedestrian signals (APS)
- Widen the minor Thompson Avenue approaches to Robert Street and construct signal modification required to remove split phase signal operations
- Realign Haskell Street and Arion Street so opposing minor approaches align
- Grade separated (above or below) pedestrian/bikeway crossing between Thompson Avenue and Wentworth Avenue
- Decorative street/pedestrian level lighting
- Adding “green element” pedestrian nodes, center median and boulevard landscaping

The widening of the roadway north of Butler Avenue is needed to provide one additional through lane in each direction. Along the entire corridor length, widening is needed to provide for minimum lane width requirements due to the addition of the center medians and to maintain adequate through lane widths for existing bus service and potential future BRT or streetcar transit operations. Motorists have been observed using the common center striped turn lane as an acceleration lane and having full movements at the many private access points contributes to operational and safety concerns. The proposed median down Robert Street should help remedy those concerns. Several intersection modifications are included to improve geometric conditions and traffic operations along the corridor.

The recent study completed by Dakota County Regional Rail Authority, *Robert Street Corridor Transit Feasibility Study* dated November 2008 (included in Attachment B) identifies the long term vision for the Robert Street corridor to include a transitway from downtown St. Paul to

Rosemount, linking major destinations in southern Ramsey County and northern Dakota County. The roadway width proposed will provide the necessary lane widths to accommodate these transit improvements if implemented in the future. The proposed typical section (Exhibit 10) identifies that additional easements are required for pedestrian/landscaping improvements. Included within this easement area (Exhibit 15 & 16) would be sufficient space for the addition of bus shelters within the pedestrian/landscape areas.

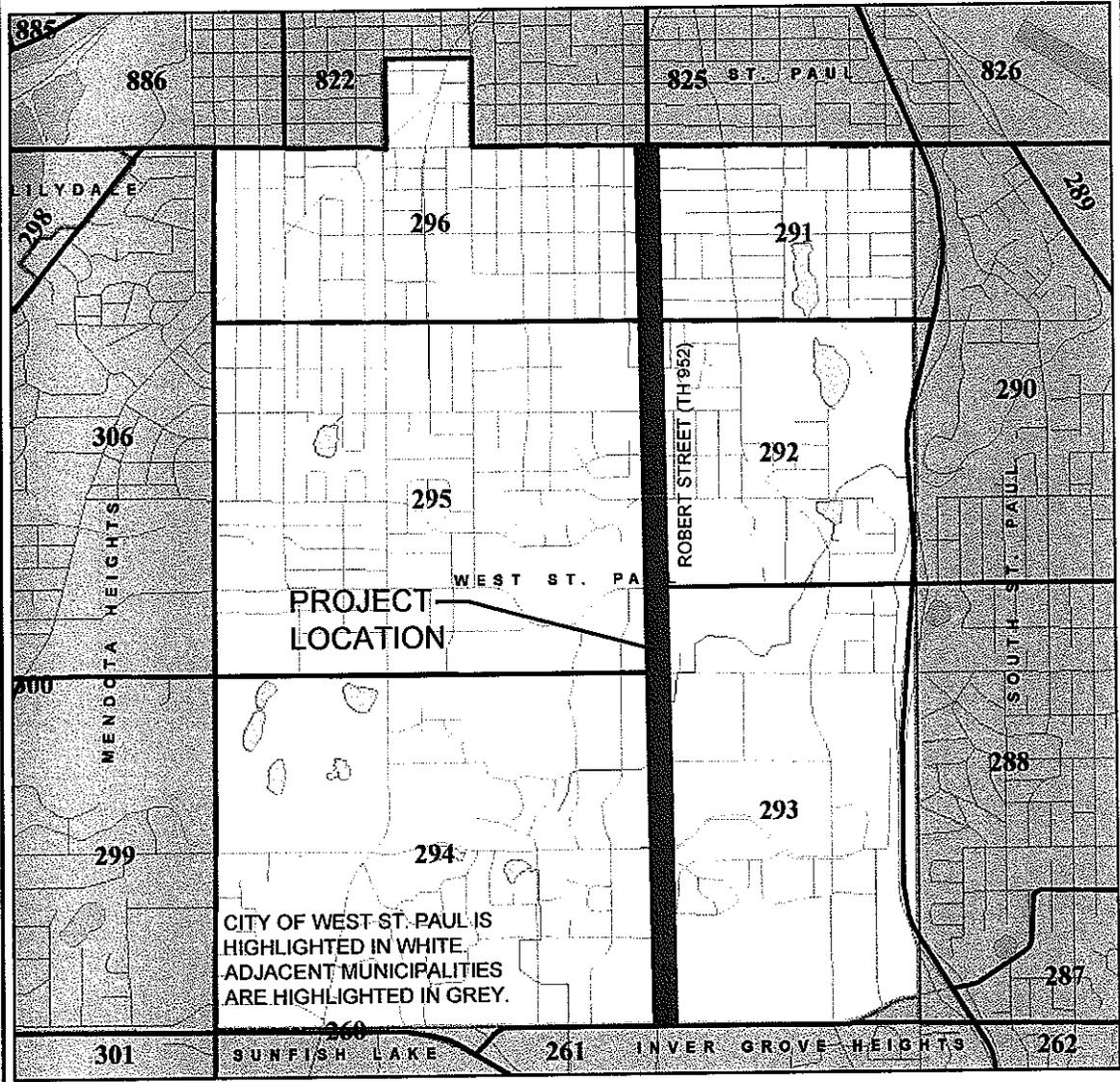
This segment is part of the Dakota County North Urban Regional Trailway segment providing continuity between the Mississippi River Regional Trail and the Big Rivers Regional Trail as identified in the *Dakota County 2030: Park System Plan* dated April 2008. The project proposes to construct a grade separated pedestrian/bikeway crossing of Robert Street. This grade separation is critical for regional trailway users to safely cross Robert Street.

In summary, the proposed improvements to Robert Street provide for increased vehicular/pedestrian/bicyclist safety and capacity and operational efficiency while incorporating landscaping elements which create a sense of harmony with the environment; all which promote the economic redevelopment of the corridor and both existing transit operations and future transitway facilities.

The improvements are supported by the City of West St. Paul, Dakota County, and MnDOT as evidenced by their support letters included in Attachment C. The City of West St. Paul 2030 *Comprehensive Plan Update*, The Dakota County Regional Rail Authority study, *Robert Street Corridor Transit Feasibility Study*, and the City of West St. Paul Study, *Redevelopment Design Framework: A Strategy for South Robert Street's Renaissance* are examples of extensive jurisdictional agency review. This investment by the City of West St. Paul and Dakota County as well as the input from the public are strong indications of the project buy in obtained to date.

K:\TWC_Civil\City\WEST_STPAUL\ROBERTS_ST\CADD\EXHIBITS\FUNDING\ROBERTS_TAZ-EXHIBIT03.dwg June 15, 2009 - 6:13am

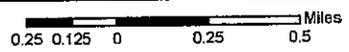
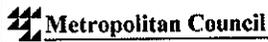
Transportation Analysis Zones (TAZ)* West St. Paul



CITY OF WEST ST. PAUL IS HIGHLIGHTED IN WHITE. ADJACENT MUNICIPALITIES ARE HIGHLIGHTED IN GREY.

SOURCE: The geography for the TAZ's are based on the Twin Cities Regional Travel Demand Forecast Model. Local Roads are from The Lawrence Group's Street Centerline data. Community Boundary, Stream, and Open Water are from DataFinder.org

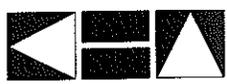
* Some users describe TAZ's as Traffic Analysis Zones or some other closely related words. In principle, they refer to similar transportation planning areas.



- 1148** TAZ Identification Number
- TAZ Boundary
- Local Roads
- Project Location
- Community Boundary
- Stream
- Open Water



Community Development
October 23, 2007



**Kimley-Horn
and Associates, Inc.**

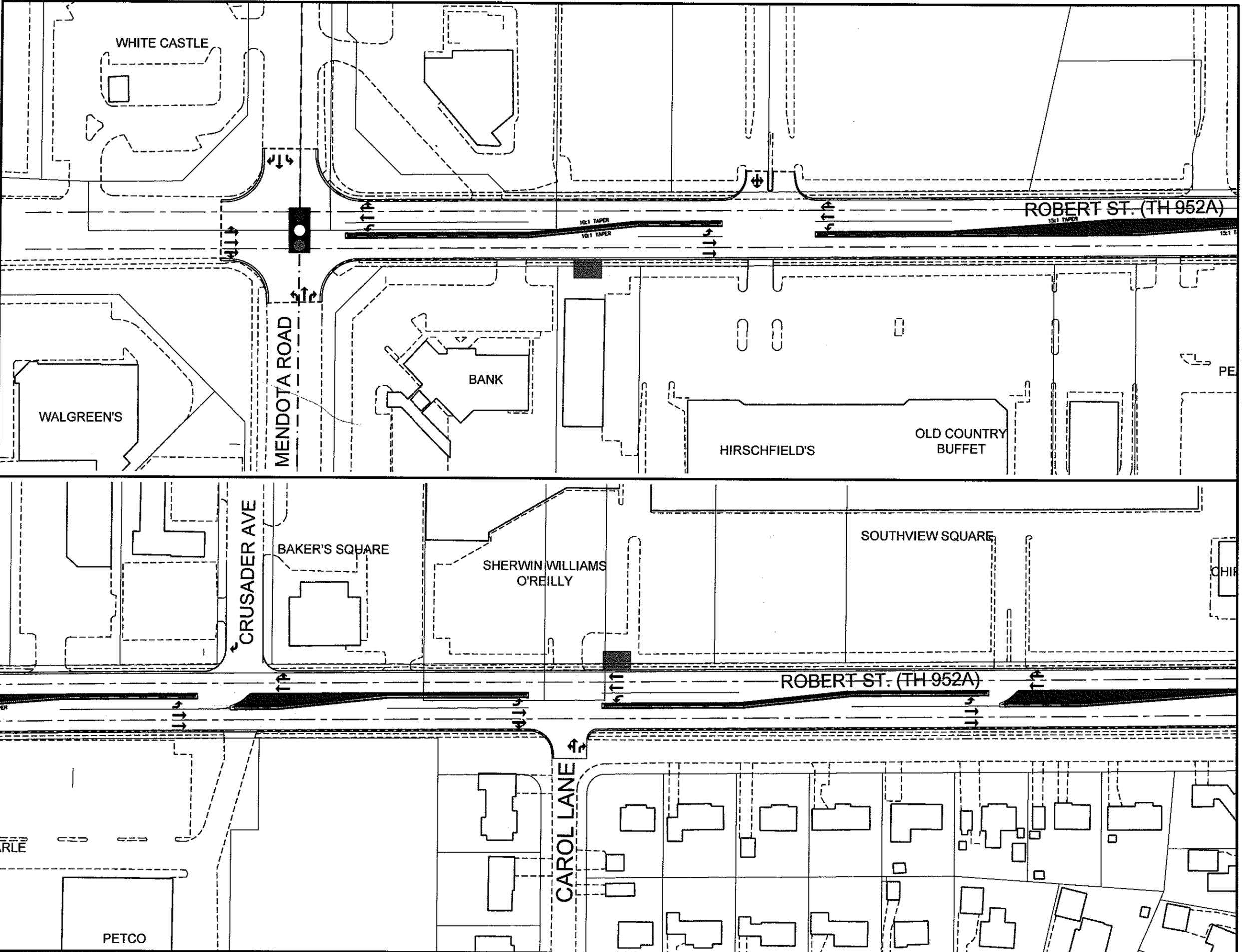
2550 UNIVERSITY AVE. WEST, SUITE 345N
ST. PAUL, MINNESOTA 55114

TEL. NO. (612) 845-4197
FAX. NO. (612) 845-5116



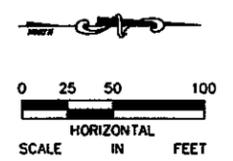
TRAFFIC ANALYSIS ZONES
ROBERT STREET (TH 952A)
IMPROVEMENTS
CITY OF WEST ST. PAUL

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LEGEND

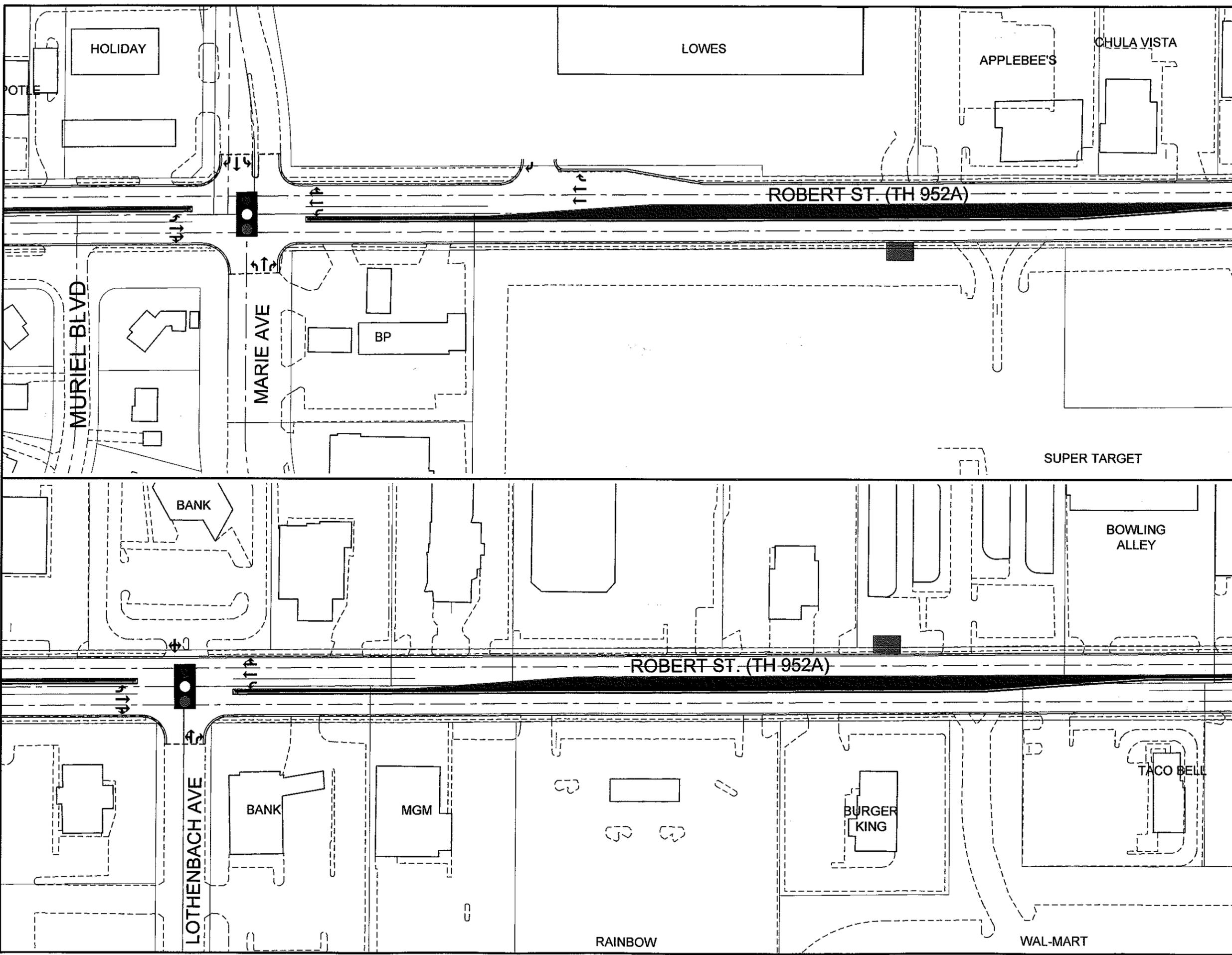
-  PROPOSED ROADWAY
-  PROPOSED RAISED MEDIAN
-  PROPOSED PEDESTRIAN BRIDGE/TUNNEL
-  PROPOSED PEDESTRIAN NODE
-  PROPOSED LANE USE
-  MODIFY EXISTING TRAFFIC SIGNAL



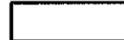
Kimley-Horn and Associates, Inc.
 2550 UNIVERSITY AVE. WEST, SUITE 345H
 ST. PAUL, MINNESOTA 55114
 TEL. NO. (651) 645-4197
 FAX. NO. (651) 645-3116

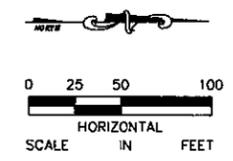
CONCEPTUAL LAYOUT
 ROBERT STREET (TH 952A)
 IMPROVEMENTS
 CITY OF WEST ST. PAUL
 EXHIBIT 5

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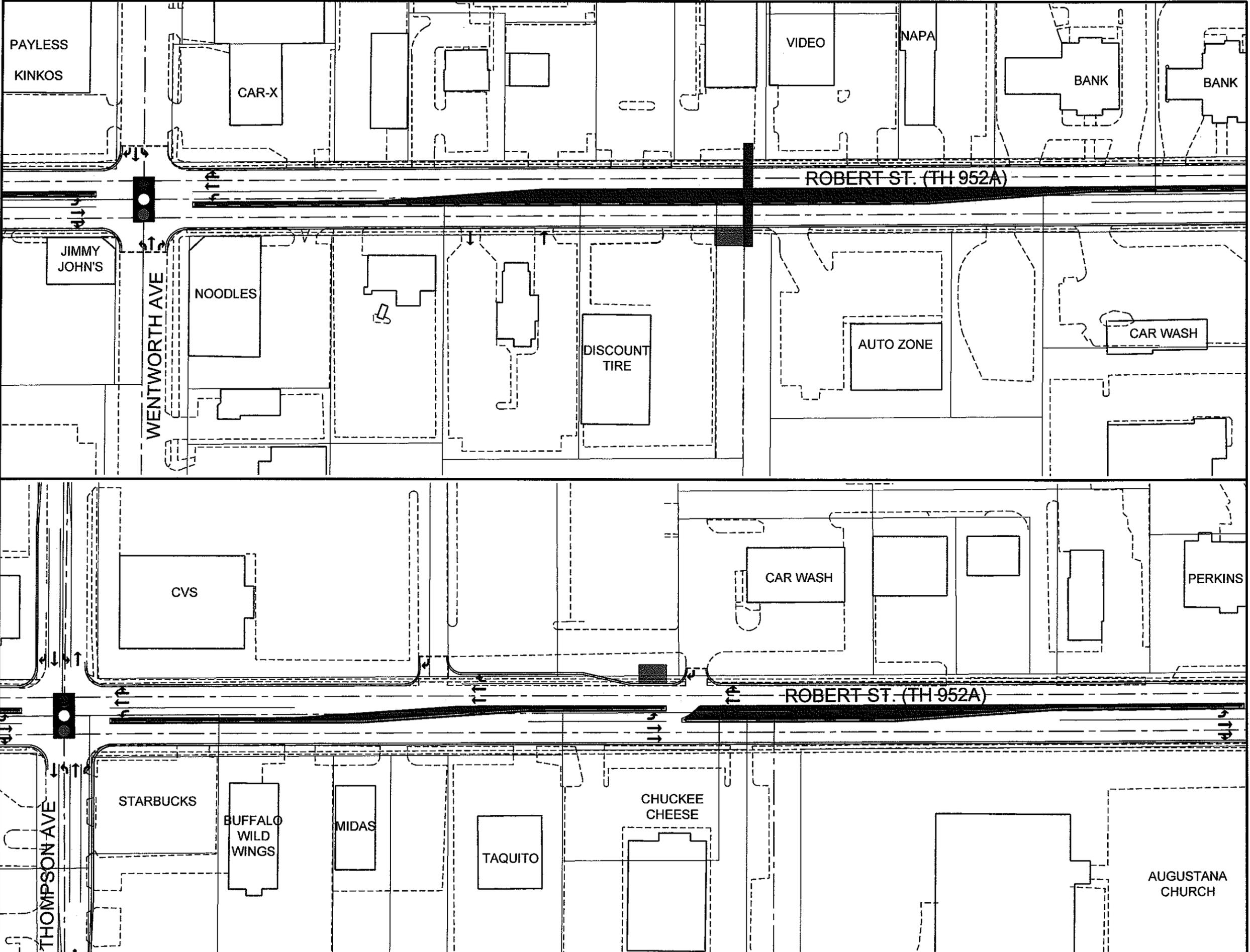
LEGEND

-  PROPOSED ROADWAY
-  PROPOSED RAISED MEDIAN
-  PROPOSED PEDESTRIAN BRIDGE/TUNNEL
-  PROPOSED PEDESTRIAN NODE
-  PROPOSED LANE USE
-  MODIFY EXISTING TRAFFIC SIGNAL

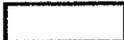


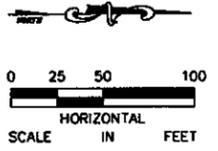
Kimley-Horn and Associates, Inc.
 2550 UNIVERSITY AVE. WEST, SUITE 345N ST. PAUL, MINNESOTA 55114
 TEL. NO. (651) 645-4197 FAX. NO. (651) 645-5116

CONCEPTUAL LAYOUT
 ROBERT STREET (TH 952A)
 IMPROVEMENTS
 CITY OF WEST ST. PAUL
 EXHIBIT 6



LEGEND

-  PROPOSED ROADWAY
-  PROPOSED RAISED MEDIAN
-  PROPOSED PEDESTRIAN BRIDGE/TUNNEL
-  PROPOSED PEDESTRIAN NODE
-  PROPOSED LANE USE
-  MODIFY EXISTING TRAFFIC SIGNAL



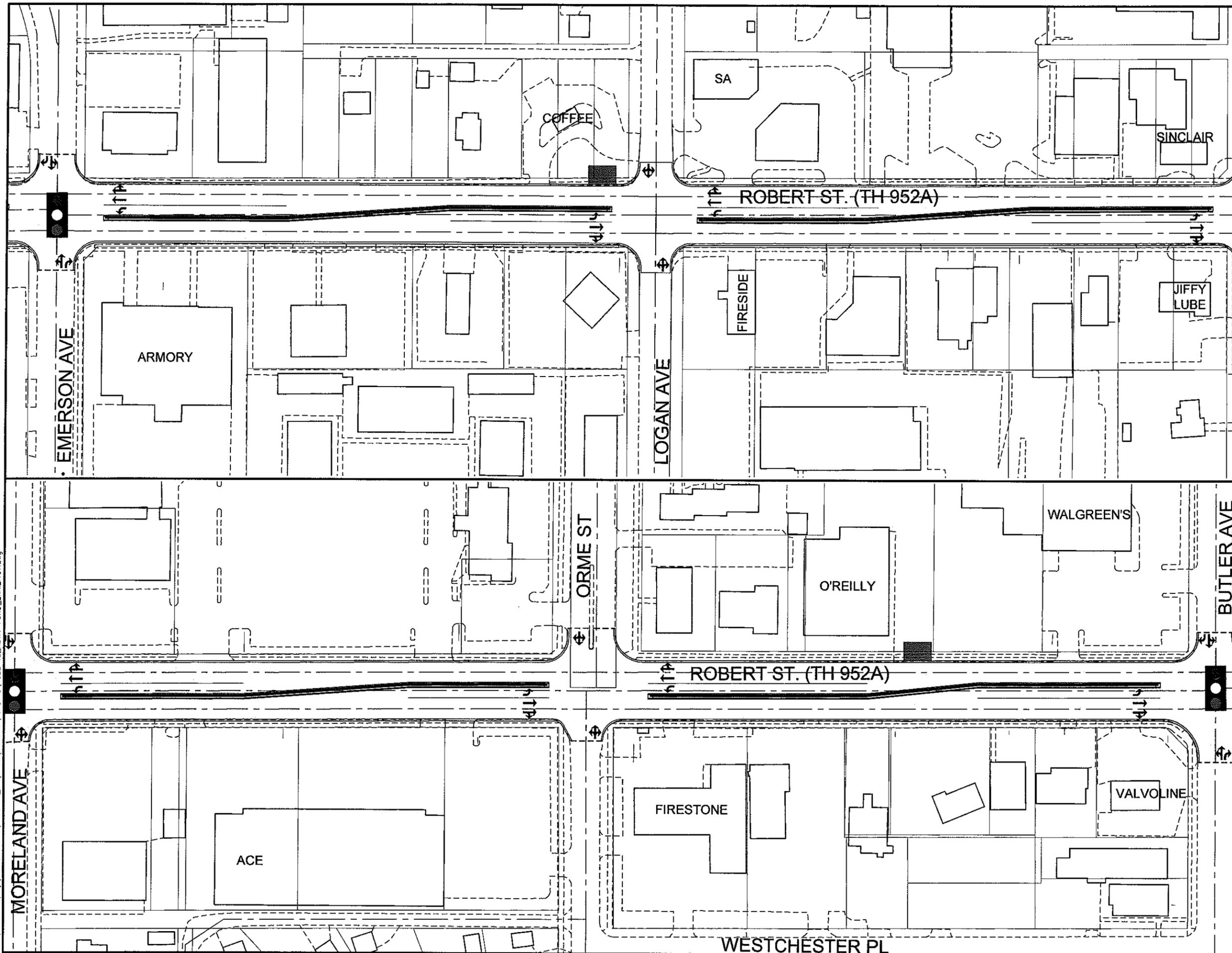
 **Kimley-Horn and Associates, Inc.**
2550 UNIVERSITY AVE. WEST, SUITE 345W ST. PAUL, MINNESOTA 55114 TEL. NO. (651) 645-4197 FAX. NO. (651) 645-5116

CONCEPTUAL LAYOUT
ROBERT STREET (TH 952A)
IMPROVEMENTS

CITY OF WEST ST. PAUL

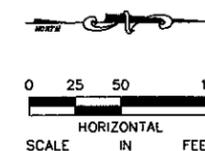
EXHIBIT 7

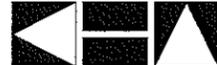
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LEGEND

-  PROPOSED ROADWAY
-  PROPOSED RAISED MEDIAN
-  PROPOSED PEDESTRIAN BRIDGE/TUNNEL
-  PROPOSED PEDESTRIAN NODE
-  PROPOSED LANE USE
-  MODIFY EXISTING TRAFFIC SIGNAL

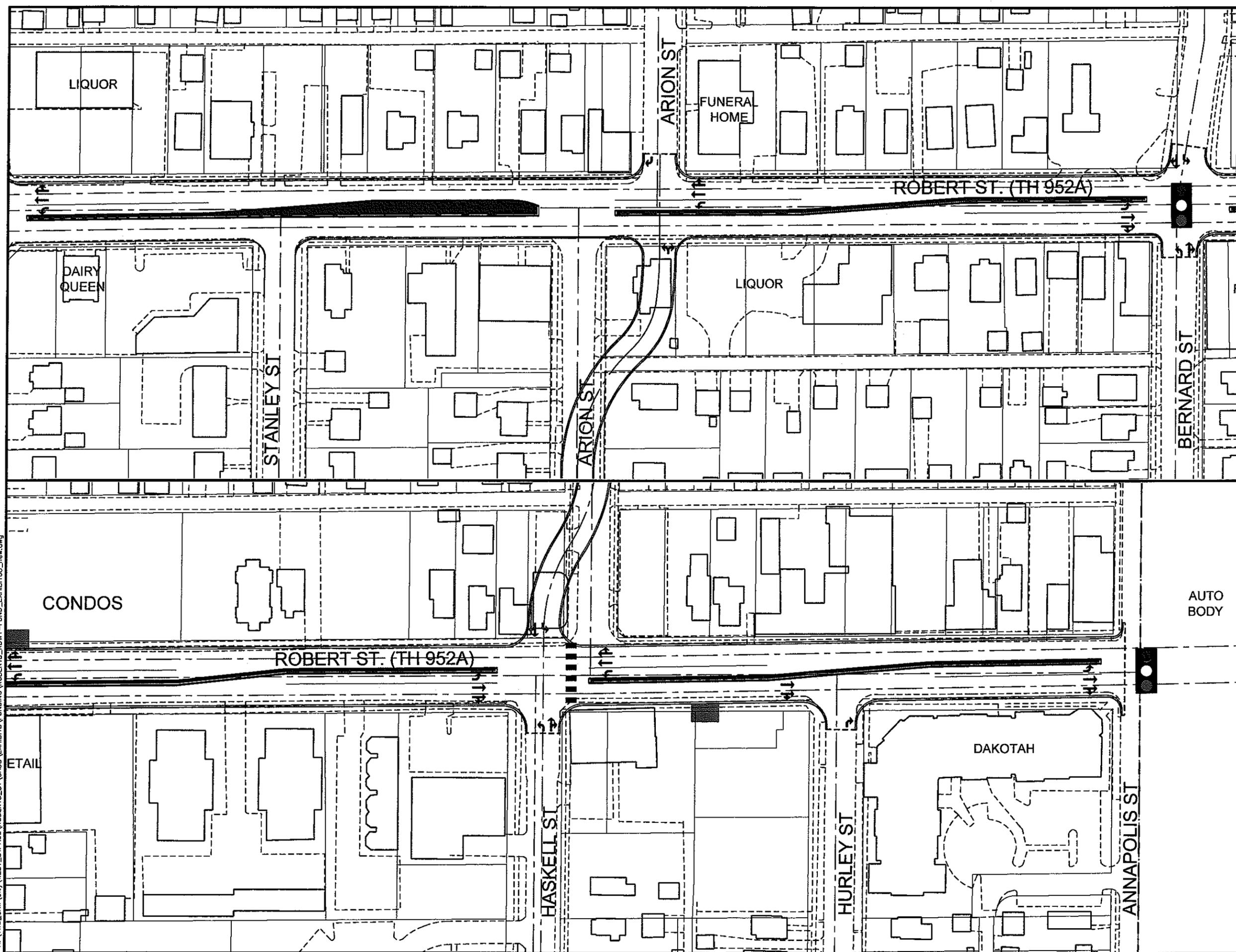


 **Kimley-Horn and Associates, Inc.**
2550 UNIVERSITY AVE. WEST, SUITE 345N ST. PAUL, MINNESOTA 55114 TEL. NO. (651) 645-4197 FAX. NO. (651) 645-5116

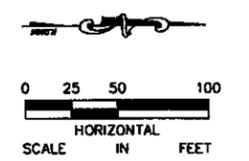
CONCEPTUAL LAYOUT
ROBERT STREET (TH 952A)
IMPROVEMENTS

CITY OF WEST ST. PAUL

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- LEGEND**
-  PROPOSED ROADWAY
 -  PROPOSED RAISED MEDIAN
 -  PROPOSED PEDESTRIAN BRIDGE/TUNNEL
 -  PROPOSED PEDESTRIAN NODE
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CONCEPTUAL LAYOUT
 ROBERT STREET (TH 952A)
 IMPROVEMENTS
 CITY OF WEST ST. PAUL

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"A" Minor Arterial Reliever - Prioritizing Criteria Scores 2009

project no.	applicant	project name	federal \$	match \$	prioritizing criteria															Total Points	Cumulative Federal \$
					A.1. 0-100	B.1. 0-100	B.2. 0-100	B.3. 0-150	C.1. 0-125	C.2. 0-75	C.3. 0-75	D.1. 0-75	D.2. 0-45	D-3 0-30	D-4 0-50	D-5 0-50	D-6 0-50	D-7 0-125	E.1. 0-100		
AR-09-10	Ramsey County	CSAH 49/TH 36 Interchange	\$7,000,000	\$13,500,000	100	84	100	105	119	24	56	47	10	25	50	20	23	70	100	933	\$7,000,000
AR-09-01	Anoka County	CSAH 51 (University Ave) Reconstruction	\$6,120,000	\$1,530,000	75	30	85	118	102	44	75	45	45	20	50	50	38	103	43	923	\$13,120,000
AR-09-05	Hennepin County	CSAH 61 (Shady Oak Rd) Reconstruction	\$7,000,000	\$3,000,000	69	28	53	58	108	33	40	56	8	25	45	45	45	79	86	778	\$20,120,000
AR-09-06	Eagan	TH 149 Reconstruction	\$2,480,000	\$620,000	90	30	64	22	125	75	65	40	7	25	50	40	0	58	86	777	\$22,600,000
AR-09-07	West St Paul	Robert Street Improvements	\$7,000,000	\$3,383,000	99	50	70	37	123	25	50	54	7	30	50	10	50	67	50	772	\$29,600,000
AR-09-03	Hennepin County	CSAH 5 (Franklin Ave) at E River Pkwy Intersection Reconstruction	\$4,000,000	\$1,000,000	80	34	36	58	34	44	29	70	7	25	45	45	27	69	50	653	\$33,600,000
AR-09-08	Richfield	CSAH 53 Reconstruction	\$4,498,000	\$1,124,000	74	24	43	0	102	0	46	60	7	25	25	10	40	104	43	603	\$38,098,000
AR-09-04	Hennepin County	CSAH 3 (Excelsior Blvd) Reconstruction	\$7,000,000	\$3,000,000	85	55	21	15	67	0	9	62	7	20	45	45	28	86	40	585	\$45,098,000
AR-09-02	Maple Grove	TH 169 & CSAH 130/152 Interchange Reconstruction	\$7,000,000	\$6,410,000	92	12	58	25	0	12	38	75	28	20	45	35	13	76	39	568	\$52,098,000
AR-09-09	Richfield	CSAH 35 (Portland Av) Reconstruction	\$1,325,408	\$331,352	80	30	2	23	0	0	2	63	7	25	10	10	0	91	50	393	\$53,423,408
		TOTAL FEDERAL FUNDS	\$53,423,408	\$33,898,352																	

A.1.	Relative Importance of Route
B.1.	Crash Reduction
B.2.	Air Quality
B.3.	Congestion Reduction
C.1.	Crash Reduction Cost Effectiveness
C.2.	Congestion Reduction Cost Effectiveness
C.3.	Air Quality Cost Effectiveness
D.1.	Development Framework Planning Area Objectives
D.2.	Natural Resources
D-3	Progress Toward Affordable Housing Goals
D-4	Land Use And Access Mgmt Planning
D-5	Land Use And Access Mgmt Regulatory Framework
D-6	Access Management Improvements
D-7	Integration of Modes
E.1.	Maturity of Project Concept