



Application

01970 - 2014 Bridges

02163 - Replacement of Kellogg/3rd Street Bridge No. 62080 and 62080A.

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Original Submitted Date: 11/20/2014 1:19 PM
Last Submitted Date: 01/08/2015 1:36 PM

Primary Contact

Name:* Glenn A Pagel
Salutation First Name Middle Name Last Name

Title: City of St.Paul Bridge Engineer

Department: Public Works

Email: glenn.pagel@ci.stpaul.mn.us

Address: 25 west 4th street
800 CHA

***** Saint Paul Minnesota 55102
City State/Province Postal Code/Zip

Phone:* 651-266-6187
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 15 W KELLOGG BLVD
700 CITY HALL

***** ST. PAUL Minnesota 55102
City State/Province Postal Code/Zip

County: Ramsey

Phone:* 651-266-8797
Ext.

Fax:

PeopleSoft Vendor Number 0000003222A33

Project Information

Project Name Reconstruction of Kellogg/3rd Street Bridge Nos. 62080 and 62080A

Primary County where the Project is Located Ramsey

Jurisdictional Agency (If Different than the Applicant):

This project is for the reconstruction of Kellogg Boulevard retaining walls, approach roadways and Bridge Nos. 62080 and 62080A over Ramsey County Regional Rail Authority (RCRRA), BNSF, Bruce Vento Nature Sanctuary, Commercial St. and T.H. 194. Project Limits are between John St. and Maria Ave (total project length of 3320 ft., bridge project length of 2116 ft.).

The existing 2116 ft. bridge was constructed in 1982/3, has a sufficiency rating of 36.7 in the most recent MnDOT structural inventory report, and is structurally deficient. The Bridge was designed as a four lane vehicular bridge, with a 10 ft. combined use bicycle/pedestrian trail.

A recent structural evaluation determined that the deteriorated pier cap cantilevers could not support any live load under the current MnDOT approved analysis method. The bridge was temporarily closed to allow for installation of concrete barriers that restrict all modes of traffic to the center portion of the pier caps. The bridge reopened as a reconfigured three vehicular lane bridge (two inbound and one outbound) with substandard 1.75 ft. shoulders and a substandard six ft. bicycle/pedestrian trail.

The Met Council traffic count map indicates an Kellogg boulevard ADT of 9,900, but the City recently performed a two day traffic count at the bridge that resulted in a present ADT of 14,200.

Reconstruction is the City preferred alternative as this would allow for upgraded bicycle and pedestrian facilities as well as accommodating Gateway bus rapid transit (BRT), Rushline and Red rock transit ways, and future LRT.

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.63

Connection to Local Planning:

Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.

Connection to Local Planning

2010 Comprehensive plan

Project Funding

Are you applying for funds from another source(s) to implement this project?

Yes

If yes, please identify the source(s)

State Legislative Direct Appropriation, Federal Legislative Appropriation

Federal Amount

\$7,000,000.00

Match Amount

\$49,150,000.00

Minimum of 20% of project total

Project Total

\$56,150,000.00

Match Percentage

87.53%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

State Bridge Bonds, Various local funds, Direct Appropriations

Preferred Program Year

Select one:

2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency

City of Saint Paul, MN

Functional Class of Road

A Minor Reliever

Road System

MSAS

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Name of Road

Kellogg Boulevard/3rd Street (MSAS 158)

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed

55102

(Approximate) Begin Construction Date

04/03/2017

(Approximate) End Construction Date

10/01/2018

LOCATION

From:

(Intersection or Address)

John Street

Do not include legal description;

Include name of roadway if majority of facility runs adjacent to a single corridor.

To:
(Intersection or Address)

Maria Avenue

Type of Work

Bridge, retaining walls, ADA upgrades, aggregate base, bituminous surface, lighting, guard rail, bicycle path, sidewalk and signals.

Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)

Old Bridge/Culvert?

Yes

New Bridge/Culvert?

Yes

Structure is Over/Under
(Bridge or culvert name):

Kellogg Blvd over Commercial Street and T.H. I94

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$2,165,000.00
Removals (approx. 5% of total cost)	\$2,165,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$180,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$200,000.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$43,290,000.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00

Totals

\$48,000,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$0.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$48,000,000.00
Construction Cost Total	\$48,000,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

Check the box to indicate that the project meets this requirement. Yes

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets this requirement. Yes

3. Applicants must not submit an application for the same project in more than one funding sub-category.

Check the box to indicate that the project meets this requirement. Yes

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between \$1,000,000 and \$7,000,000. Roadway system management must be between \$250,000 and \$7,000,000.

Check the box to indicate that the project meets this requirement. Yes

5. The project must comply with the Americans with Disabilities Act.

Check the box to indicate that the project meets this requirement. Yes

6. The project must be accessible and open to the general public.

Check the box to indicate that the project meets this requirement. Yes

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

Check the box to indicate that the project meets this requirement. Yes

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

Check the box to indicate that the project meets this requirement. Yes

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

Check the box to indicate that the project meets this requirement. Yes

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

Check the box to indicate that the project meets this requirement. Yes

Requirements - Roadways Including Multimodal Elements

Expansion and Reconstruction/Modernization Projects Only

1. The project must be designed to meet 10-ton load limit standards.

Check the box to indicate that the project meets this requirement. Yes

2. Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.

The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

Check the box to indicate that the project meets this requirement. Yes

Bridge Projects Only

3. The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.

Check the box to indicate that the project meets this requirement. Yes

4. Bridges selected in previous Bridge Improvement and Replacement solicitations (1994-2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

Check the box to indicate that the project meets this requirement. Yes

5. Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

Check the box to indicate that the project meets this requirement. Yes

6. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.

Check the box to indicate that the project meets this requirement. Yes

7. The length of the bridge must equal or exceed 20 feet.

Check the box to indicate that the project meets this requirement. Yes

8. Project limits for bridge projects are limited from abutment to abutment.

Check the box to indicate that the project meets this requirement. Yes

9. The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.

Check the box to indicate that the project meets this requirement. Yes

Bridge Replacement Projects Only

10. The bridge must have a sufficiency rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement. Yes

Bridge Rehabilitation Projects Only

11. The bridge must have a sufficiency rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

Check the box to indicate that the project meets this requirement. Yes

Other Attachments

File Name	Description	File Size
Kellogg 3rd Street br notification letters.pdf	Notification letters	49 KB
kellogg 3rd street location maps.pdf	location maps	88 KB
Kellogg bridge local match resolution.pdf	Local Match Resolution	130 KB
RdywyAreaDef.pdf	Roadway Area Def	719 KB
RegionalEcon.pdf	Regional Economy	2.4 MB
SocEcon.pdf	Socio Econ	2.4 MB
TransitCon.pdf	Transit Connections	2.4 MB

Measure A: Functional Classification

Address how the project route fulfills its role in the regional economy as identified by its current functional classification. The project must be located on a Non-Freeway Principal Arterial or an A Minor Arterial.

Reference the Roadway Area Definition map generated at the beginning of the application process. Report the total area and project length, as depicted on the Roadway Project Summary map, to calculate the average distance between the project and the closest parallel A Minor Arterials or Principal Arterials on both sides of the project.

Upload the "Roadway Area Definition" map used for this measure.

Area	0.417
Project Length	0.24
Average Distance	1.7375
Upload Map	Map Roadway Area Definition kellogg.pdf

Measure B: Current Daily Heavy Commercial Traffic

Non-Freeway Principal Arterial or A Minor Arterial

Calculate the average distance between the project and the closest parallel Principal Arterials or A Minor Arterials on both sides. Provide a map that illustrates and is consistent with the calculation of total area divided by the project length on both sides of the project.

Location	Kellogg blvd between John St. and Mounds Blvd (Met Council node 63236)
Current Daily Heavy Commercial Traffic Volume	3040.0

Measure C: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply

Direct connection to or within a mile of a Job Concentration Yes

Direct connection to or within a mile of a Manufacturing/Distribution Location

Direct connection to or within a mile of an Educational Institution Yes

Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan Yes

From the 2010 StPaul Comprehensive Plan- Land use, Section 1.35)

County or City Plan Reference (Limit 700 characters; approximately 100 words)

Bridge 62080 is within 1 mile and provides a direct connection to both the St. Paul Entertainment District, which includes the Xcel Energy Center, RiverCentre and the Ordway Theatre and the Saint Paul Lowertown Ballpark.

Upload Map

Map regional economy.pdf

Measure A: Current Daily Person Throughput

Location 63236 (at bridge no. 62080)

Current AADT Volume 14200.0

Existing Transit Routes on the Project: 63, 70, 294, 350, 351, 353, 355, 361, 364, 365, 375, 452

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 4067.0

Current Daily Person Throughput 22527.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume Yes

METC Staff - Forecast (2030) ADT volume 15800.0

OR

Approved county or city travel demand model to determine forecast (2030) ADT volume

Forecast (2030) ADT volume 0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty Yes

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Response (Limit 1,400 characters; approximately 200 words)

The low income population (which consists primarily of people of color) will benefit from the proposed upgraded combined use off street trail, which serves as a link between the east side of Saint Paul and the job concentration center on the west end of the bridge. The Bridge will also serve as a direct route to the Union Depot transit facility, which serves multiple bus lines, Green Line LRT and Amtrack. In the future it will serve the Riverview, Red Rock, Robert Street, Gateway and Rushline Transit Corridors. Elderly and disabled populations will benefit from Mounds Blvd. intersection reconstruction , which will include improved ped ramps and a new signal system with accessible pedestrian signals. Peds and Bikes would also benefit from the possible relocation of the off street trail from the south side of the bridge to the north side, which would eliminate the need to cross Kellogg Blvd. at grade to access the downtown businesses, Bike loop and Lowertown Ballpark

During construction, ped/bike and bus facilities will be negatively impacted. Impacts will be mitigated by temporarily relocating bus service to other non-impacted streets and installation of a fully ADA compliant Temporary Pedestrian Access route (TPAR).

Once completed, this project will have no negative impacts on low-income populations, people of color, children, people with disabilities, and the elderly.

Upload Map

Map Socio-Economic Conditions Kellogg.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Saint Paul	0.57

Total Project Length

Total Project Length 0.63

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Item Deleted	0	0.57	0	0	0
Saint Paul	0.57	0.57	98.0	1.0	98.0
		1	98	1	98

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.57

Total Housing Score 98.0

Measure A: Bridge Condition

Bridge Sufficiency Rating 36.7

Select all that apply:

Structurally Deficient Yes

Load-Posted Yes

Measure B: Project Improvements

Response (Limit 1,400 characters; approximately 200 words)

The cantilever portions of the bridge piers had been showing signs of severe deterioration and shear cracking in recent bridge inspections. The pier cantilevers were found to have insufficient structural capacity to support any live load during a 2014 special inspection and investigation. The bridge areas supported on the cantilevers were closed to all traffic due to this unsafe condition. The City was forced to convert the bridge from a four lane to a three vehicular lane configuration (two inbound and one outbound lane) with substandard shoulder widths and reduced pedestrian and bicycle facilities. The reduced shoulder width causes storage of plowed snow to encroach into the vehicular lanes, reducing safety until snow removal can be completed.

The proposed bridge will return the four vehicular lane configuration (with ample shoulders and snow storage). Pedestrian and bicycle safety will be improved by increasing the width of the combined use facility to comply with current codes and MnDOT design standards with a possible movement of the facility to the north side of the bridge to eliminate the at grade crossing of Kellogg Blvd required for pedestrians using the bridge to access the Lowertown Ballpark, and for bicycles entering the proposed Downtown Bike Loop.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project

2

Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)

Robert Street BRT, East 7th Street BRT

Upload Map

Map transit connections kellogg.pdf

Response

Met Council Staff Data Entry Only

Route Ridership

2559071.0

Transitway Ridership

4684800.0

Measure B: Bicycle and Pedestrian Connections

The Kellogg Boulevard bridge provides a direct connection for pedestrians and bicycles between the Dayton's Bluff neighborhood and downtown Saint Paul. Kellogg Boulevard connects to the high pedestrian traffic areas around the Saint Paul Union Depot, the Green Line LRT, and the bustling Lowertown neighborhood, including the new Lowertown Ballpark (opening in 2015). The Lowertown Master Plan identifies that the proposed bridge would connect East Side residents to the Food and Arts cluster surrounding the Saint Paul Farmers Market and a restaurant and entertainment district surrounding Mears Park. The proposed bridge will connect to existing trails, such as the Bruce Vento Regional Trail, Indian Mounds Regional Park Trail, and the Sam Morgan Regional Trail, all of which have been identified by the Metropolitan Council in the Regional Bicycle Transportation Network. The bridge will also improve connections to a planned off-street trail to be constructed in 2016 along Jackson Street through downtown to connect trail users to the Gateway State Trail.

Response (Limit 1,400 characters; approximately 200 words)

The proposed path along the Kellogg Boulevard Bridge is identified in the city's draft Bicycle Plan, which is anticipated to be adopted in February 2015. The proposed path will replace the existing sidewalk on the bridge, which is substandard in width.

Measure C: Multimodal Facilities

The exiting bike/ped facility was reduced to a 6 combined use trail when the City was forced to remove all traffic from the bridge pier cantilevers. The existing vehicular lanes consist of one 11 outbound and two 11 inbound lanes. The Vehicular shoulders are presently a substandard 1.75. Bus traffic (both mass transit commuter and scheduled coach) use the bridge in the common vehicular lanes.

Response (Limit 1,400 characters; approximately 200 words)

The proposed bridge will include a MnDOT compliant combined use trail(current design manual width of14), four 12 vehicular lanes and compliant width shoulders, which will provide added safety to bicyclists that choose to travel in the vehicular area. The Gateway Corridor has indicated a desire that two dedicated BRT lanes be incorporated into a proposed bridge design. The bridge will service the Union Depot, and thus the future Gateway Corridor, Red Rock Corridor and Rush Line Corridor transit ways. The area currently set aside for dedicated BRT lanes would be designed to allow for future conversion to LRT.

Measure A: Total Project Cost Effectiveness

Total Project Cost from Cost Sheet	\$48,000,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

01/01/2016

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

01/01/2016

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review: 01/01/2016

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area Yes

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified

25%

Right-of-way or easements required, parcels not identified Yes

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition 01/01/2016

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

Yes

0%

Anticipated date or date of executed Agreement

01/06/2017

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

01/01/2017

9)Letting

Anticipated Letting Date

02/02/2017

DEPARTMENT OF PUBLIC WORKS

Rich Lallier, Director



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

Glenn Pagel, Manager
Bridge Engineering Division
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6180
Fax: 651-298-4559

The Most Livable
City in America

To: Jim Tolaas, Ramsey County Engineer
Ramsey County Public Works
1425 Kirkwold Drive
Arden Hills, MN 55112

From: Glenn Pagel, City of Saint Paul Bridge Engineer
800 CHA
25 West 4th Street
Saint Paul, MN 55102

Re: Notification of replacement of Kellogg/3rd Street Bridge Nos. 62080 and 62080A

Date: November 18th, 2014

Dear Sir,

This letter is to notify you that the City of Saint Paul intends to reconstruct Kellogg Bridge Nos. 62080 and 62080A over Ramsey County Regional Rail Authority, between John Street and Mounds Boulevard. The City is applying for 2018/2019 Federal funding under the Current Metropolitan Council Regional Solicitation.

The City has begun the Preliminary design process, and intends to construct the replacement bridge as soon as final plans are approved and funding has been secured. It is a possibility that construction could begin during 2016, but more likely will begin in a subsequent construction season.

Thank You,

Glenn Pagel



An Affirmative Action Equal Opportunity Employer





CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

Glenn Pagel, Manager
Bridge Engineering Division
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6180
Fax: 651-298-4559

The Most Livable
City in America

To: Timothy Mayasich, Director
Ramsey County Regional Railroad Authority
Union Depot, Suite 200
214 4th St. E.
Saint Paul, MN 55102

From: Glenn Pagel, City of Saint Paul Bridge Engineer
800 CHA
25 West 4th Street
Saint Paul, MN 55102

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Thank You,

Glenn Pagel





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Christopher B. Coleman, Mayor

Glenn Pagel, Manager
Bridge Engineering Division
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6180
Fax: 651-298-4559

The Most Livable
City in America

To: Amy McBeth, Director- Public Affairs
BNSF Railway
80 44th Ave NE
Fridley, MN 55421

From: Glenn Pagel, City of Saint Paul Bridge Engineer
800 CHA
25 West 4th Street
Saint Paul, MN 55102

Re: Notification of replacement of Kellogg/3rd Street Bridge Nos. 62080 and 62080A

Date: November 18th, 2014

Ms. McBeth,

This letter is to notify you that the City of Saint Paul intends to reconstruct Kellogg Bridge Nos. 62080 and 62080A over BNSF Railway property, between John Street and Mounds Boulevard. The City is applying for 2018/2019 Federal funding under the Current Metropolitan Council Regional Solicitation.

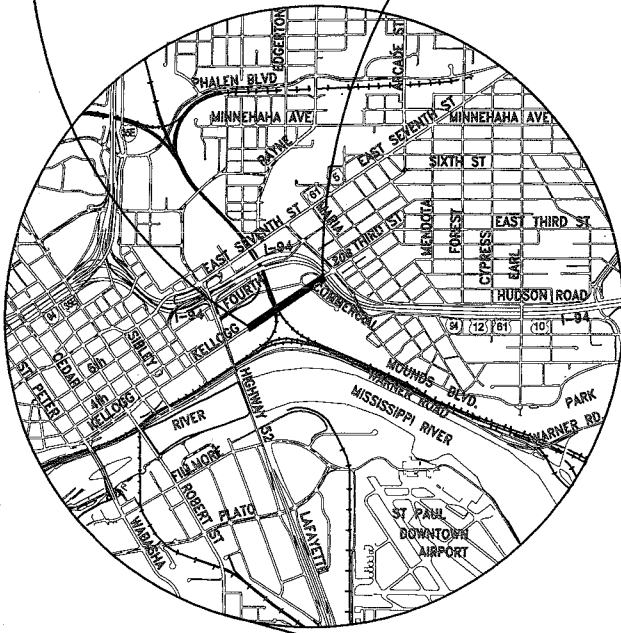
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Thank You,

Glenn Pagel



**KELLOGG / 3RD ST.
BRIDGE NO'S 62080
AND 62080A**



NOT TO SCALE

Z:\bridges\dwgs\br-62080 kellogg-Third ovr RR\EXHIBITS\LOCATION MAP-STATE.dwg, 11/18/2014 8:15:38 AM, \\PRINTSRV01\PW-BRIDGES5550
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DESIGNED
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GAP

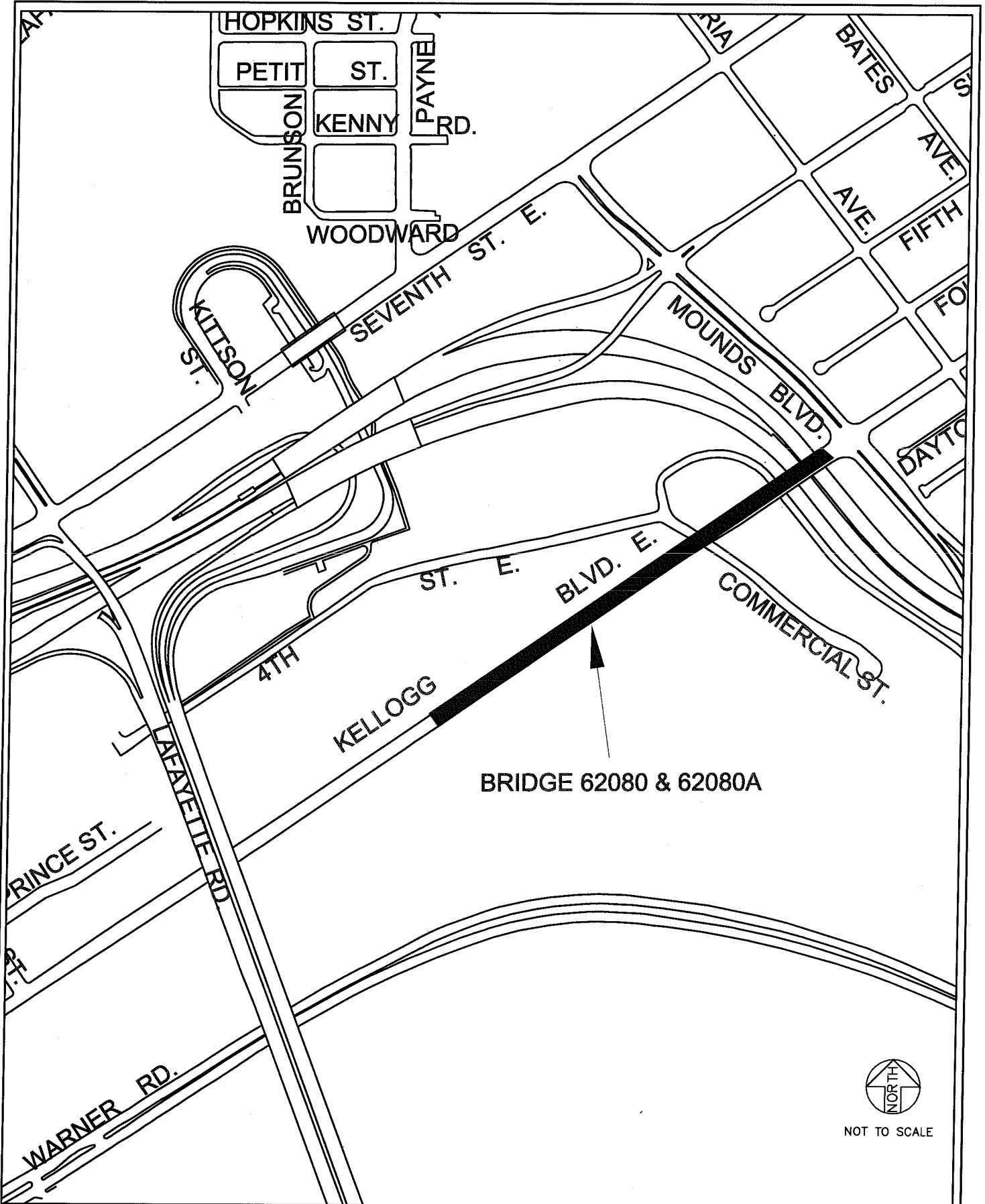
PREPARED BY BRIDGE DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS
KELLOGG BLVD / 3RD ST BRIDGE NO'S 62080 & 62080A
OVER BN RAILWAY AND COMMERCIAL STREET
PROJECT AREA MAP

STATE AID
PROJECT NUMBER:
S.P. NO.
CITY PROJECT NO.:
DATE: 11-17-2014
PAGE:

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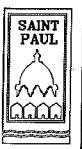
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BRIDGE 62080 & 62080A



NOT TO SCALE



DESIGNED
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GAP

PREPARED BY **BRIDGE DIVISION** FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS
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STATE AID
PROJECT NUMBER:
CITY PROJECT NO:
DATE: 11/14/2014
PAGE:





City of Saint Paul

City Hall and Court
House
15 West Kellogg
Boulevard
Phone: 651-266-8560

Signature Copy

Resolution: RES 14-1921

File Number: RES 14-1921

Authorizing the Department of Public Works to prepare and submit project applications into the Metropolitan Council's Regional Solicitation Process for potential federal funding for projects in years 2018 and 2019, and to commit the local funding match requirement if the Department is awarded the federal funding.

WHEREAS, the Metropolitan Council has released its Regional Solicitation for project applications for potential federal funding in years 2018 and 2019, and

WHEREAS, the Department of Public Works is proposing to submit ~~six~~ seven project applications into the Metropolitan Council's Regional Solicitation process, and

WHEREAS, the ~~six~~ seven project applications being proposed are:

- Replacement of the Kellogg Boulevard/3rd Street Bridge #62080
- Trout Brook Road Extension from Prince Street to Lafayette/Kittson
- Pierce Butler East Extension Ph. II - Arundel to east of Western
- Margaret Street Bicycle Boulevard - Forest Street to McKnight Road
- Rehabilitation of Indian Mounds Park Trail - T.H. 61 to Bruce Vento Trail
- Saint Paul Downtown Traffic Signal Enhancements Program
- The Samuel H. Morgan to Bruce Vento Nature Sanctuary Bicycle and Pedestrian Bridge, and

WHEREAS, if any of the above named projects get selected to receive federal funding the City is prepared to commit to a local funding match of 20% of the total project(s) cost which is a requirement to securing the federal funds, and

WHEREAS, the Mayor, pursuant to Section 10.07.1 of the Charter of the City of Saint Paul, does certify that there will be funds made available for appropriation in future Capital Improvement Budgets if federal funds are awarded to any of the projects listed above; so


THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize the Department of Public Works to prepare and submit project applications for federal funding through the Metropolitan Council's Regional Solicitation Process as referenced in this resolution, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul that local funding will be made available as a match to any and all federal funds that are awarded to any of the projects referenced in this resolution. These funds will be identified and made available in future years capital improvement budgets.

At a meeting of the City Council on 11/12/2014, this Resolution was Mayor's Office.

Yea: 7 Councilmember Bostrom, Councilmember Brendmoen, City Council President Lantry, Councilmember Stark, Councilmember Thao, Councilmember Thune, and Councilmember Tolbert

Nay: 0

Vote Attested by 
Council Secretary Trudy Moloney

Date 11/12/2014

Approved by the Mayor 
Chris Coleman

Date _____

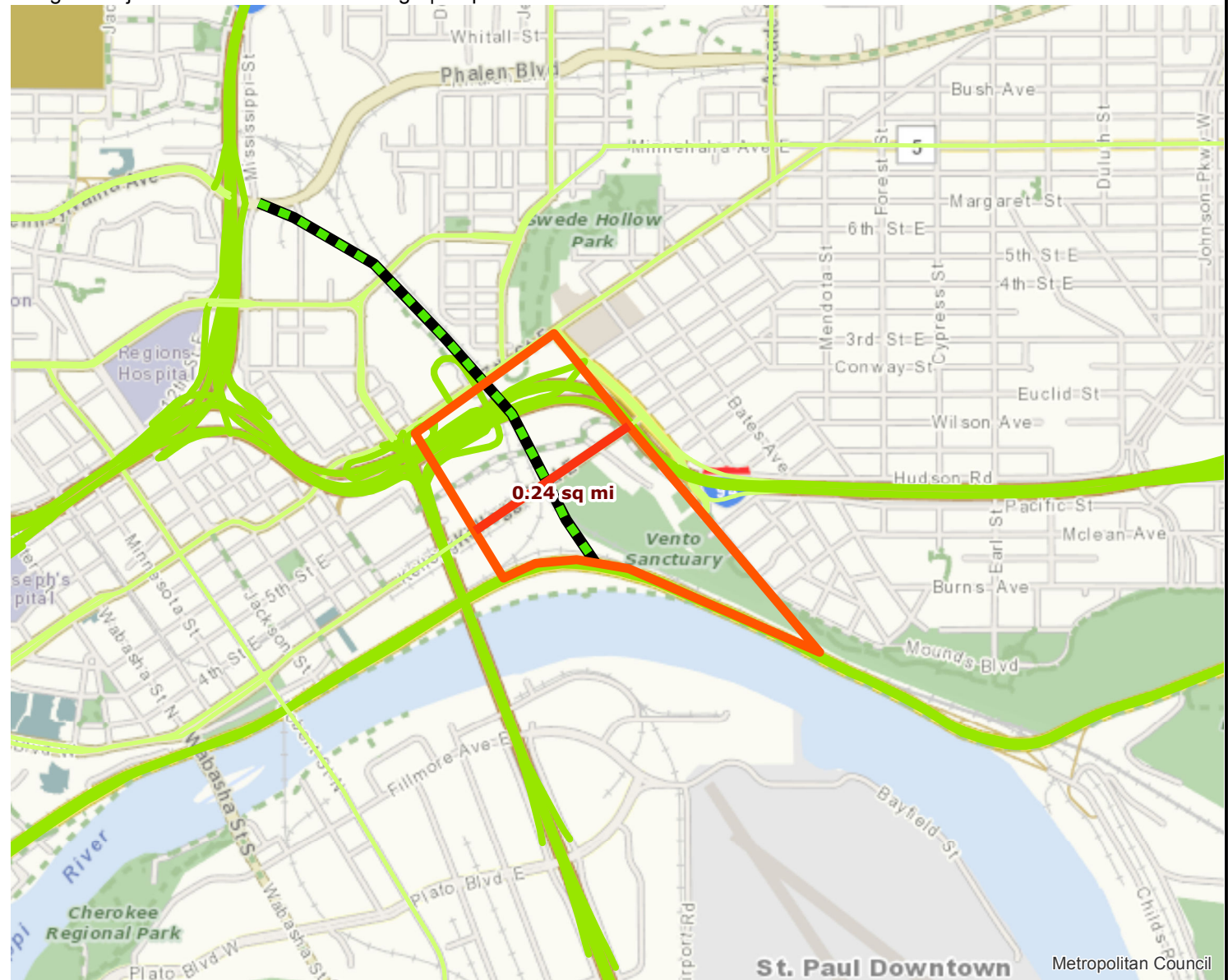
Roadway Area Definition

Bridges Project: 10th Ave SE River Bridge | Map ID: 1419883370638

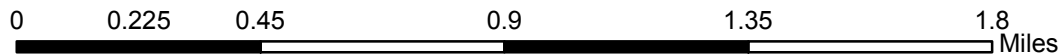
Results

Project Length: 0.417 miles

Project Area: 0.24 sq mi



- Project
- Principal Arterials
- Principal Arterials Planned
- Project Area
- A Minor Arterials
- A Minor Arterials Planned



Created: 12/29/2014
LandscapeRSA1



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Regional Economy

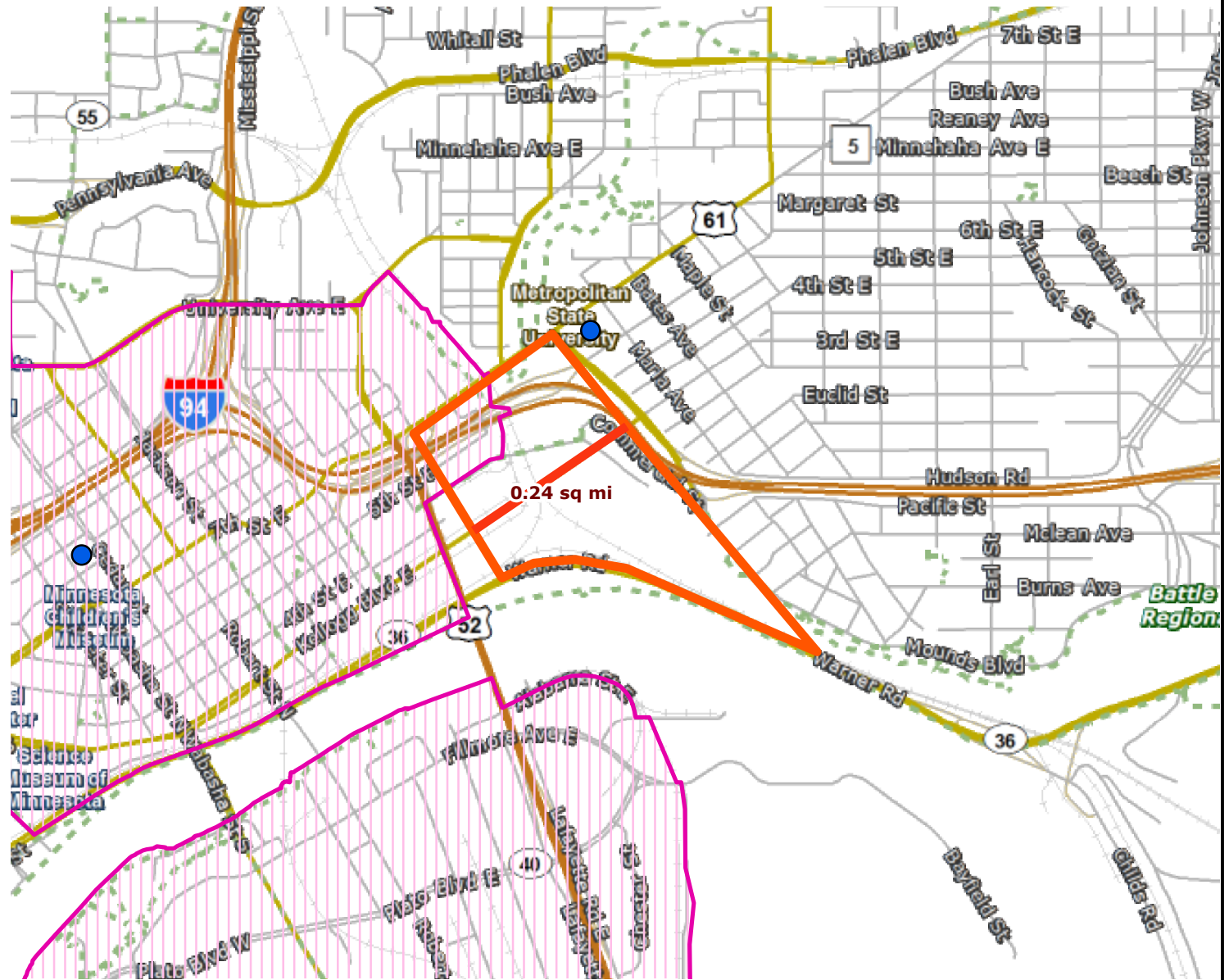
Bridges Project: 10th Ave SE River Bridge | Map ID: 1419883370638

Results

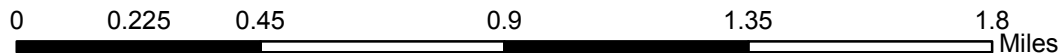
Project **WITHIN ONE MI** of area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



- Project
- Project Area
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 12/29/2014
LandscapeRSA5



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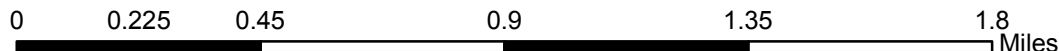


Results

Project **IN** a racially concentrated area of poverty.



- Project
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Concentrated area of poverty
- School

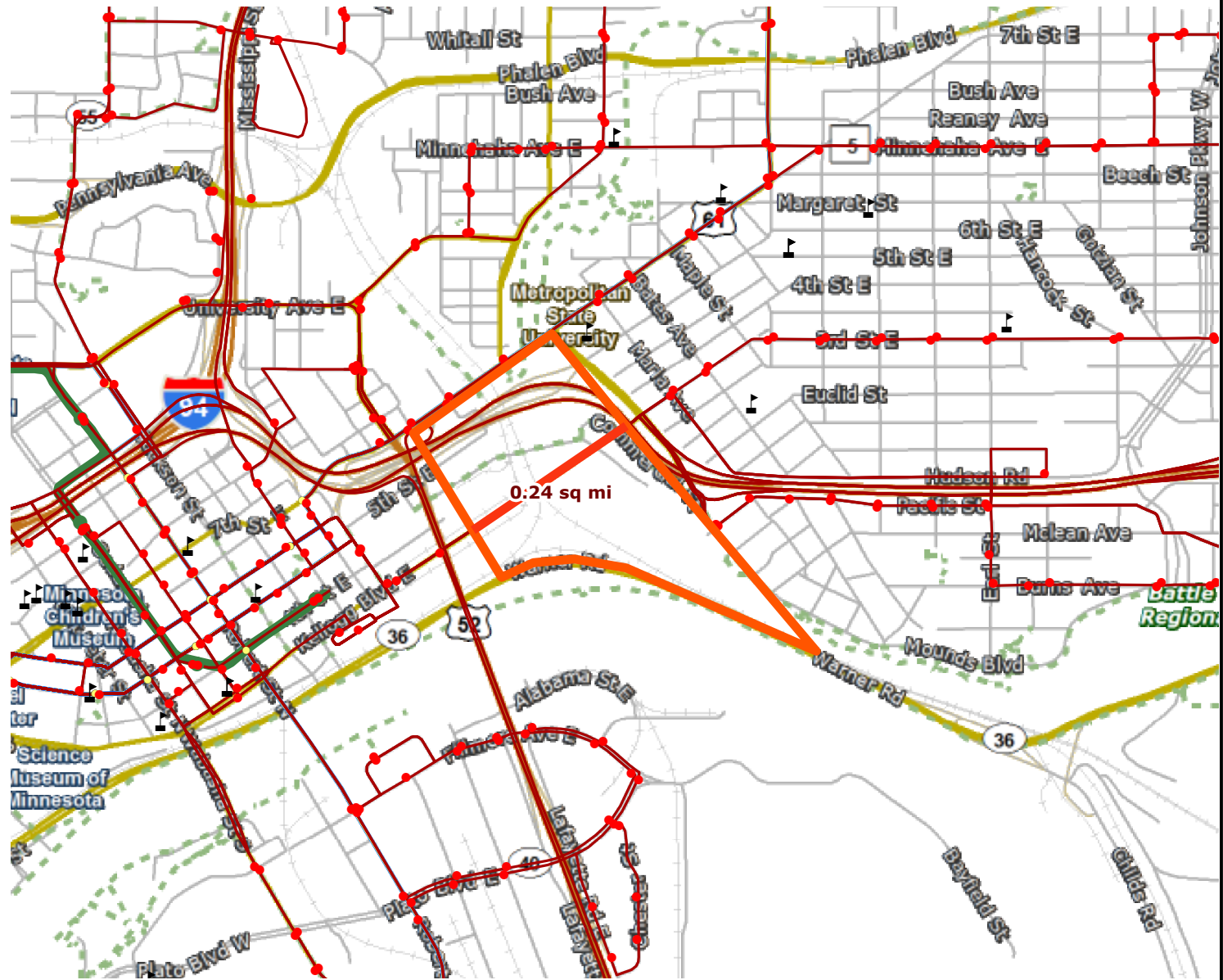


Created: 12/29/2014
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



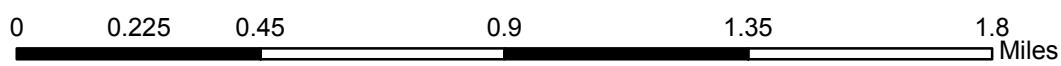


Results

Transit with a Direct Connection to project:
 63 70 294 350 351 353 355 361 364 365 375
 452

*indicates Planned Alignments

- Project
- Project Area
- Active Stop
- School
- Light Rail, Green Line
- Arterial BRT
- Transit Routes
- Green Line
- Arterial BRT
- Planned Alignments**



Created: 12/29/2014
 LandscapeRSA3



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



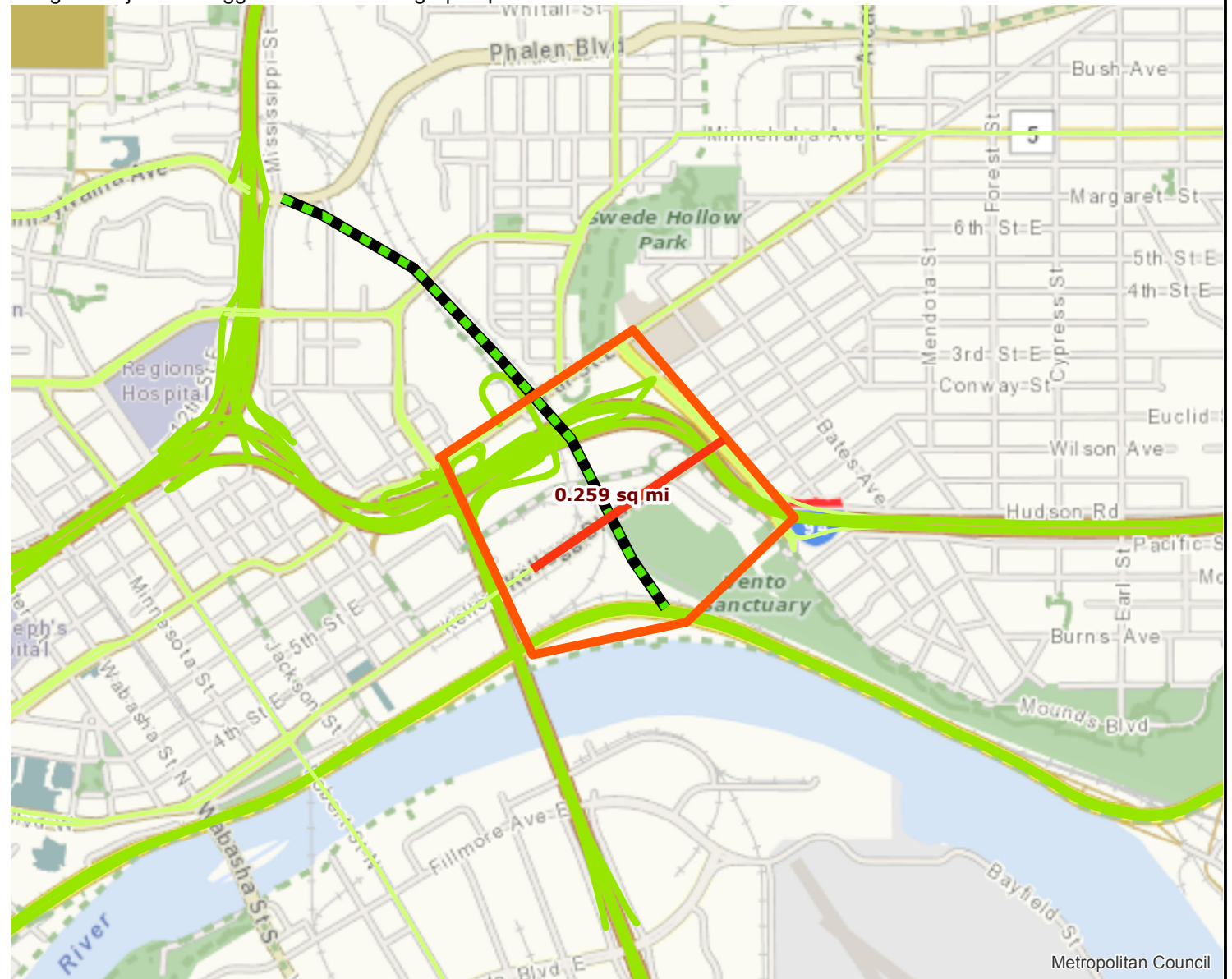
Roadway Area Definition

Bridges Project: Kellogg Third Street Bridge | Map ID: 1416001834088

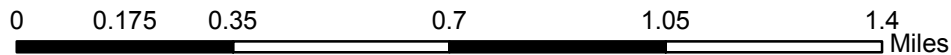
Results

Project Length: 0.455 miles

Project Area: 0.259 sq mi



- Project
- Project Area
- Principal Arterials
- A Minor Arterials
- Principal Arterials Planned
- A Minor Arterials Planned



Created: 11/14/2014
LandscapeRSA1



For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Regional Economy

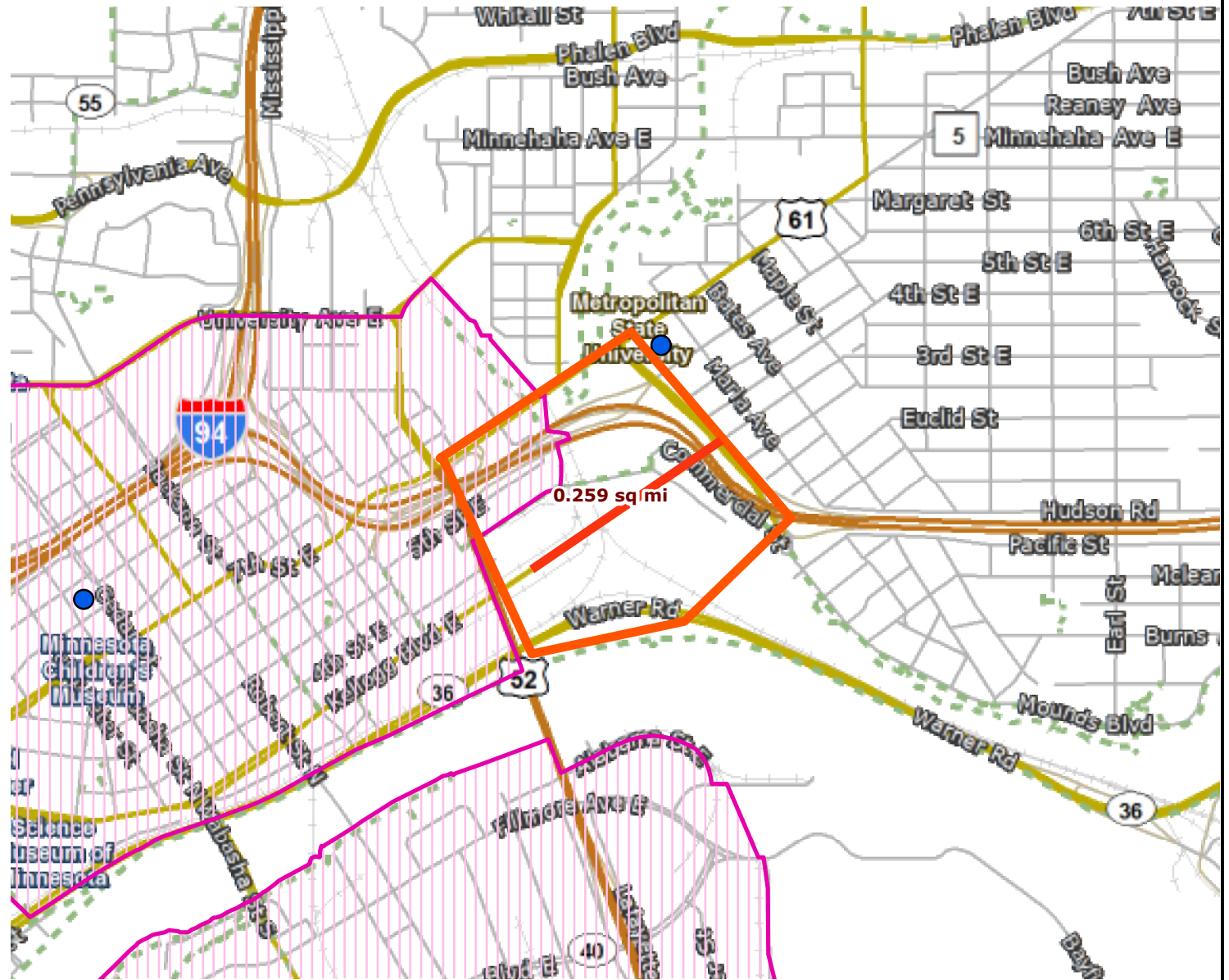
Bridges Project: Kellogg Third Street Bridge | Map ID: 1416001834088

Results

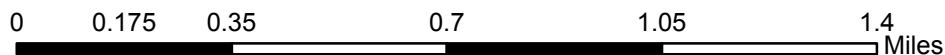
Project **WITHIN ONE MI** of area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **CONNECTED** to area of Education Institutions.



- Project
- PostSecondary Education Centers
- Job Concentration Centers
- Project Area
- Manufacturing/Distribution Centers



Created: 11/14/2014
LandscapeRSA5



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

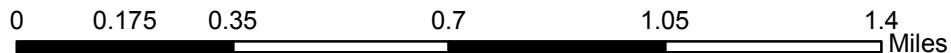


Results

Project **IN** a racially concentrated area of poverty.



- Project
- Project Area
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Concentrated area of poverty
- School



Created: 11/14/2014
LandscapeRSA2



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