



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02090 - CSAH 9/Gateway State Trail Tunnel

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 3:57 PM

Primary Contact

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*	Stillwater	Minnesota	55082
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Phone:*	651-430-4362		
	<small>Phone</small>	<small>Ext.</small>	
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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements		

Organization Information

Name: WASHINGTON CTY

Jurisdictional Agency (if different):

Organization Type:

Organization Website:

Address: PUBLIC WORKS
11660 MYERON RD

***** STILLWATER Minnesota 55082
City State/Province Postal Code/Zip

County: Washington

Phone:* 651-430-4325
Ext.

Fax:

PeopleSoft Vendor Number 0000028637A10

Project Information

Project Name CSAH 9/Gateway State Trail Tunnel

Primary County where the Project is Located Washington

Jurisdictional Agency (If Different than the Applicant):

Construction of an underpass structure (tunnel) along the Gateway State Trail under County State Aid (CSAH 9) Jamaca Avenue in the City of Grant as shown on the Concept Layout.

This trail underpass is construction of an off-road trail facility for pedestrians, bicyclists, equestrian users, and other non-motorized forms of recreation and transportation. It will also offer safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs which will to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

The Gateway State Trail has the highest number of visitors of any multi-use trail in the state. Additionally, with the new Browns Creek Trail extension into Stillwater, the use of the trail is expected to increase. Construction of a tunnel under CSAH 9 will grade separate the Gateway Trail from the road thereby removing a barrier that impedes current pedestrian and bicyclists use. The separated crossing of County State Aid Highway (CSAH) 9, an A Minor Arterial Roadway, connector, will also enhance the safety of trail users. The speed limit on this section of CSAH 9 is 55 miles per hour (MPH). Traffic on CSAH 9 will continue to increase. Currently, the Average Daily Traffic (ADT, 2012) is 4100 Trips Per Day (TPD). By 2030, according to the Washington County Transportation Plan, Traffic Forecast Volumes, there will be 4900 TPD. This model did not take into account the construction of the school directly west of the site in 2012

The trail is used primarily by recreational users but is increasingly used by bicycle commuters to and from the area. The Gateway Trail also connects to

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

Pine Point Regional Park. This important trail compliments the A Minor Arterial Roadway System including CSAH 12, CSAH 15, CSAH 17 in Washington County and Trunk Highway 36. The trail offers an alternative to driving cars.

The destination cities along this section of the Gateway Trail include North St. Paul, Mahtomedi, Grant and Stillwater Township. With the opening of the Browns Creek extension, the Gateway Trail will connect to the City of Stillwater and the St. Croix River.

The trail is adjacent to the Wildwood Elementary School, Mahtomedi Middle School and High School. A trail connection under CSAH 9 will also provide the opportunity for school students to safely access the trail.

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

Project Length (Miles)

0.11

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.

The Gateway Trail is included in the following Plans:

The 2030 Regional Framework and 2030 Regional Parks Policy Plan (pages 170, 3-67).

The Washington County Comprehensive Plan 2030 Transportation and Parks Section on pages 4-73 and 4-87.

Connection to Local Planning

Section VII. Parks, Trails and Open Space, of the City of Grant Comprehensive Plan.

Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$859,200.00
Match Amount	\$214,800.00
<i>Minimum of 20% of project total</i>	
Project Total	\$1,074,000.00
Match Percentage	20.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	Minnesota Department of Natural Resources: See attached letter from the DNR/ Washington County
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	Washington County
Zip Code where Majority of Work is Being Performed	55082
(Approximate) Begin Construction Date	04/01/2018
(Approximate) End Construction Date	10/31/2017
LOCATION	
From: (Intersection or Address)	The Gateway State Trail from the west side of CSAH 9
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	The east side of CSAH 9
Type of Work	Pedestrian tunnel under CSAH 9
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)</i>	
BRIDGE/CULVERT PROJECTS	
(If Applicable)	
Old Bridge/Culvert?	
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	CSAH 9

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$47,000.00
Removals (approx. 5% of total cost)	\$20,000.00
Roadway (grading, borrow, etc.)	\$79,000.00
Roadway (aggregates and paving)	\$66,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$40,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$10,000.00
Striping	\$2,000.00
Signing	\$2,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$20,000.00
Bridge	\$0.00
Retaining Walls	\$140,000.00
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	\$426,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$40,000.00
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	\$94,000.00
Other Bicycle and Pedestrian Elements	\$514,000.00
Totals	\$648,000.00

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	\$1,074,000.00
Construction Cost Total	\$1,074,000.00
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. Multiuse trails & bicycle facilities must be between \$125,000 and \$5,500,000. Pedestrian facilities and Safe Routes to School must be between \$125,000 and \$1,000,000.

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 - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

2. The project must exclude costs for study completion, preliminary engineering, design, construction engineering, or other similar costs (eligible costs include construction and materials, right-of-way, and land acquisition).

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

3. The project must exclude work which is required as a condition of obtaining a permit or concurrence for a different transportation project.

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

4. Seventy percent of the project cost must fall under one of the following eligible activities:

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

For Safe Routes to School Projects Only

5. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

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

7. The applicant must have a Safe Routes to School plan or planning process established to be eligible for funding. MnDOT staff will notify Metropolitan Council staff of all agencies eligible for funding. If an applicant has a new Safe Routes to School plan and has not previously notified MnDOT Safe Routes to School staff of the plan, the applicant should contact Nicole Campbell (Nicole.M.Campbell@state.mn.us; 651-366-4180) prior to beginning an application to discuss the plan and confirm eligibility. MnDOT staff will send updated applicant eligibility information to Metropolitan Council staff, if necessary.

Check the box to indicate that the applicant understands this requirement and will contact MnDOT Safe Routes to School staff, if necessary, to confirm funding eligibility.

Other Attachments

File Name	Description	File Size
1 Regional Location Map.pdf	Regional Location	479 KB
2 DNR Gateway Trail Map.pdf	DNR Gateway Trail Map	275 KB
3 2030 Regional Trail Map.pdf	2030 Regional Trail Map	346 KB
4 Gateway Trail Destinations.pdf	Gateway Trail Destinations	742 KB
5 Concept Layout.pdf	Concept Layout	539 KB
6 County Board Resolution.pdf	County Board Resolution	94 KB
7 City of Grant Letter of Support.pdf	City of Grant Letter of Support	13 KB
8 Wildwood Elementary Support Ltr.pdf	Wildwood Elementary Support Letter	56 KB
9 DNR Letter of Support.pdf	DNR Letter of Support	898 KB

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Yes

Tier 2, RBTN Corridor

(Tier 1 or Tier 2)

Direct connection to the RBTN

OR

Project is not located on or directly connected to the RBTN, but is part of a local system and identified within an adopted county or city plan

Upload Map Bike_CSAH9.pdf

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only) 2401

Existing Employment Within One Mile (Integer Only) 692

Completed by Metropolitan Council Staff

Total Project Cost \$1,074,000.00

Cost Effectiveness for Population \$447.31

Cost Effectiveness for Employment \$1,552.02

Upload Map Pop Employment_CSAH9.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

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)

Upload Map Socio-Economic_CSAH9.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Grant	0.11
	0

Total Project Length

Total Project Length 0.11

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.11

Total Housing Score 0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Closes a Gap on or off the RBTN including improving bikeability for all age/experience levels within urban, high demand corridors that may already have a continuous bikeway facility (in urban high-demand corridors, this could include adding an off-road trail where there is only an on-street bike lane or adding a bike lane where only a trail exists)

Closes a Gap

Provides a Facility That Crosses or Circumvents a Physical Barrier (bridge or tunnel; on or off the RBTN) including a river or stream, railroad corridor, freeway, or multi-lane highway

Provides a Facility That Crosses or Circumvents a Physical Barrier

Yes

Improves Continuity and/or Connections Between Jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions

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

The tunnel under CSAH 9 eliminates an at-grade crossing of the trail thereby improving regional connectivity and safety for trail users and the mobility of motorists on CSAH 9. The speed limit on this section of CSAH 9 is 55 miles per hour (MPH). Traffic on CSAH 9 will continue to increase. Currently, the Average Daily Traffic (ADT, 2012) is 4100 Trips per Day (TPD). By 2030, according to the Washington County Transportation Plan Traffic Forecast Volumes, there will be 4900 TPD. This model did not take into account the location of the school directly west of the site. It is critical to focus on the CSAH 9 (Jamaca Ave) crossing now because of the expected increase in trail use. In addition, the school bus entrance for Wildwood Elementary School, constructed in 2012, crosses the trail at CSAH 9. This project would separate school traffic from the trail, thereby increasing safety for students, pedestrians, bicyclists and motorists.

Measure B: Project Improvements

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

This project would separate school traffic from the trail, thereby increasing safety for students, pedestrians, bicyclists and motorists. This trail underpass will include on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	N/A
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Existing Routes Indirectly Connected Within One Mile of the Project	N/A

Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)

N/A

Upload Map

Transit_CSAH9.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

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

The City of North Saint Paul, along the Gateway Trail, is an older, early 20th Century community that was developed in a traditional grid layout. The North Saint Paul downtown has recently been transformed through new mixed-use, high density developments and other redevelopment projects. This traditional layout is similar to mixed-use pedestrian-oriented district pattern of development. The Gateway Trail offers a strong pedestrian connection from this community at the edge of the Metropolitan Region to the City of Stillwater. With the opening of the Browns Creek Trail Extension, the Gateway Trail will connect to the Downtown Stillwater National Historic District. Downtown Stillwater is the finest example of a traditional 19th Century, walkable community embodying the principals of a mixed-use pedestrian-oriented development.

Measure C: Multimodal Facilities

Construction of the trail underpass is an infrastructure-related project that will provide safe routes for all those who use the Gateway State Trail for transportation and recreational purposes. The tunnel will provide less mobile users of the trail including children, older adults, and individuals with disabilities a safer crossing of a County State Aid Highway (CSAH) 9

The Gateway Trail is a recreational trail of regional and state significance that connects the Twin City Metropolitan Region with the St. Croix River Valley. The separated crossing will provide an increased environmental experience for trail users by separating the highway from the trail.

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

The Gateway State Trail connection from Washington County to the urban center of the Metropolitan Regional, passing through Stillwater, Grant, Mahtomedi, North Saint Paul and Saint Paul is used primarily by recreational users but is increasingly used by bicycle commuters to and from the area. Vehicular traffic within the vicinity uses CSAH 12, an A Minor Arterial Roadway and Trunk Highway 36.

There are no planned transit services within the existing right-of-way of the Gateway State Trail Corridor but there is bus service at various locations along the corridor in the cities of North St. Paul and Stillwater with the extension of the Brown's Creek Trail extension into the community.

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.

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

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 Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3) Environmental Documentation (10 Percent of Points)

EIS

EA

PM

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

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/archeological 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:

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 Yes

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

0%

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

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

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

0%

Anticipated date or date of executed Agreement

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%

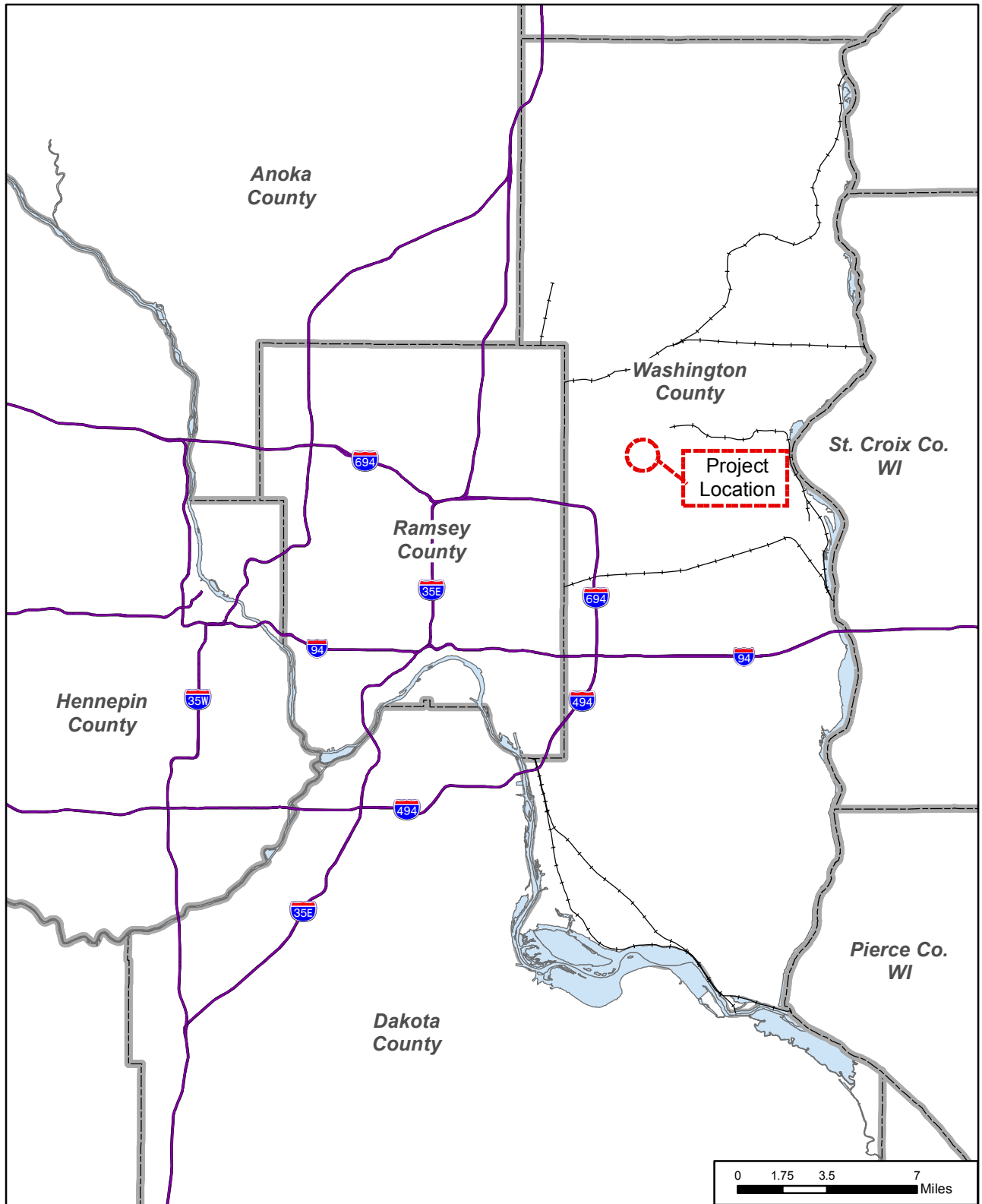
Construction plans have not been started Yes

0%

Anticipated date or date of completion 11/16/2017

9)Letting

Anticipated Letting Date 05/15/2018



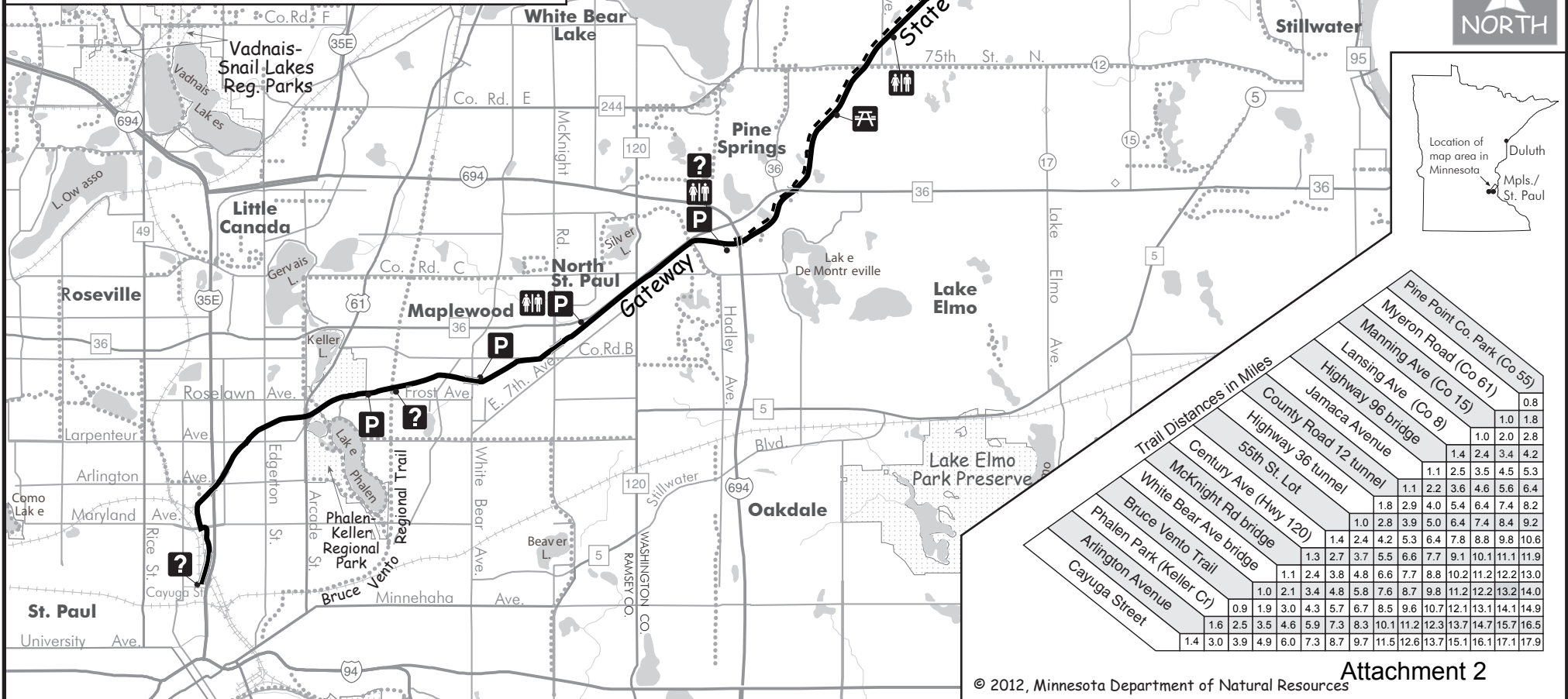
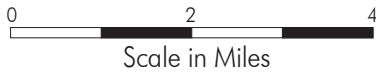
Gateway State Trail

Ramsey and Washington Counties



Map Legend

- Paved Trail
- Unpaved Trail (Horseback)
- Local/City Trail (Asphalt)
- Regional Park
- Parking
- Picnic/Rest Area
- Toilet
- Information



Pine Point Co. Park (Co 55)	0.8	1.0	1.8
Myron Road (Co 61)	1.0	2.0	2.8
Manning Ave (Co 15)	1.4	2.4	3.4
Lansing Ave (Co 8)	1.1	2.5	3.5
Highway 96 bridge	1.1	2.5	3.5
County Road 12 tunnel	1.4	2.4	3.4
Jamaca Avenue	1.1	2.2	3.6
Highway 36 tunnel	1.8	2.9	4.0
Century Ave (Hwy 120)	1.0	2.8	3.9
55th St. Lot	1.0	2.8	3.9
McKnight Rd bridge	1.1	2.2	3.6
White Bear Ave bridge	1.3	2.7	3.7
Bruce Vento Trail	1.1	2.4	3.8
Phalen Park (Keller Cr)	1.0	2.1	3.4
Arlington Avenue	0.9	1.9	3.0
Cayuga Street	1.6	2.5	3.5
	1.4	3.0	3.9

PARKING

Parking is available at the following trail accesses:

- Flicek Park (City of Maplewood)
- Maplewood Community Center
- Hwy 36 and 2nd St. in North St. Paul
- At Arlington Ave.
- 55th Street, east of Hadley (S.W. corner of Hwy. 36 and I-694)
- Jamaca Ave. (at Jeffrey Ave.)
- Hwy. 96 under the Gateway Trail bridge
- Pine Point County Park (fee charged)
- Parking is also available along city streets that cross the trail.

Do not leave valuables in your vehicle.

RESTROOMS

Facilities provided along the trail:

- Parking lot at 55th St., east of Hadley
- Jamaca Ave.
- Hwy 36 and 2nd St. in North St. Paul
- Hwy 96, under the trail bridge
- Lansing Ave. (May-October)
- Pine Point County Park
- other adjacent city and regional parks along the trail

TRAIL ETIQUETTE

- All users must yield to horses. Stop and dismount if requested.
- Stay on the trail.
- Keep right.
- All pets must be on a leash.
- Clean up all pet waste.
- Obey traffic signs and rules.
- Respect private property adjacent to the trail.
- Camping and campfires are not permitted on the Gateway Trail.
- Enjoy the beauty of wild plants & animals, but leave them undisturbed for all to enjoy.
- Minnesota Rules, 6100.3000 apply on the Gateway Trail.

For additional copies of this map or other state trail maps, contact the DNR Information Center.

DNR Information Center

500 Lafayette Road
Saint Paul, MN 55155-4040
(651) 296-6157 (metro area & outside MN)
1-888-MINNDNR (MN toll free)
(646-6367)
TDD(651) 296-5484 (metro area)
1-800-657-3929 (MN toll free)

Minnesota Department of Tourism

100 Metro Square
121 - 7th Place East
Saint Paul, MN 55101-2112
(651) 296-5029 (metro area & outside MN)
1-888-TOURISM (MN toll free)

Minnesota Bikeway Maps

Minnesota Department of Transportation

395 John Ireland Boulevard
Room 110
Saint Paul, MN 55155
(651) 366-3017
MnDOT produces two maps (east and west MN) that grade the quality of road shoulders suitable for biking. There is a charge for these maps. Maps not available for the Metro area.

Gateway Trail Association

P.O. Box 9295
North St. Paul, MN 55109
www.gatewaytrailmn.org

Printed on recycled paper
with a minimum of 30%
post-consumer material.



This information is available in alternative format upon request.

You can also check out state trail information on our website:

www.mndnr.gov/state_trails

The Minnesota Department of Natural Resources is an Equal Opportunity Employer

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Gateway

Ramsey &
Washington Counties



Connecting Urban Places to Country Spaces

The Gateway State Trail is an 18 mile multiple use trail which runs from St. Paul to Pine Point Park. This paved trail passes through a cross-section of urban areas, parks, lakes, wetlands and fields in Ramsey and Washington Counties. Many trail users are surprised to find rural landscapes so close to the metro area. Others appreciate the access it provides to downtown St. Paul and the State Capitol Complex. The Gateway also provides connections to many local and regional trails.

Located on a former Soo Line Railroad grade, the trail is generally level and wheelchair accessible. Along the eastern 10 miles of the Gateway from I-694 to Pine Point Park, an adjacent unpaved trail is available for horseback riding, or carriage driving.

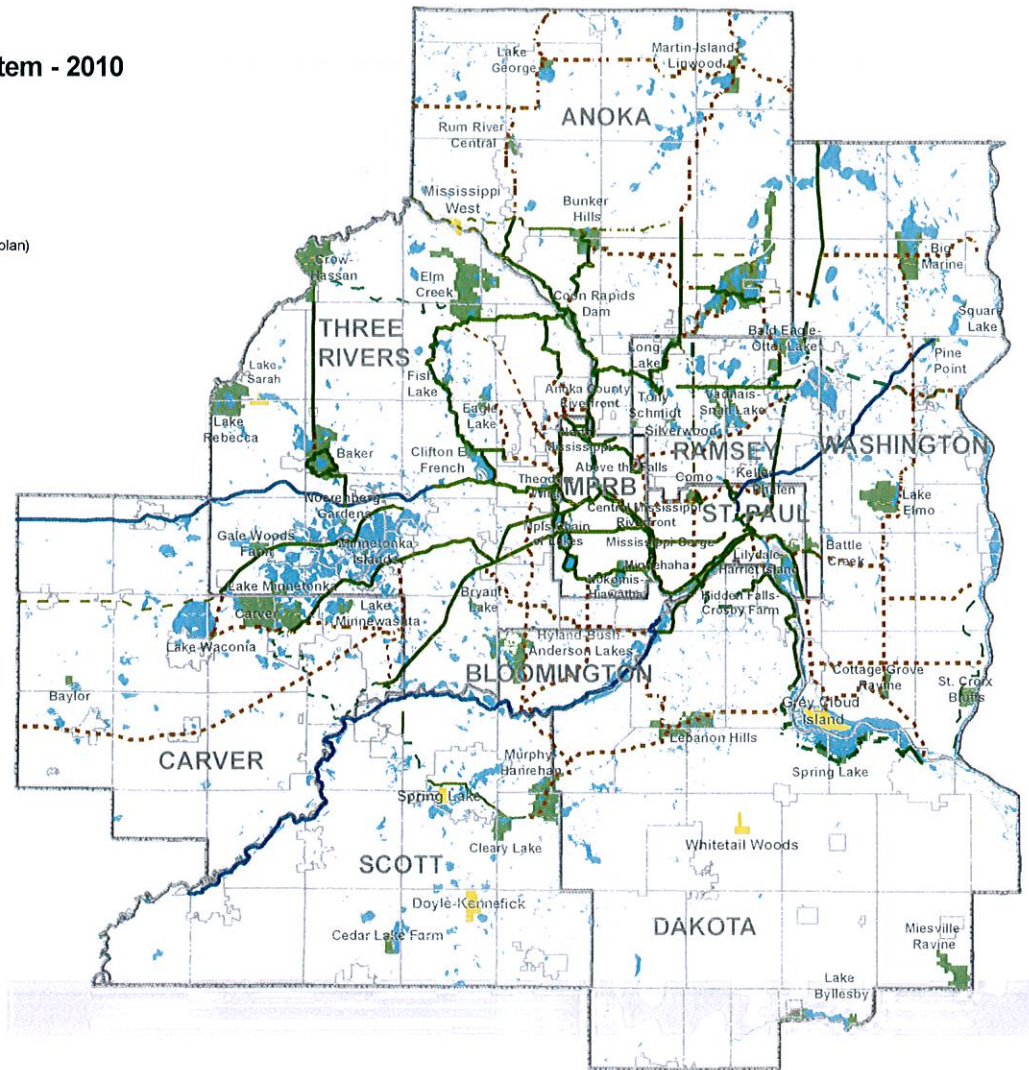
During winter months the western portion of the trail between Highway 12 and Cayuga Street in St. Paul is plowed. The eastern portion between Highway 12 and Pine Point Park is groomed for classical cross-country skiing.







This trail requires a permit for anyone cross-country skiing or horseback riding. For more information about the Ski Pass, or the Horse Pass, please call the DNR Info Center at 1-888-MINNDNR or check the website at www.mndnr.gov.

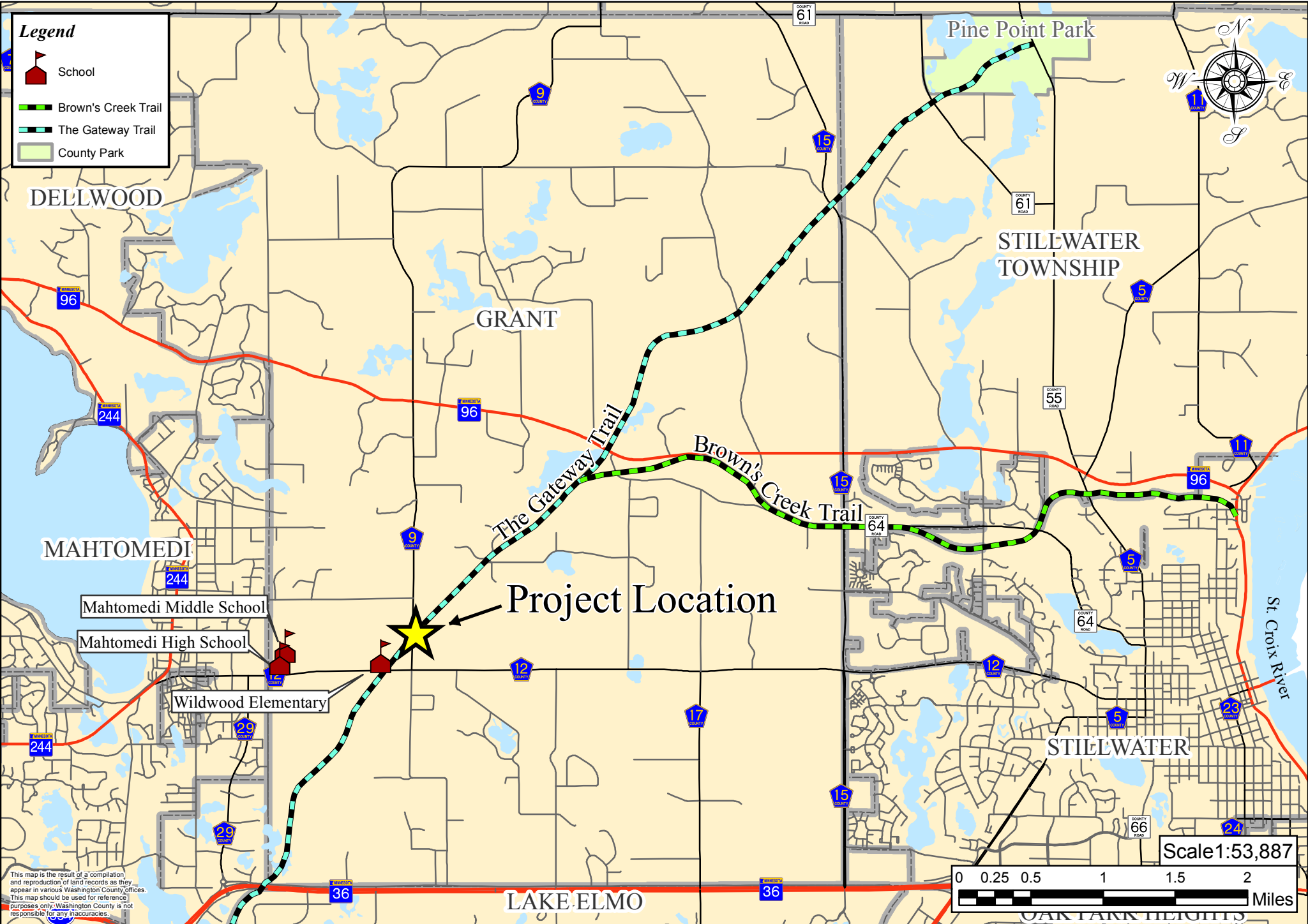
Figure 3-1
Metropolitan Regional Parks System - 2010

- Regional Trails**
- Existing
 - - - Planned
 - - - Proposed (No Council-approved master plan)
 - State Trail
- Regional Parks**
- Existing, Open to the Public
 - Planned



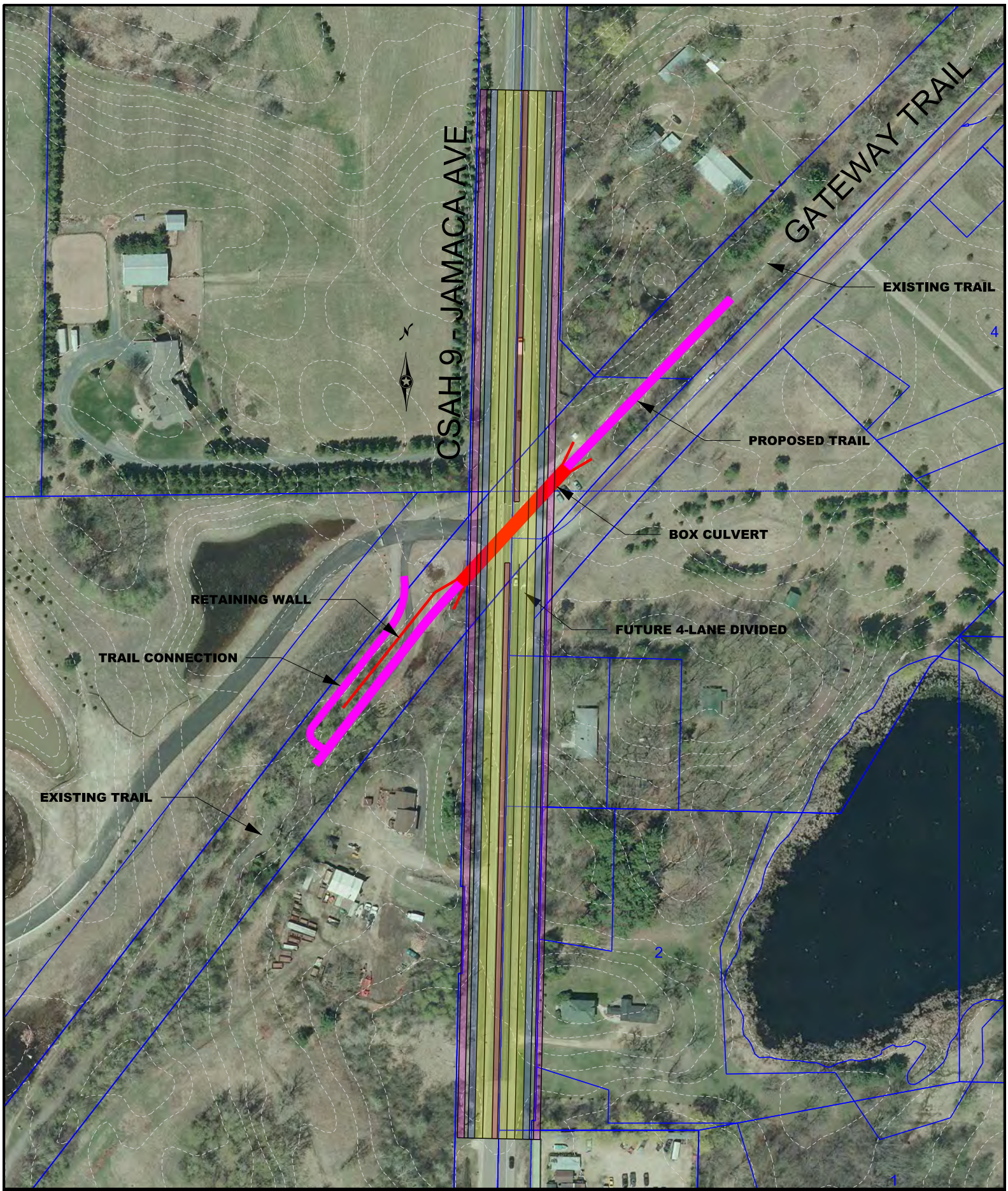
Legend

-  School
-  Brown's Creek Trail
-  The Gateway Trail
-  County Park



This map is the result of a compilation and reproduction of land records as they appear in various Washington County offices. This map should be used for reference purposes only; Washington County is not responsible for any inaccuracies.





**GENERAL CONCEPT LAYOUT
CSAH 9 GATEWAY TRAIL**

DATE October 14, 2014

DEPARTMENT Public Works

MOTION BY COMMISSIONER Weik

SECONDED BY COMMISSIONER Miron

RESOLUTION AUTHORIZING SUBMITTAL OF APPLICATIONS TO THE METROPOLITAN COUNCIL FOR FUNDING UNDER THE METROPOLITAN COUNCIL REGIONAL SOLICITATION

WHEREAS, the Regional Solicitation process started with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; and

WHEREAS, as authorized by the most recent federal surface transportation funding act, Moving Ahead for Progress in the 21st Century (MAP-21), projects will be selected for funding as part of three federal programs: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Transportation Alternatives Program (TAP); and

WHEREAS, pursuant to TAP and the regulations promulgated there under, eligible project sponsors wishing to receive federal grants for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO) for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Council and the Transportation Advisory Board (TAB) act as the MPO for the seven county twin cities region and have released the Regional Solicitation for federal transportation funds; and

WHEREAS, the Metropolitan Council provides staffing to the TAB and facilitates the Regional Solicitation process; and

WHEREAS, Washington County is an eligible project sponsor for Regional Solicitation funds; and

WHEREAS, Washington County is proposing to submit grant applications to Metropolitan Council as part of the 2014 Regional Solicitation for the following projects:

1. Off road trail development along County State Aid Highway (CSAH) 19/ Keats Avenue South (Central Greenway Regional Trail) between Indian Drive and 80th Street in the City of Cottage Grove.
2. Construction of an underpass structure along the Gateway State Trail under CSAH 9/Jamaca Avenue in the City of Grant.
3. Off road trail development, signal modifications and a pedestrian refuge along CSAH 20(18)/Bailey Road and CSAH 38 in the City of Newport.
4. A pedestrian bridge crossing over Interstate 94, bridge lane and roadway improvements along CSAH 13/Radio Drive in the City of Woodbury.
5. Construction of an interchange at CSAH 35/Hadley Avenue / Trunk Highway 36 with support of the Minnesota Department of Natural Resources for the Gateway Trail pedestrian tunnel under CSAH 35/Hadley Avenue in the City of Oakdale.
6. Reconstruction of CSAH 21/Stagecoach Trail from 22nd Street to CSAH 14 in West Lakeland and Baytown Townships.

NOW, THEREFORE BE IT RESOLVED, that the Washington County Board of Commissioners authorizes submittal of the applications listed above for funding under the 2014 Regional Solicitation.

ATTEST: 
 COUNTY ADMINISTRATOR

 COUNTY BOARD CHAIR

	YES	NO
BEARTH	<u>X</u>	___
KRIESEL	<u>X</u>	___
LEHRKE	<u>X</u>	___
MIRON	<u>X</u>	___
WEIK	<u>X</u>	___

CITY of GRANT

P.O. BOX 577
WILLERNIE, MN 55090
(651) 426-3383

November 19, 2014

Wayne Sandberg
County Engineer
Washington County
11660 Myeron Avenue North
Stillwater, MN 55082

Re: Gateway Trail: Grade Separated Crossing at CSAH 9/Jamaca Avenue
Grant, MN

Dear Mr. Sandberg:

Washington County has notified the City of Grant that they will be submitting a Regional Solicitation Bicycle and Pedestrian Facilities Application for a grade separated crossing of the Gateway Trail. The City of Grant supports the application to develop a tunnel underpass along the Gateway Trail under CSAH 9/Jamaca Avenue. This crossing will provide a safe pedestrian/bicycle connection for users of the Gateway Trail. City support does not constitute a financial commitment to share in the project cost.

If you have any questions or comments, please contact me at 763-512-5245.

Sincerely,

WSB & Associates, Inc.



Phil Olson, PE
City Engineer



Wildwood Elementary School
8698 75th Street North
Stillwater, MN 55082
651-407-2100
Fax: 651-407-2125
www.mahtomedi.k12.mn.us

January 30, 2014

Wayne Sandberg
County Engineer
Washington County
14949 62nd St. N.
Stillwater, MN 55082

Dear Mr. Sandberg,

I am writing on behalf of Wildwood Elementary in support of Washington County's grant application to the Transportation Alternatives Program for the development of a grade separation (tunnel) for the Gateway State Trail and Washington County Road 9 (Jamaca Avenue). The Mahtomedi School District constructed Wildwood Elementary in 2012 and the school bus entrance is located at the junction of the Gateway Trail and Washington County Road 9. Separating the trail from the road would improve access to the school by our buses and increase the safety for trail users, motorists and students.

The safety of Wildwood Elementary students is of highest importance to the Mahtomedi School District. I am very supportive of creating a route that will allow students to reach our school via the Gateway Trail or bus with minimal potential for conflict, which would be made possible by separating the trail from the road.

Thank you for submitting a grant application that would greatly benefit our school and surrounding community. We look forward to working with you and your staff on moving this opportunity forward.

Sincerely,

Mark Hamre
Principal
Wildwood Elementary

Minnesota Department of Natural Resources

500 Lafayette Road • St. Paul, MN • 55155-40__



December 1, 2014

Mr. Donald Theisen
Director, Public Works
Washington County
14949 - 62nd Street North
Stillwater, MN 55082

Dear Mr. Theisen:

I am writing this letter to express the support of the Minnesota Department of Natural Resources (MNDNR), Division of Parks and Trails for Washington County's proposed application to the Transportation Alternatives Program (TAP) for the development of a grade separation for the MNDNR owned and administered Gateway State Trail and Washington County CSAH 9 (Jamaca Avenue). This project as proposed represents an identified need for the Gateway State Trail by the MNDNR and we will support your efforts with those means available to us. Should your application be successful, we will assure that Washington County will be granted the necessary access permits for the proposed construction and that upon completion the MNDNR will assume all primary maintenance responsibilities. It would also be the intent of the Division of Parks and Trails, should you be successful in your application, to provide the necessary non-federal project funding match.

The development of separated intersections at locations where "at-grade" intersections of primary surface roads and the Gateway State Trail currently exist has been a primary focus for the MNDNR for several years. Recent trail bridge installations at Manning Avenue in the City of Grant, completed with the assistance of Washington County, and Century Avenue in North St. Paul, have eliminated the two priority "at-grade" crossings along the Gateway State Trail based upon user complaints and roadway traffic volume. With the completion of these bridges, the State Trail intersection at Hadley Avenue in North St. Paul has become the priority focus for the implementation of a trail/roadway surface grade separation proposal. The MNDNR is in the process of applying for funding through the MAP-21 Program through the Metropolitan Council for the development of a grade separated crossing at Hadley Avenue – should this grant be awarded, it would be our intent to construct in late 2018 or 2019.

The remaining two at-grade intersections of the Gateway State Trail and primary surface roads in Washington County located at Jamaca Avenue and Lansing Avenue, had previously been considered secondary priorities when evaluated statewide. However, the recent expansion of the Mahtomedi Educational complex has resulted in



an increase in the difficulty trail users are having safely crossing Jamaca Avenue that had not been experienced prior to the opening of the new elementary school in 2013. As a result of the recent changes in this area, the development of a grade separated crossing of the Gateway State Trail at Jamaca Avenue is considered likely to now rank as a one of several priority State Trail/Roadway intersections separations statewide.

I want to thank you for your continued interest and participation with on-going improvements to the Gateway State Trail and again express our support for the proposal to provide a grade separated intersection of Washington County Road 9 (Jamaca Avenue) and the Gateway State Trail. We look forward to the opportunity to again work with you and your staff on a substantial and significant undertaking.

Sincerely,



Luke Skinner, Deputy Director
MNDNR – Division of Parks and Trails

c: Dana Vanderbosch, MNDNR
Kent Skaar, MNDNR
Jan Shaw Wolff, MNDNR
Martha Reger, MNDNR
Rachel Hintzman, MNRR

RBTN Evaluation and Major Barriers

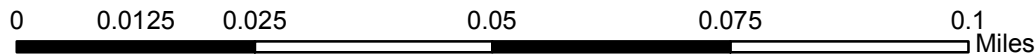
Multiuse Trails and Bicycle Facilities Project: CSAH 9/Gateway State Trail Tunnel | Map ID: 1415209188707

Results

Project IN TIER 1 Bicycle Transport Corridor.



- Project
- Principal Arterials
- RBTN Tier 1
- Minor Arterials
- RBTN Tier 2



Created: 11/5/2014
LandscapeRSA1



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

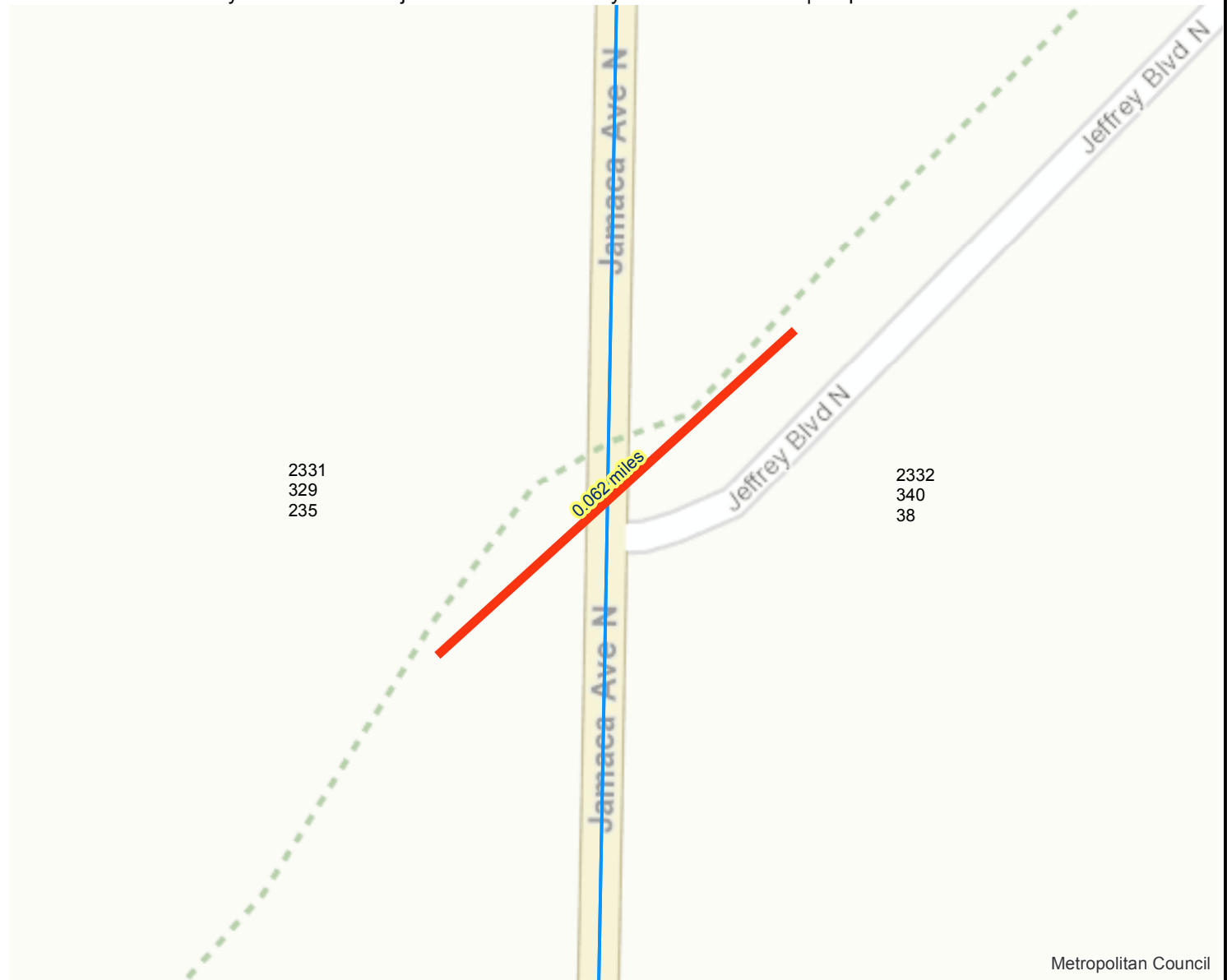


Population Summary

Multiuse Trails and Bicycle Facilities Project: CSAH 9/Gateway State Trail Tunnel | Map ID: 1415209188707

Results

Within ONE Mile of project:
Total Population: 2401
Total Employment: 692



Metropolitan Council

Project School

2010 TAZ

0 0.0125 0.025 0.05 0.075 0.1 Miles

Created: 11/5/2014
LandscapeRSA4

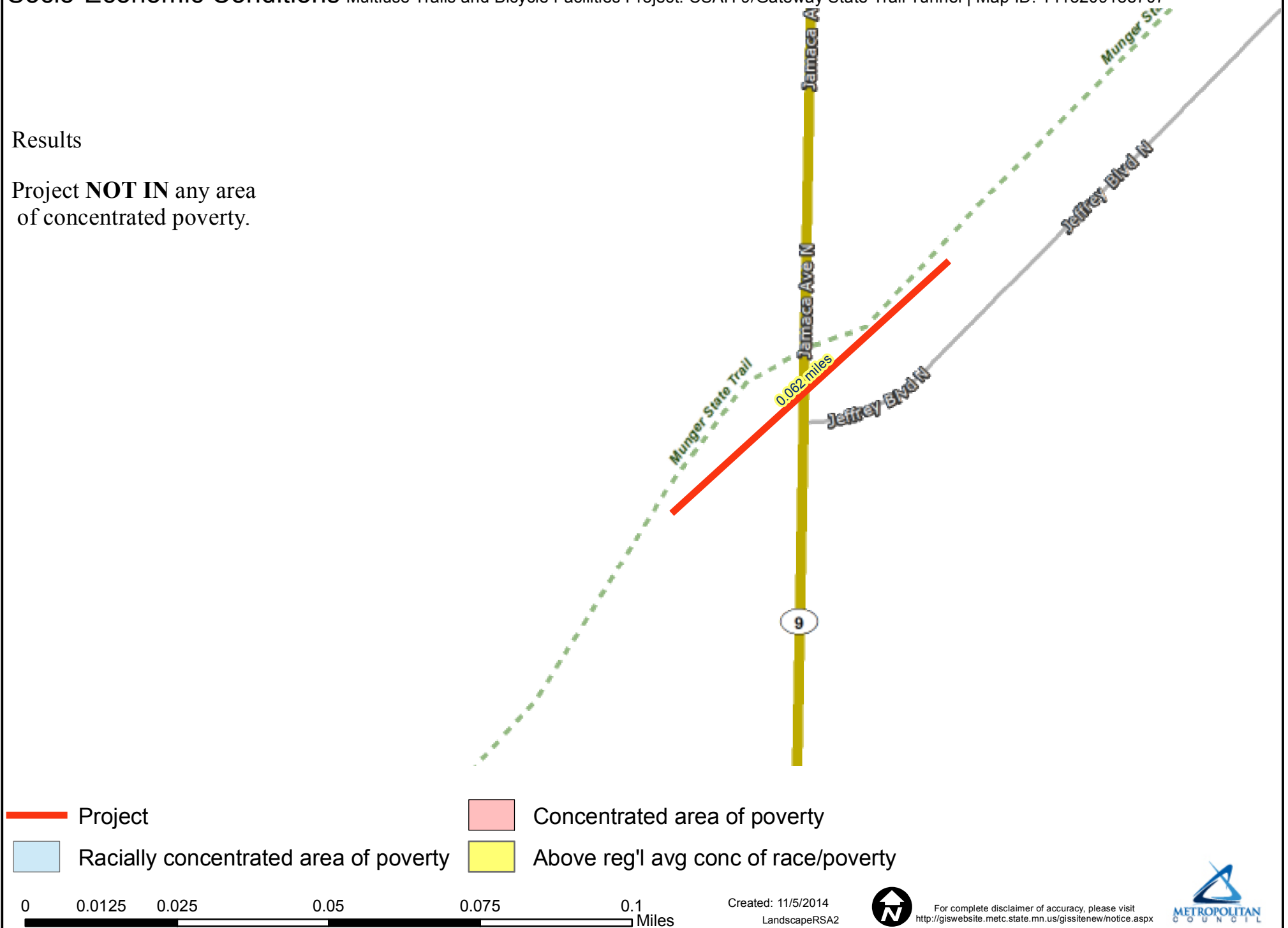


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



Results

Project **NOT IN** any area of concentrated poverty.



0 0.0125 0.025 0.05 0.075 0.1 Miles

Created: 11/5/2014
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:
-- NONE --

Transit within QTR mile of project:
-- NONE --

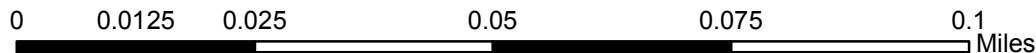
Transit within HALF mile of project:
-- NONE --

Transit within ONE mile of project:
-- NONE --

**indicates Planned Alignments*



- Project
- Active Stop



Created: 11/5/2014
LandscapeRSA3



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

