



Application

01971 - 2014 Multiuse Trails and Bicycle Facilities

02131 - West St. Paul River to River Greenway Robert Street Overpass & Connections

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 3:59 PM

Primary Contact

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***:** West St. Paul Minnesota 55118
City State/Province Postal Code/Zip

Phone:* 651-552-4134
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: WEST ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

1616 Humboldt Ave

*

West St Paul

Minnesota

55118

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-111-2000

Ext.

Fax:

PeopleSoft Vendor Number

0000002999A1

Project Information

Project Name

West St. Paul River to River Greenway Robert Street
Overpass

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

The Robert Street Overpass of the River to River Regional Greenway will eliminate an important gap in the local and regional non-motorized transportation system. The project is located along Robert Street, a 5-lane state trunk highway that functions as a minor arterial. With ADTs of 25,000 and an antiquated roadway design, the highway has long been identified as one of the highest accident prone highways in the state. The City has recently received federal and state funding to complete a transformation of the highway from an automobile-oriented corridor into a sustainable, mixed-use corridor that can support all modes of transportation, including future arterial BRT. A key component of the improvement project is the construction of the Robert Street Bridge to support pedestrians, bicyclists, and transit in the corridor.

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

The Grade Separated Trail Crossing Feasibility Study recommended the location for the bridge as it would connect to the 8-mile River to River Regional Greenway, which is proposed to have 34,000 users once complete. In addition, the bridge is near the proposed mixed-use, pedestrian-oriented redevelopment area intended to be West St. Pauls new town center. Nearby communities destinations that will benefit from improved connections include the Wentworth Library, YMCA, City Hall, Sport Dome, Sports Complex, Thompson County Park, and local parks. In addition, the selected alignment has sufficient right-of-way to accommodate a transit stop immediately under the overpass.

The City has been planning for the transformation of the Robert Street Corridor since it adopted the Robert Street Renaissance Plan in 2001. The City has secured federal and state funding for the 2.4 mile Robert Street Improvement Project. Improvements are slated to be completed over the next three years to improve the corridors infrastructure, safety, and aesthetics. In addition to

roadway and sidewalk improvements, the project will include landscaping and streetscape elements to improve the corridors character.

In addition to improved sidewalk connections, the Pedestrian Feasibility Study completed as part of this project identified the Robert Street Bridge as a high priority project to supporting pedestrian, bicyclist, and transit use in the area. The bridge is being carefully designed with gradual slopes and no landings so it can accommodate comfortably both pedestrians and bicyclists. This project is a high priority for the City as it would be most efficient and effective to plan for and construction the Robert Street Overpass in concert with other Robert Street Corridor improvement projects. In addition, the City has already secured \$2 million in state bonding money to support the bridge project so this application is only for the remaining funding gap.

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

Project Length (Miles)

0.6

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.

- City of West St. Paul Comprehensive Plan (2010) pages 59-60; 79-80

- City of West St. Paul Pedestrian and Bicycle Master Plan (2011) pages 22, 26, 27, 28

- Robert Street Improvements Grade Separated Trail Crossing Feasibility Study

- Robert Street Improvements Pedestrian Connectivity Study (2011) pages 2 and 3

- Dakota County Comprehensive Plan general policies applying to this corridor on pages 3.1.12, 3.4.3, 3.4.3, 3.4.14, 4.1.12, 4.2.14, and 4.3.14

Connection to Local Planning

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	\$2,240,000.00
Match Amount	\$560,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$2,800,000.00
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	Dakota County
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	City of West St. Paul
Zip Code where Majority of Work is Being Performed	55118
(Approximate) Begin Construction Date	05/01/2018
(Approximate) End Construction Date	10/01/2018
LOCATION	
From: (Intersection or Address)	Wentworth Avenue at Livingston Avenue
<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)	Wentworth Avenue at approximately Marthaler Lane
Type of Work	Grade, Agg Base, Bit Base, Bit Surf, Bridge, Ped Ramps, Lighting, Retaining Wall, Wayfinding, Signage
<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?	No
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	Over Robert Street

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$162,500.00
Removals (approx. 5% of total cost)	\$162,500.00
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	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$36,000.00
Bridge	\$1,400,000.00
Retaining Walls	\$225,000.00
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	\$1,986,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$175,000.00
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	\$280,000.00
Streetscaping	\$0.00
Wayfinding	\$6,000.00
Bicycle and Pedestrian Contingencies	\$340,000.00
Other Bicycle and Pedestrian Elements	\$13,000.00
Totals	\$814,000.00

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	\$2,800,000.00
Construction Cost Total	\$2,800,000.00
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
WSP Robert Street Bridge Attachments.pdf	Local match resolution, project summary, project context, and feasibility study approach and bridge profile, bridge concept, and concept.	2.1 MB

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

Measure A: Cost Effectiveness

Existing Population Within One Mile (Integer Only)	30852
Existing Employment Within One Mile (Integer Only)	9997
Completed by Metropolitan Council Staff	
Total Project Cost	\$2,800,000.00
Cost Effectiveness for Population	\$90.76
Cost Effectiveness for Employment	\$280.08
Upload Map	Population-Summary_ Robert-St-Overpass_WSP.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 Yes

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)

In addition to being in located in an area of concentrated poverty, the proposed trail and bridge is the heart of the community's commercial, employment, and transit district. Its automobile-oriented design is a significant barrier to all who need to regularly walk or bike through it, particularly for children, the elderly, and disabled. The construction of an overpass of Robert Street and connecting trails will provide a safe and pleasant means of traversing the corridor. The bridge will eliminate a significant barrier for the 8-mile River to River Greenway where currently users need to cross Robert Street at-grade along Wentworth. The project will also connect surrounding residential neighborhoods to local trails, public transit, and local businesses. It serves public and recreational facilities like the Wentworth Library, West St. Paul Sports Complex, West St. Paul Dome, and City Hall. The bridge is being designed to comply with current Americans with Disabilities Act (ADA), International Building Code (IBC), and Minnesota Department of Transportation Bikeway Facilities Manual design requirements. The design intent is to have a gradual enough slope so landings are not needed and the bridge will work equally for pedestrians and bicyclists.

Upload Map

Socio-Econ_Robert-St-Overpass_WSP.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
West St. Paul	0.6
	1

Total Project Length

Total Project Length	0.6
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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
West St. Paul	0.6	0.6	61.0	1.0	61.0
		1	61	1	61

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.6
Total Housing Score	61.0

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 Yes

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 Yes

The project provides a Critical Bicycle Transportation Link by closing the most significant gap on the River to River Greenway, an eight-mile corridor extending from South St. Paul through West St. Paul and Mendota Heights to Lilydale. In addition to connecting users to commercial, employment, and recreational destinations, the Greenway makes important regional transportation connections by linking the 26-mile Mississippi River Regional Trail to the 4.5 mile Big Rivers Regional Trail. The Metropolitan Council projects the River to River Greenway will have 34,000 users once it is completed.

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

This project also addresses the barrier that circumventing Robert Street poses for regional and local non-motorized transportation. Robert St is a four-lane roadway with an ADT of 25,000 (2010) and posted speed limit of 35 mph. There are no other grade separated crossings between St. Paul to Highway 110. The federally funded Robert Street Improvement Project identified the bridge as a critical component that supports the functionality of the entire corridor and enhance its relationship to the surrounding neighborhood. In addition, with the bridge, users will be able to cross Robert Street without the hassle, delay, and potential safety issues of an at-grade crossing. The bridge design selected has a gradual slope without landings so it can work easily for both pedestrians and bicyclists.

Measure B: Project Improvements

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

Robert Street is a 4-lane State Trunk Highway that functions as a minor arterial with a posted speed limit of 35 mph and ADT of 25,000 (2010). Robert Street has long been identified by MnDOT as one of the highest accident prone highways in the state. Crash data shows 2 pedestrian/vehicle and 4 bicycle/vehicle crashes in this area along Robert Street between 2009-2013. All crossings of Robert Street are at-grade and are a safety issue, particularly given its automobile oriented design. The federally funded Robert Street Improvement project seeks to improve the overall function of the corridor, support the commercial and employment districts, and establish stronger connections to the surrounding residential neighborhoods. Improving safety and reducing conflicts between all modes of transportation is key and will be addressed through the construction of an overpass of Robert Street. This project will provide the only grade separated crossing between St. Paul and Highway 110, a stretch of more than 3 miles. The location was selected, in part because of its ability to serve the 8-mile River to River Regional Greenway, connect local destinations like the Wentworth Library, and support the transformation of Robert and Wentworth into the communitys town center.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	62, 68, 75
Planned Transitways Directly Connected to the Project (alignment and mode determined and identified in the 2030 TPP)	Robert Street BRT
Existing Routes Indirectly Connected Within One Mile of the Project	62, 68, 75, 452
Planned Transitways Indirectly Connected Within One Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	Robert Street BRT
Upload Map	Transit-Connectivity_Robert-St-Overpass_WSP.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	1821774.0
Transitway Ridership Directly Connected	995200.0
Route Ridership Indirectly Connected	46416.0
Transitway Ridership Indirectly Connected	0

Measure B: Pedestrian Connections

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

Existing pedestrian facilities are limited within the project area. Robert St has sidewalks and there is the existing 8-mile River to River Greenway along Wentworth Avenue. The City has been planning for significant investment and redevelopment in this area since 2001 when it adopted the Robert Street Renaissance plan to guide the transformation of this existing automobile-oriented district into a sustainable, mixed-use district that supports all modes of transportation. The federally funded Robert Street project currently underway focuses on improving the functionality, safety, and aesthetics of the corridor. Improvements over the next few years will include landscaping, sidewalks, and boulevard work and will be guided by the corridors Pedestrian Connectivity Study and Grade Separated Trail Crossing Feasibility Study. This includes addressing existing sidewalk gaps along Wentworth and Thompson Avenues and securing funding to construct the Robert Street overpass, a high priority project. The Robert Street bridge is also a high priority for the River to River Regional Greenway as it is the major gap in the 8-mile corridor and the corridor is projected by the Metropolitan Council to have 34,000 users once it is completed. For efficiency, the City would like to plan for and construct the Robert Street overpass in concert with its other Robert Street improvements.

Measure C: Multimodal Facilities

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

The currently automobile-oriented design of Robert Street poses a challenge to pedestrians and users of transit. While Robert Street has sidewalks, there are many driveways that pedestrians must cross. In addition, sidewalk connections are incomplete in the surrounding neighborhoods. The federally funded Robert Street project seeks to transform the Robert Street into a corridor that supports all modes of transportation. Given limited right-of-way, Robert Street itself will be focused on serving pedestrians and motorists. Bicyclists are intended to be accommodated on nearby parallel streets. The construction of an overpass of Robert Street will enable the successful integration of all modes of transportation within the area. The bridge is being carefully designed with gradual slopes so it can accommodate both pedestrians and bicyclists. Greenway amenities, including benches, lighting, and signage are included as part of this project to improve the overall user experience. The location proposed for the overpass was selected as it directly connects to the 8-mile River to River Regional Greenway and is near the proposed mixed-use, pedestrian-oriented redevelopment area intended to be the City's town center. In addition, the selected alignment has sufficient right-of-way to accommodate a transit stop immediately under the overpass.

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

Yes

100%

Stakeholders have been identified

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

01/31/2017

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

Yes

50%

Document not started

0%

Anticipated date or date of completion/approval

01/31/2017

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

Yes

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

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 Yes

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

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 Yes

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 01/31/2018

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

01/31/2018

9)Letting

Anticipated Letting Date

05/01/2018

Approval Of Grant Application Submittals For Transportation Advisory Board 2014 Federal Funding Solicitation Process

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Moving Ahead for Progress in the 21st Century Act (MAP-21); and

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

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

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

WHEREAS, project submittals are due on December 1, 2014; and

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

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County lead projects for submittal to the TAB for federal funding:

1. County State Aid Highway (CSAH) 9 (Dodd Boulevard) from Hayes Avenue to CSAH 23 (Cedar Avenue) in Lakeville
2. CSAH 26 (Lone Oak Road) at its intersection with CSAH 43 (Lexington Avenue) in Eagan
3. CSAH 26 (70th Street) at its intersection with Trunk Highway (TH) 3 in Inver Grove Heights
4. CSAH 28/63 (Yankee Doodle Road/Argenta Trail) from south of TH 55 to south of CSAH 26 (70th Street)
5. CSAH 31 (Pilot Knob Road) from I-35E to north of Central Parkway in Eagan
6. CSAH 42 (145th Street East) at its interchange with TH 52 in Rosemount
7. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to CR 96 (320th Street) in Greenvale Township
8. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
9. CSAH 86 (280th Street) from TH 3 to CSAH 47(Northfield Blvd) in Castle Rock, Waterford, and Sciota Townships
10. CSAH 31 and CSAH 46 Advanced Traffic Management System for 16 Signals
11. CSAH 26, CSAH 28, CSAH 31, and CSAH 43 Advanced Traffic Management System for 25 Signals
12. Mississippi River Regional Trail – Rosemount East
13. Minnesota River Greenway – Eagan South
14. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley
15. CSAH 14 (Southview Boulevard) from 14th Avenue to 3rd Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute the grant agreement at a future meeting; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

16. Apple Valley Transit Station Parking Expansion – Lead Agency: Minnesota Valley Transit Authority
17. CSAH 73 (Oakdale Ave) Trail from CSAH 14 to CSAH 8 – Lead Agency: West St. Paul
18. River to River Greenway Robert Street Pedestrian Bridge – Lead Agency: West St. Paul
19. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
20. Lake Marion Greenway – Sunset Park to Murphy Hanrehan Regional Park – Lead Agency: Burnsville
21. Lake Marion Greenway – Ritter Farm Park Connection – Lead Agency: Lakeville
22. Rosemount Greenway – Downtown Rosemount to Lebanon Hills – Lead Agency: Rosemount
23. Vermillion Highlands Greenway – CSAH 42 Underpass at Akron- Lead Agency : Rosemount; and

BE IT FURTHER RESOLVED, That, subject to federal funding award of the city lead projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County's share of the matching funds consistent with Dakota County transportation cost share policies.

**CITY OF WEST ST. PAUL
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 14-

**RESOLUTION AUTHORIZING THE SUBMISSION OF TWO
APPLICATIONS FOR A FEDERAL TRANSPORTATION
ALTERNATIVES (TAP) GRANT**

WHEREAS, the Metropolitan Council and the Transportation Advisory Board has announced a solicitation for 2018/2019 Federal Transportation Alternatives Program (TAP) funds; and

WHEREAS, the program will fund up to 80 percent of project right of way and construction costs; and

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

WHEREAS, an application must be submitted by December 1, 2014 for consideration; and

WHEREAS, City Staff have identified two projects: 1) proposed streetscape improvements (implementation of trail) to portions of Oakdale and Marie Avenues as a project that may qualify for funding under this program, and 2) funding the gap remaining for the proposed grade separated crossing of Robert St; and

WHEREAS, both proposed projects are identified in the Pedestrian and Bicycle Master Plan; and

WHEREAS, the Dakota County Transportation Cost Share Policy states that matching funds may be available for the portion of the proposed streetscape project on Oakdale Avenue from Mendota to Wentworth; and

WHEREAS, the Dakota County Board of Commissioners passed a resolution on January 14, 2014, stating that if federal funding are awarded, Dakota County will provide matching funds for the Oakdale Avenue portion of the grant consistent with the Dakota County Transportation Cost Share Policy.

NOW, THEREFORE BE IT RESOLVED, by the City Council for the City of West St. Paul hereby approves the submittal of two Federal Transportation Alternatives Program applications as described above.

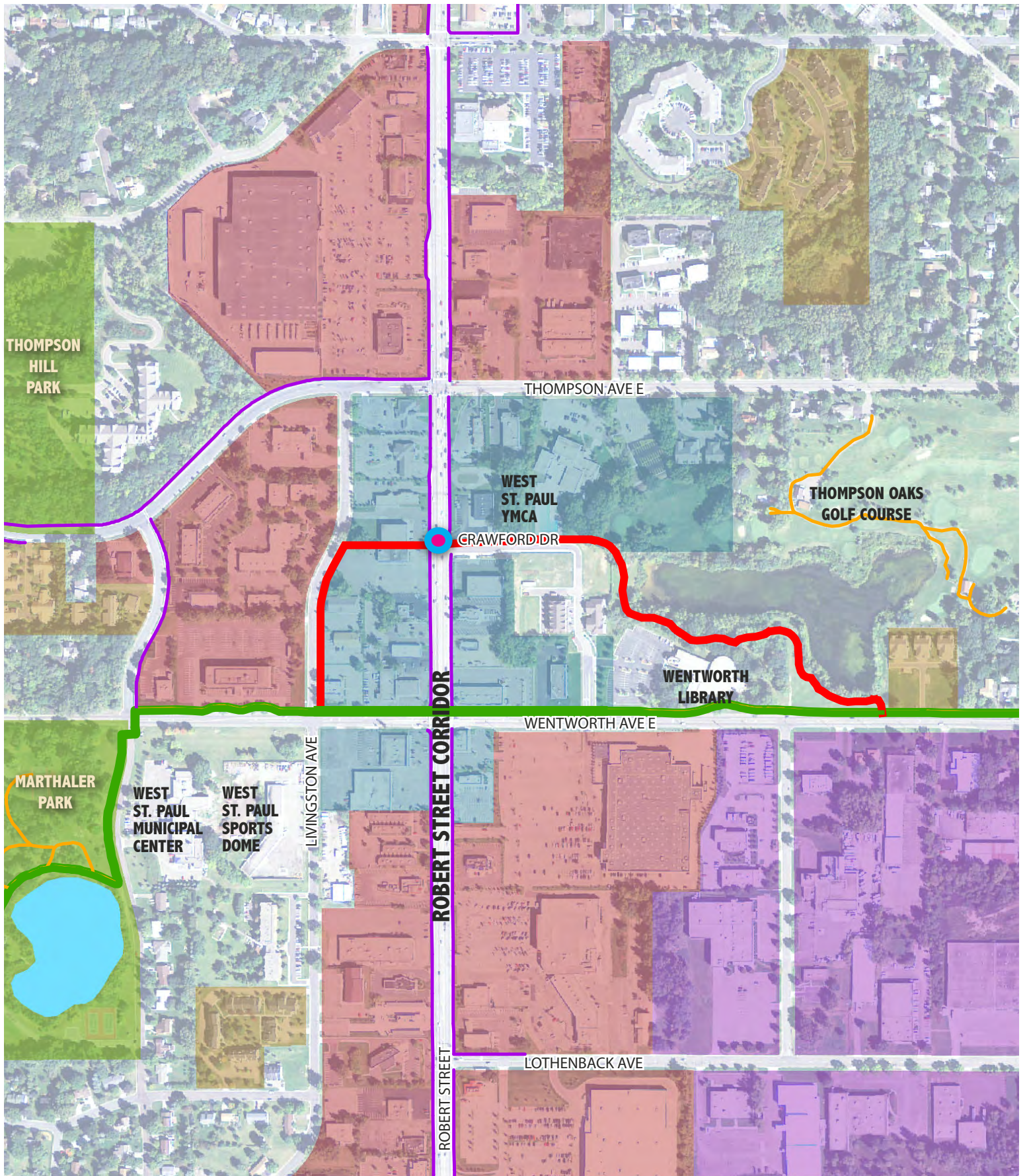
Passed by the City Council of the City of West St. Paul this 24th day of November, 2014.

Ayes: Nays:

Attest:

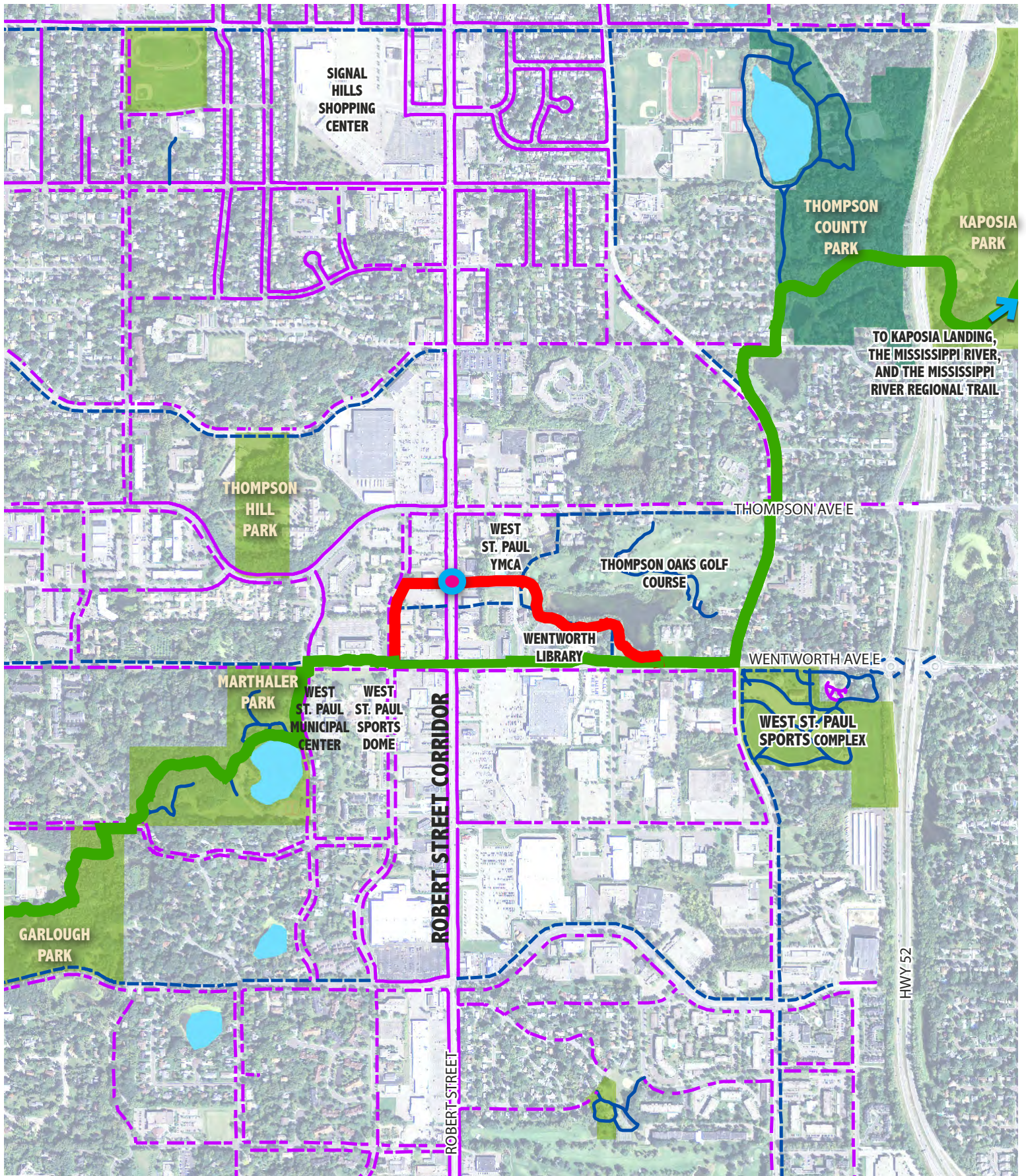
John A. Zanmiller, Mayor

Chantal Doriott, City Clerk



RIVER TO RIVER GREENWAY - ROBERT STREET BRIDGE PROJECT SUMMARY

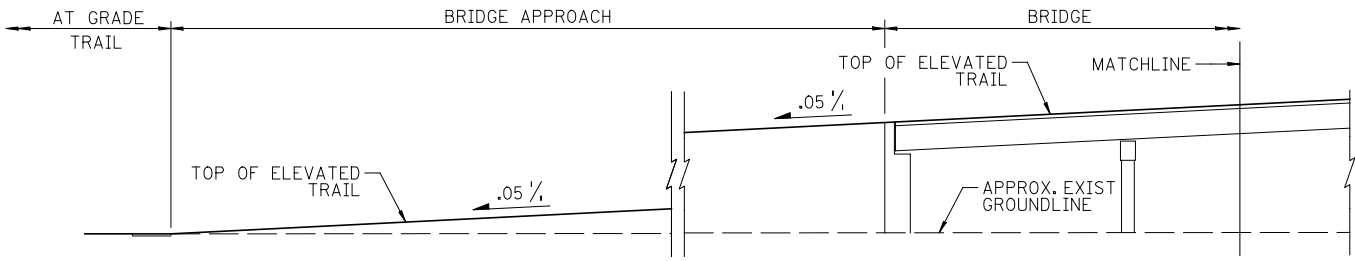
- Proposed Trail
- Existing River to River Greenway
- Existing Local Trail
- Existing Sidewalk
- Proposed Bridge
- Commercial
- Industrial-Employment
- Mixed Use
- Multi-family Residential
- City Park



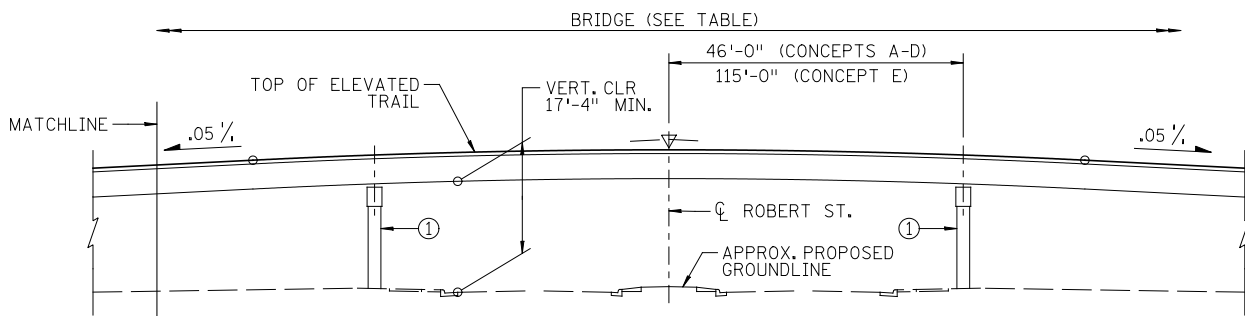
TO KAPOZIA LANDING,
THE MISSISSIPPI RIVER,
AND THE MISSISSIPPI
RIVER REGIONAL TRAIL

RIVER TO RIVER GREENWAY - ROBERT STREET BRIDGE PROJECT CONTEXT

- Proposed Trail
- Existing River to River Greenway
- Existing Sidewalk
- Existing Local Trail
- Proposed Sidewalk
- Proposed Local Trail
- Proposed Bridge
- City Park
- Regional/County Park



BRIDGE APPROACH
(EAST & WEST APPROACH SIMILAR)



BRIDGE MAIN SPAN

NOTES

① PIERS ADJACENT TO ROADWAY TO BE SIZED TO ACCOMMODATE MnDOT PIER PROTECTION POLICY.

BRIDGE CONCEPT	APPROX. LENGTH OF BRIDGE	APPROX. LENGTH OF APPROACHES	APPROX. LENGTH OF TRAIL AT GRADE
A	555' - 0"	225' - 0"	478' - 0"
B	705' - 0"	95' - 0"	615' - 0"
C	750' - 0"	175' - 0"	785' - 0"
D	770' - 0"	146' - 0"	535' - 0"
E	675' - 0"	238' - 0"	20' - 0"



Job #7294
6/8/2011
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APPROACH & BRIDGE PROFILE

ROBERT ST. IMPROVEMENTS - GRADE SEPARATED TRAIL FEASIBILITY STUDY
CITY OF WEST SAINT PAUL, MN

APPENDIX C
Figure 1 of 2

Job #7294_3/21/2011
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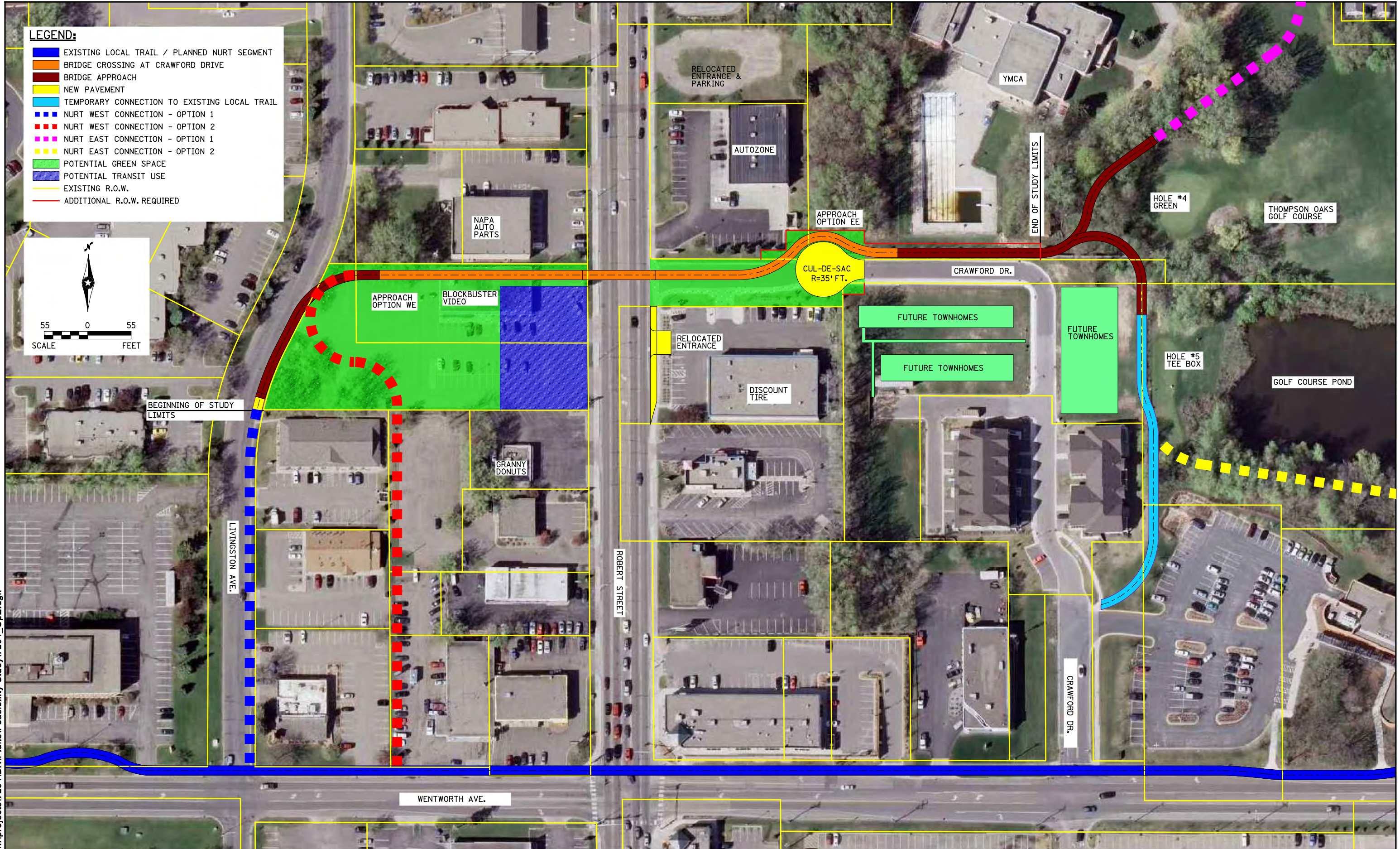
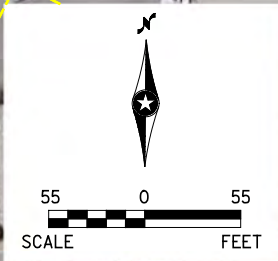


PEDESTRIAN BRIDGE CONCEPT A- View Looking South Along Robert Street

ROBERT STREET IMPROVEMENTS- GRADE SEPARATED TRAIL FEASIBILITY STUDY
CITY OF WEST SAINT PAUL, MN



- LEGEND:**
- █ EXISTING LOCAL TRAIL / PLANNED NURT SEGMENT
 - █ BRIDGE CROSSING AT CRAWFORD DRIVE
 - █ BRIDGE APPROACH
 - █ NEW PAVEMENT
 - █ TEMPORARY CONNECTION TO EXISTING LOCAL TRAIL
 - █ NURT WEST CONNECTION - OPTION 1
 - █ NURT WEST CONNECTION - OPTION 2
 - █ NURT EAST CONNECTION - OPTION 1
 - █ NURT EAST CONNECTION - OPTION 2
 - █ POTENTIAL GREEN SPACE
 - █ POTENTIAL TRANSIT USE
 - █ EXISTING R.O.W.
 - █ ADDITIONAL R.O.W. REQUIRED



Job #7294
 6/6/2011
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BRIDGE CROSSING AT CRAWFORD DRIVE - OPTION E
 ROBERT STREET IMPROVEMENTS - GRADE SEPARATED TRAIL FEASIBILITY STUDY
 CITY OF WEST SAINT PAUL, MN



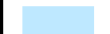




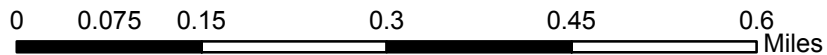
RBTN Evaluation and Major Barriers

Results

Project IN TIER 1 Bicycle Transport Corridor.



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

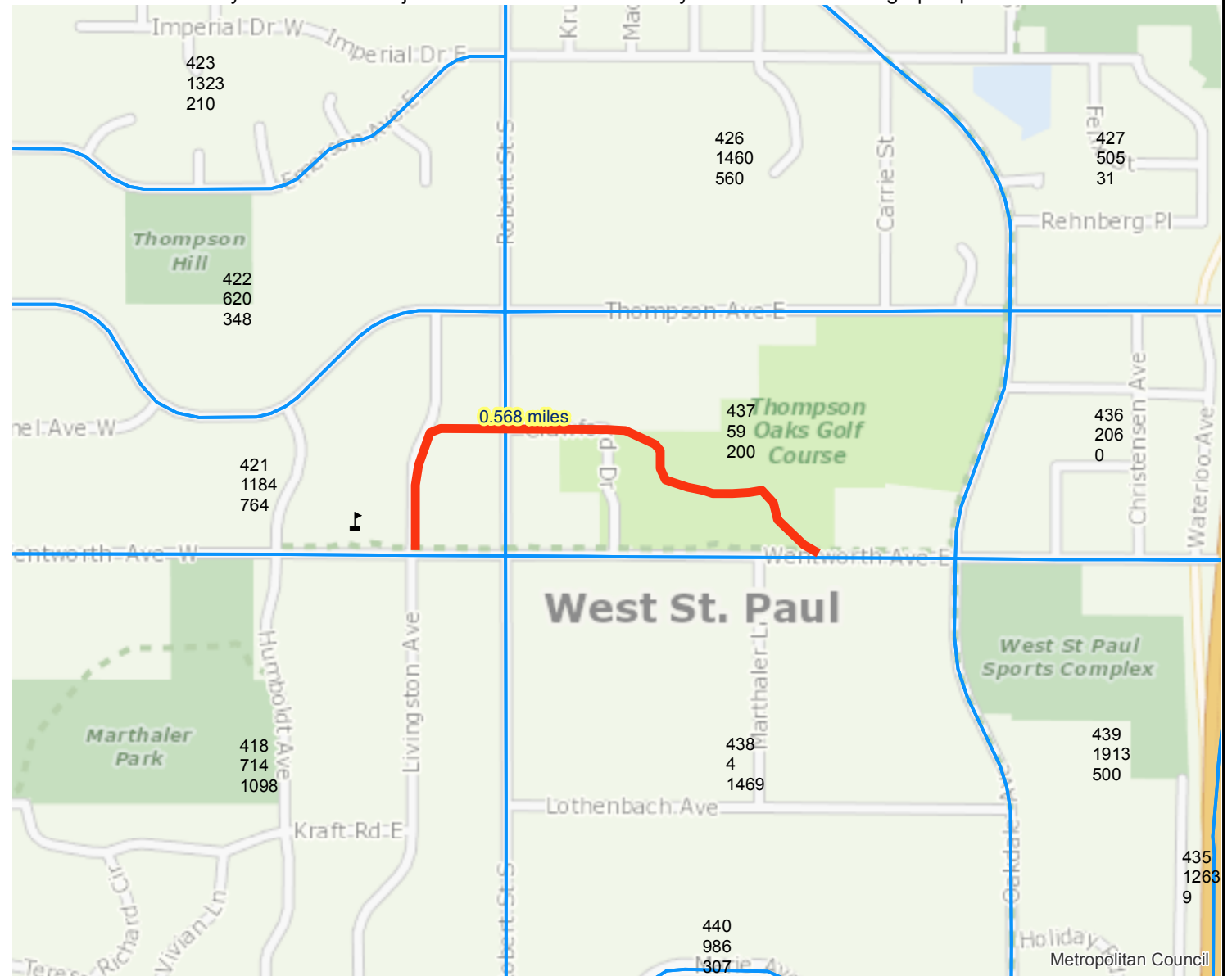


Population Summary

Multiuse Trails and Bicycle Facilities Project: River to River Greenway - Robert Street Bridge | Map ID: 1416425956378

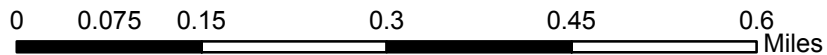
Results

Within ONE Mile of project:
 Total Population: 30852
 Total Employment: 9997



Project School

2010 TAZ



Created: 11/19/2014
 LandscapeRSA4

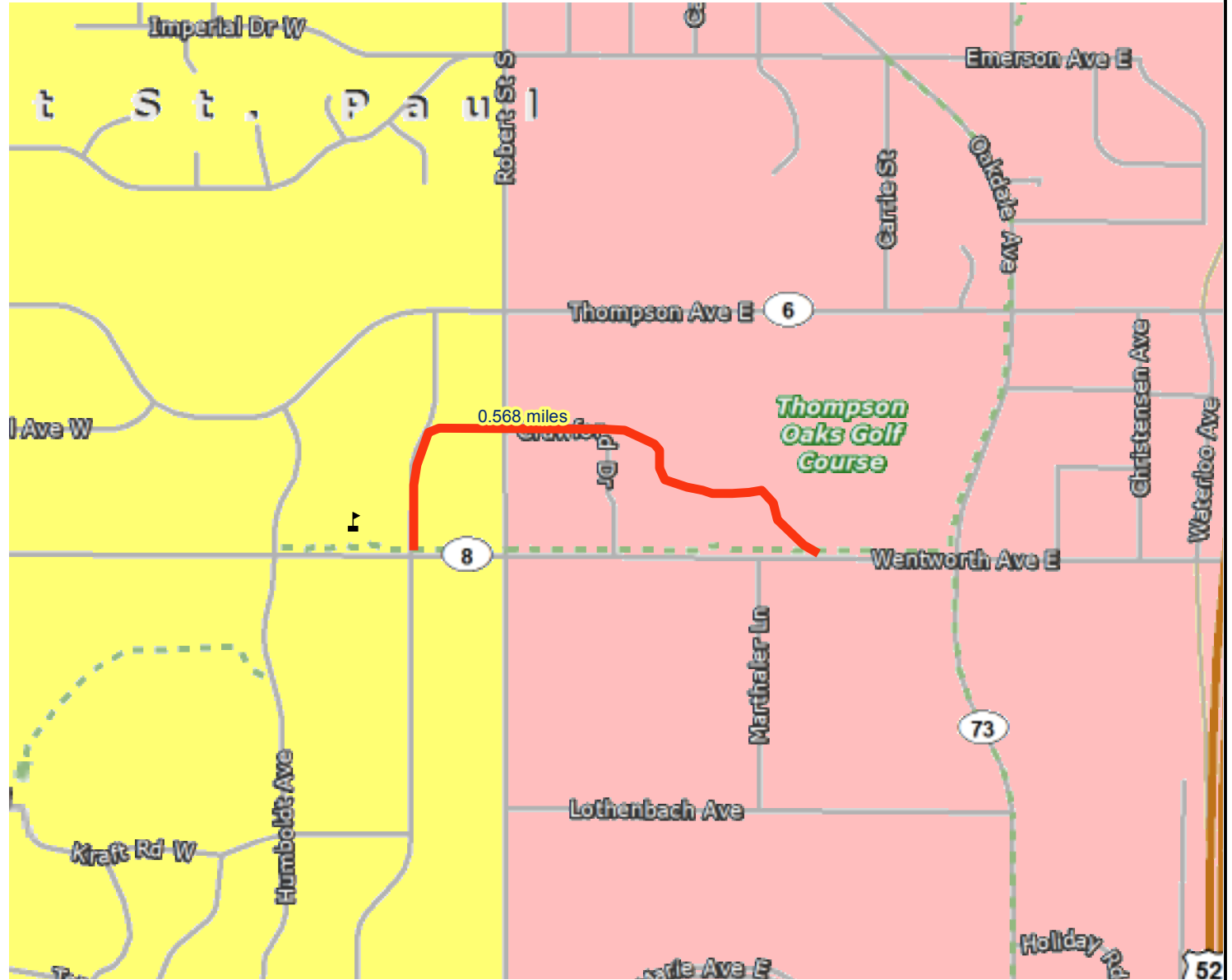


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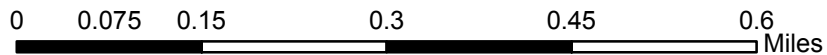


Results

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



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



Created: 11/19/2014
LandscapeRSA2



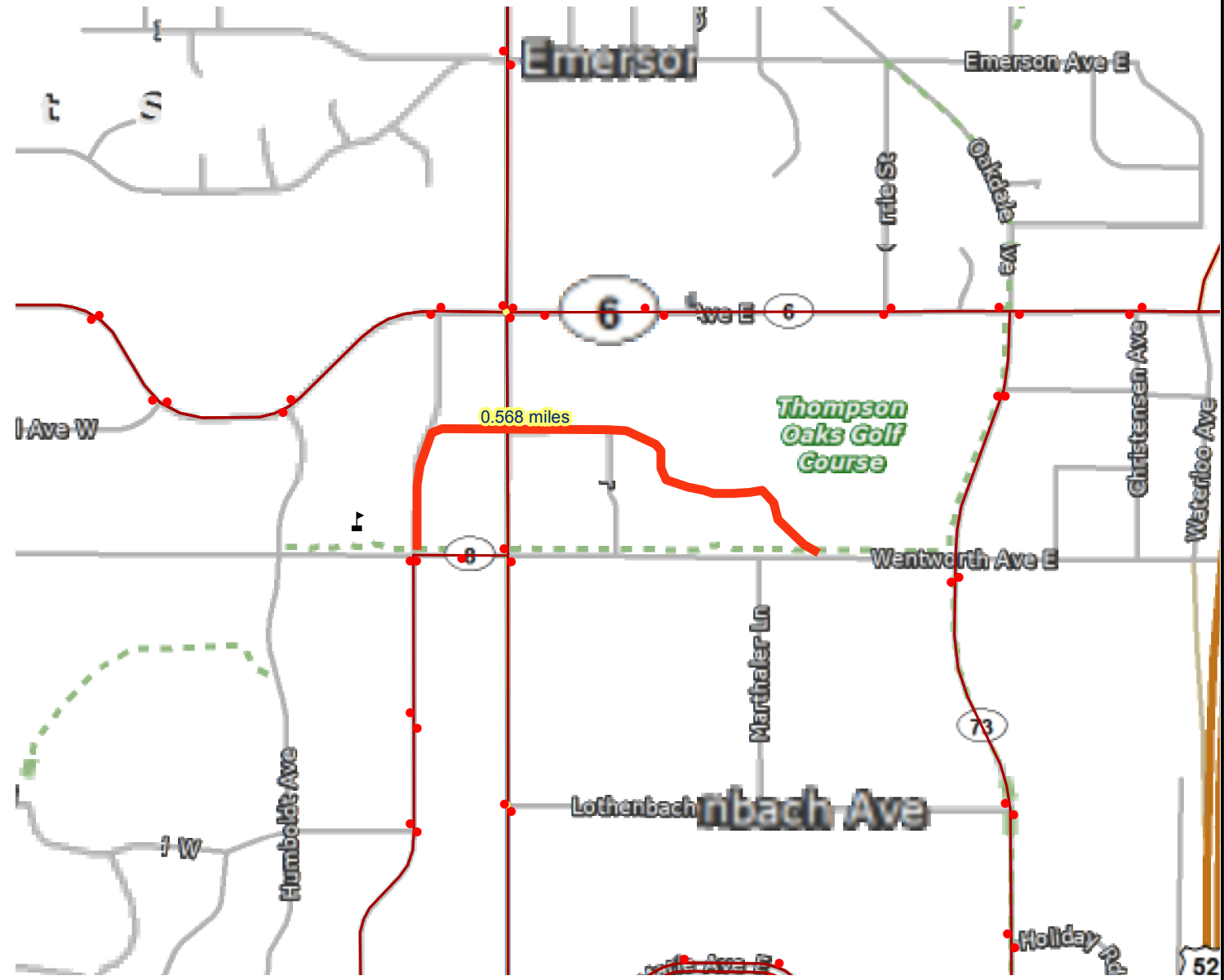
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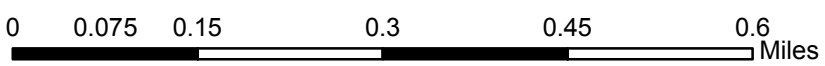
Results

- Transit with a Direct Connection to project:
62 68 75
*Robert
- Transit within QTR mile of project:
62 68 75 452
*Robert
- Transit within HALF mile of project:
62 68 75 452
*Robert
- Transit within ONE mile of project:
62 68 75 452
*Robert

*indicates Planned Alignments



— Project
 ● Active Stop
 ⚡ School
 — Transit Routes
 — Planned Alignments
● Active Stop
 ● Arterial BRT
— Arterial BRT



Created: 11/19/2014
LandscapeRSA3



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