



Application

01972 - 2014 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

02096 - Off road trail development, signal modifications for pedestrian crossings and a pedestrian refuge along CSAH 20(18)/Baily Road and CSAH 38 in the City of Newport .

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/01/2014 1:38 PM

Primary Contact

Name:*	Ann	Mary	Pung- Terwedo	
	Salutation	First Name	Middle Name	Last Name
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*	Stillwater	Minnesota	55082	
	City	State/Province	Postal Code/Zip	
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	Phone	Ext.		
Fax:	651-430-4300			
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 Off road trail development, signal modifications for pedestrian crossings and a pedestrian refuge along CSAH 20(18)/Baily Road and CSAH 38 in the City of Newport

Primary County where the Project is Located Washington

Jurisdictional Agency (If Different than the Applicant):

The project involves constructing an off-road trail along Bailey Road, making signal modifications at critical pedestrian crossings, and installing a concrete pedestrian refuge along CSAH 38/Maxwell Avenue, an A Minor Arterial, Reliever Roadway, in the City of Newport shown on the attached location maps. This particular geographic location contains significant regional transportation infrastructure, including rail, highways, transit, and commuter and recreational trail facilities. Road and bridge infrastructure in this heavily used commercial transportation corridor is exceptional due to the Wakota Bridge reconstruction project completed in the mid-2000s.

Existing trails were not developed to facilitate movement of bicyclists and pedestrians along this section of the Mississippi River Trail (MRT) which is Minnesota's first U.S. Bike Route that extends from the Headwaters in Bemidji to the Gulf of Mexico in New Orleans, designated by the Minnesota Department of Transportation (MnDOT) in 2011. Improvements to the trail infrastructure in this area will also increase the potential for bike to work commuting. Since MnDOT's goal to develop the MRT into a multi-purpose trail, it serves both recreation and transportation purposes. The alignment of the MRT from Newport to St. Paul is direct and generally follows the U.S. Highway 61, providing a great non-traditional work commute option for area residents. The MRT also connects local and regional parks, open spaces, and cultural resources as it travels through the metropolitan area, allowing users to use the trail to get from destination to another.

The trail also provides pedestrians and bicyclists a connection to the new Newport Transit Station in the City of Newport. Currently there are gaps in the trail system, certain crosswalks in the area are not suitable for pedestrian use, and reasonable safety

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

upgrades, such as a raised concrete median (refuge), are needed to improve access to the station as shown on the attached concept plan.

One of the purposes of developing a comprehensive transit system is to provide an alternative transportation mode to motorists in the region. Unfortunately, the existing pedestrian and bike infrastructure in the area makes it unsafe for many people to access the new Transit Station from the surrounding communities.

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

Project Length (Miles)

0.35

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

This project directly implements several strategies outlined in the 2030 Transportation Policy Plan as it relates to Bicycle and Pedestrian infrastructure. Washington County has collaborated with the City of Newport and the Metropolitan Council to plan this new transit station. In doing so, local planning for this facility and the area adjacent to the new station has been improved and updated. The purpose of the project is to connect and integrate the local trail system so that it improves access from origins and destinations to transit buses (and trains potentially) at the Newport Transit Station. These efforts are focused on increasing the share of trips made by bicycling and walking.

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	\$290,400.00
Match Amount	\$72,600.00
<i>Minimum of 20% of project total</i>	
Project Total	\$363,000.00
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	County Levy
Preferred Program Year	
Select one:	2018

Project Information

County, City, or Lead Agency	Washington County
Zip Code where Majority of Work is Being Performed	55055
(Approximate) Begin Construction Date	04/01/2017
(Approximate) End Construction Date	08/01/2017

LOCATION

From: CSAH 20(18) entrance ramp of TH 61 and CSAH 38 Maxwell Ave right-of-way
(Intersection or Address)

*Do not include legal description;
Include name of roadway if majority of facility runs adjacent to a single corridor.*

To: the exit ramp of 1-494
(Intersection or Address)

Type of Work Trail development, Pedestrian Crossings and Pedestrian median

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

BRIDGE/CULVERT PROJECTS

(If Applicable)

Old Bridge/Culvert?

New Bridge/Culvert?

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$15,000.00
Removals (approx. 5% of total cost)	\$10,000.00
Roadway (grading, borrow, etc.)	\$55,000.00
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)	\$31,000.00
Traffic Control	\$5,000.00
Striping	\$3,000.00
Signing	\$2,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$10,000.00
Bridge	\$0.00
Retaining Walls	\$140,000.00
Noise Wall	\$0.00
Traffic Signals	\$20,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$15,000.00
Other Roadway Elements	\$0.00
Totals	\$306,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$42,000.00
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	\$15,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$57,000.00

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	\$363,000.00
Construction Cost Total	\$363,000.00
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.

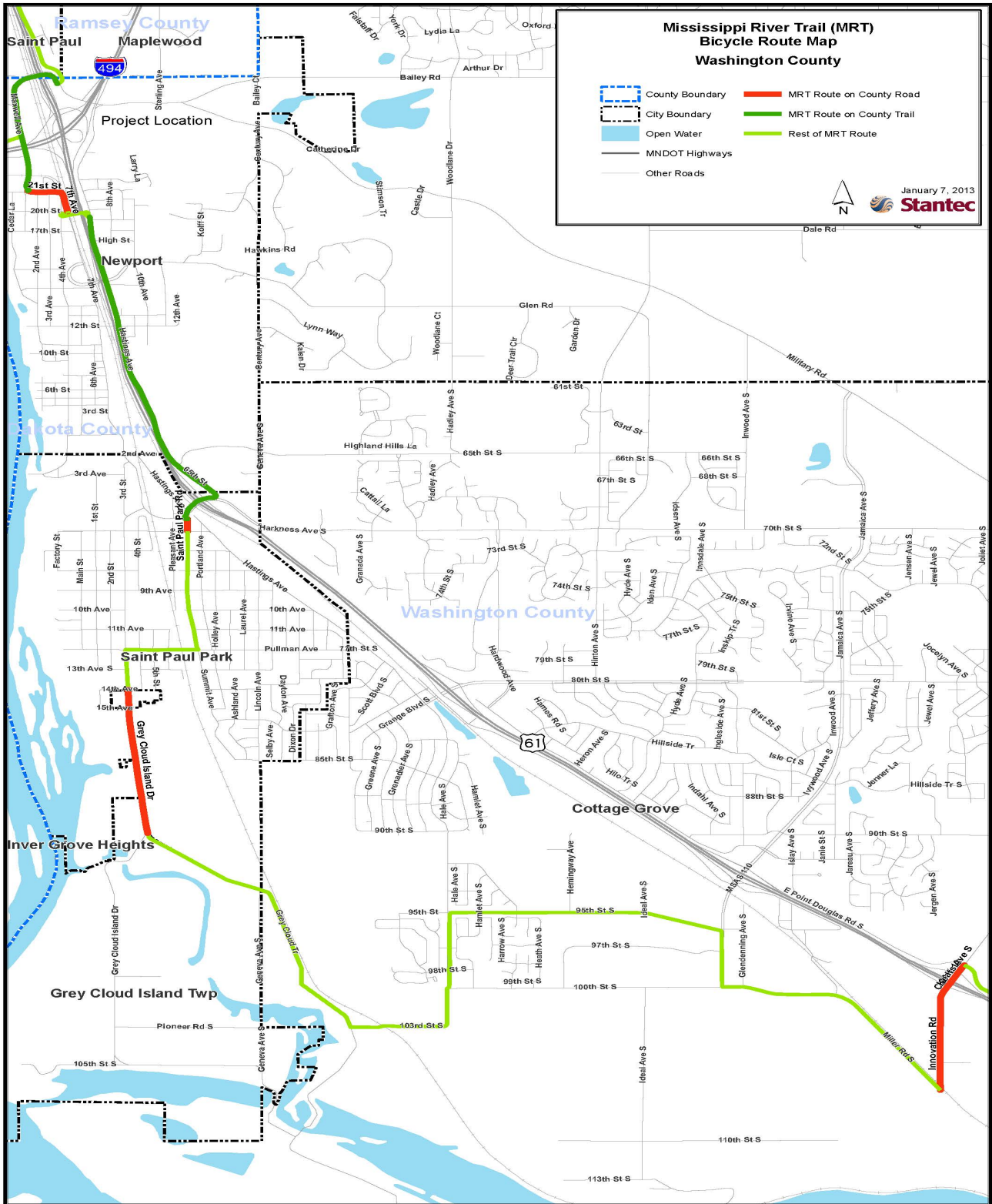
6. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of 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



MRT in Washington County Map

605 KB

File Name	Description	File Size
2 Local Map.pdf	Project Location Map	1.2 MB
3 Regional Location.pdf	Regional Location Map	480 KB
4 Washington County Trail Map.pdf	Washington County Trail Map	1.6 MB
6 Concept Plan.pdf	Concept Plan	1.2 MB
7 County Resolution.pdf	Washington County Resolution	94 KB
8 Newport support letter Exh 8.pdf	Letter of Support, City of Newport	318 KB

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

Select all that apply:

Direct connection into, on an adjacent street, or within a Job Concentration

Direct connection into, on an adjacent street, or within a Manufacturing/Distribution Location

Direct connection into, on an adjacent street, or within an Educational Institution

Project provides a direct connection into, on an adjacent street, or within an existing local activity center identified in an adopted county or city plan

City or County Plan Reference

This area is immediately adjacent to the new Newport Transit Station. The City has planned mixed use development opportunities around the transit center including a mixture of housing, retail, office, and manufacturing opportunities to meet transit-orientated development criteria. This project would advance the multi modal transportation system in the area and also maximize the attractiveness of the Citys redevelopment sites. Additionally, the MRT route, which was recently re-aligned to connect directly to the Newport Transit Station, travels through the entire Twin Cities metropolitan area and extends north to the Rivers headwaters and south to its confluence with the Gulf of Mexico.

Response (Limit 700 characters; approximately 100 words)

Upload Map

Regional Economy_CSAH 20.pdf

Measure A: Cost Effectiveness

Existing Population Within One-Half Mile (Integer Only)	5990
Existing Employment Within One-Half Mile (Integer Only)	1029
Completed by Metropolitan Council Staff	
Total Project Cost	\$363,000.00
Cost Effectiveness for Population	\$60.60
Cost Effectiveness for Employment	\$352.77
Upload Map	Pop Employment_CSAH 20.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

Yes

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_CSAH 20.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Newport	0.35
	0

Total Project Length

Total Project Length

0.35

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
City of Newport	0.35	0.35	47.0	1.0	47.0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.35
Total Housing Score	47.0

Measure A: Gaps, Barriers and Continuity/Connections

This project fills a gap in the existing regional trail system, integrates the Mississippi River Trail with the Newport Transit Station and overcomes several pedestrian barriers in the immediate area.

MnDOTs Mississippi River Trail (MRT) currently travels along the frontage road east of Hwy 61 in Ramsey County. As trail users travel south, they encounter an intersection with Bailey Road where there are no pedestrian facilities in place. The speed limit at this point is 30 miles per hour. The current Average Daily Traffic (ADT) is 12,000 Trips per Day (TPD). By 2030, there will be 17,900 TPD.

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

Trail users faced two significant barriers to travel. One barrier is a lack of a safe crossing at this location. The proposed project would build a trail on the north side of Bailey Road (fills a gap) at this location and connect the trail to controlled intersections (overcomes a barrier). With proposed improvements to signal coordination and an improved crossing, travel on the MRT in this area will be markedly improved. In addition, a concrete refuge at the location of where the MRT connects to the trail on the Wakota Bridge is proposed to improve safety of trail users in this area.

Measure B: Project Improvements

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

In order to maximize the public benefit from the investment in the Newport Transit Station, several pedestrian safety improvements are needed in the area immediately adjacent to the facility. The project involves constructing an off-road trail along Bailey Road, making signal modifications at critical pedestrian crossings, and installing a concrete pedestrian refuge along CSAH 38/Maxwell Avenue in the City of Newport. The activities proposed in this application will make significant safety and accessibility/mobility improvements to the Mississippi River Trail (MRT) route in Washington County. The proposed pedestrian crossings and pedestrian refuge will mitigate an existing problem for off-road trail users and safe trail/pedestrian crossings in the area.

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	361, 364, 365
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-Half Mile of the Project	361, 364, 365
Planned Transitways Indirectly Connected Within One-Half Mile of the Project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Transit_CSAH 20.pdf

Response

Met Council Staff Data Entry Only

Route Ridership Directly Connected	242620.0
Transitway Ridership Directly Connected	0
Route Ridership Indirectly Connected	0
Transitway Ridership Indirectly Connected	0

Measure: Bicycle Connections

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

The MRT route, which was recently re-aligned to connect directly to the Newport Transit Station, travels through the entire Twin Cities metropolitan area and extends north to the Rivers headwaters and south to its confluence with the Gulf of Mexico.

Measure: Multimodal Facilities

This project will benefit all users. Having a connected, integrated pedestrian and trail system will make it easier for people to get to the Newport Transit Station. Users will have a safe alternative to driving to the Transit Station where one does not exist today.

Automobile and commercial truck operators will also benefit from these improvements. Providing adequate pedestrian and bicycle facilities in this area will mean less direct interaction between these users group, which will improve safety for all parties.

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

It should also be noted that this project will improve safety for the river terminal sites as well, by minimizing the potential interaction between bike and pedestrian users and the commercial trucks that transfer goods onto the river transportation system in this area.

Additionally, the Newport Transit Station will provide rest rooms and water fountains for users of the trail, along with outside benches and wayfinding maps. A Washington County Library Kiosk will also be provided those who wish to access the library system.

This project will also benefit the City of Newports planned mixed use development opportunities around the transit center. These development opportunities will provide a destination for users of the trail.

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

Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

11/03/2018

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

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 Yes

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%

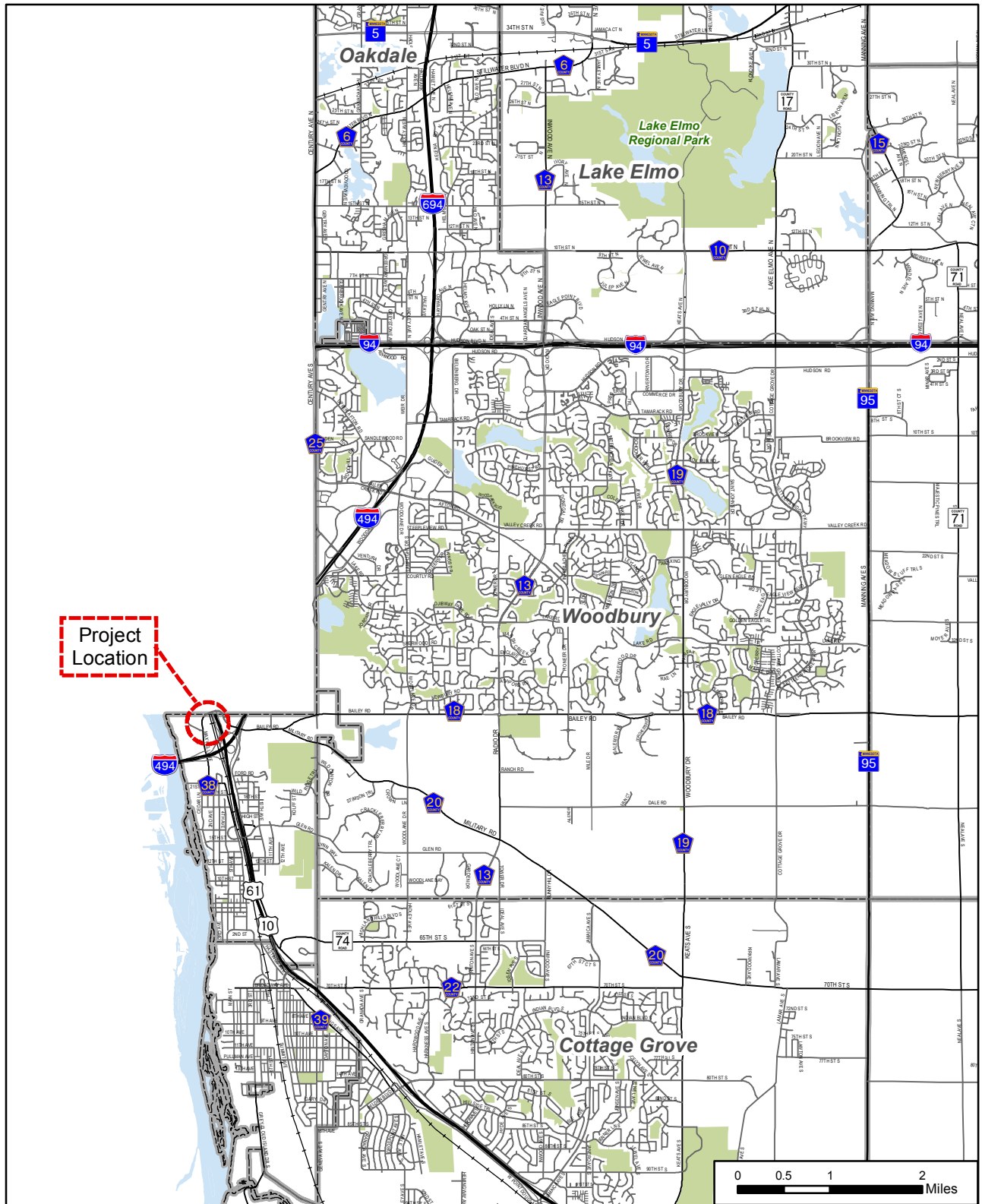
Construction plans have not been started

0%

Anticipated date or date of completion

9)Letting

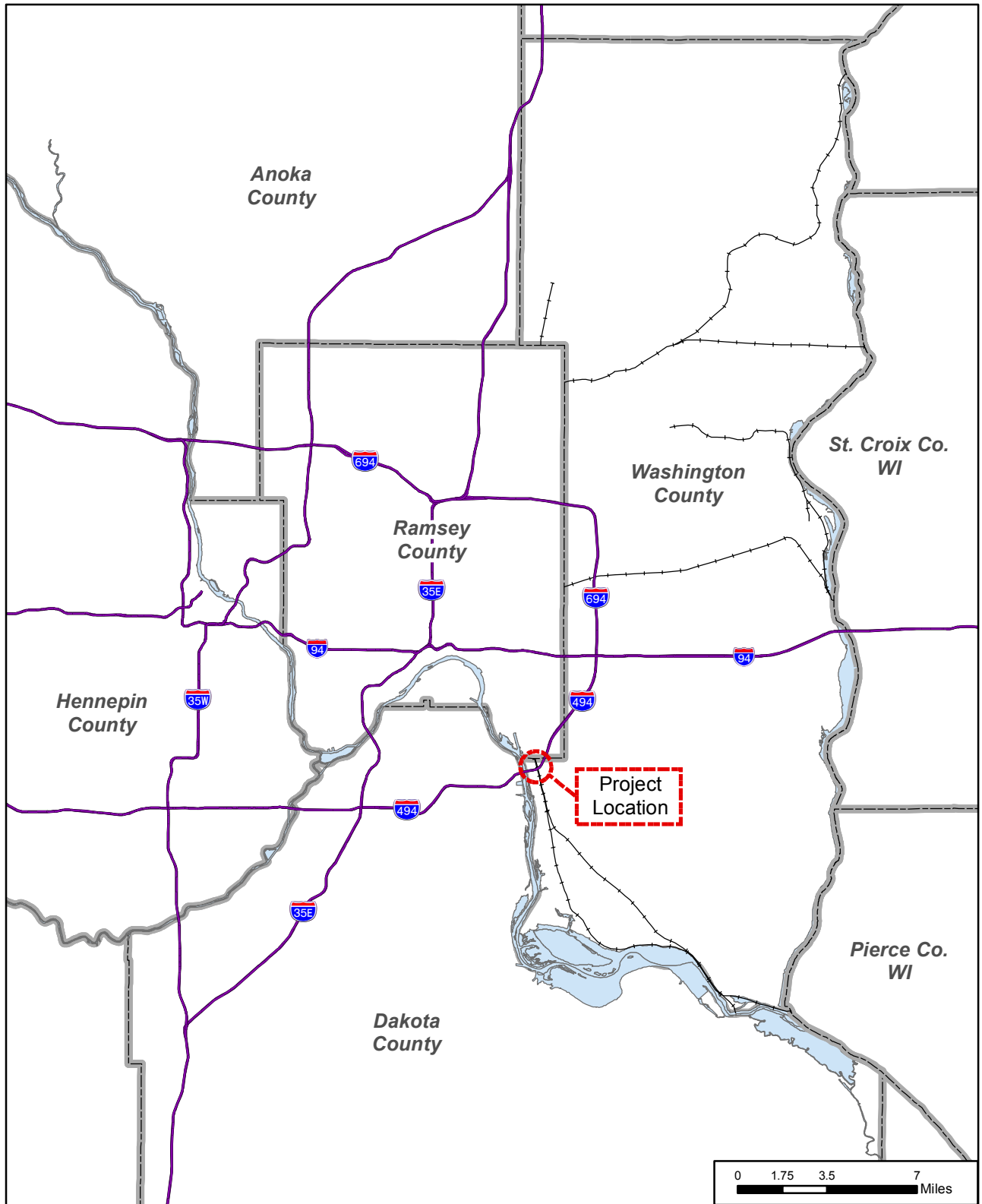
Anticipated Letting Date 05/23/2018



**CSAH 20 (18) - CSAH 38
Trail Connection - Refuge Island**

Project Location Map in Detail





**CSAH 20 (18) - CSAH 38
Trail Connection - Refuge Island**













Regional Project Location Map in Detail



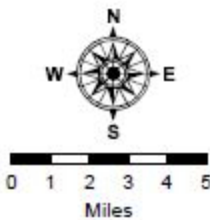
Exhibit 1

Figure 4-21

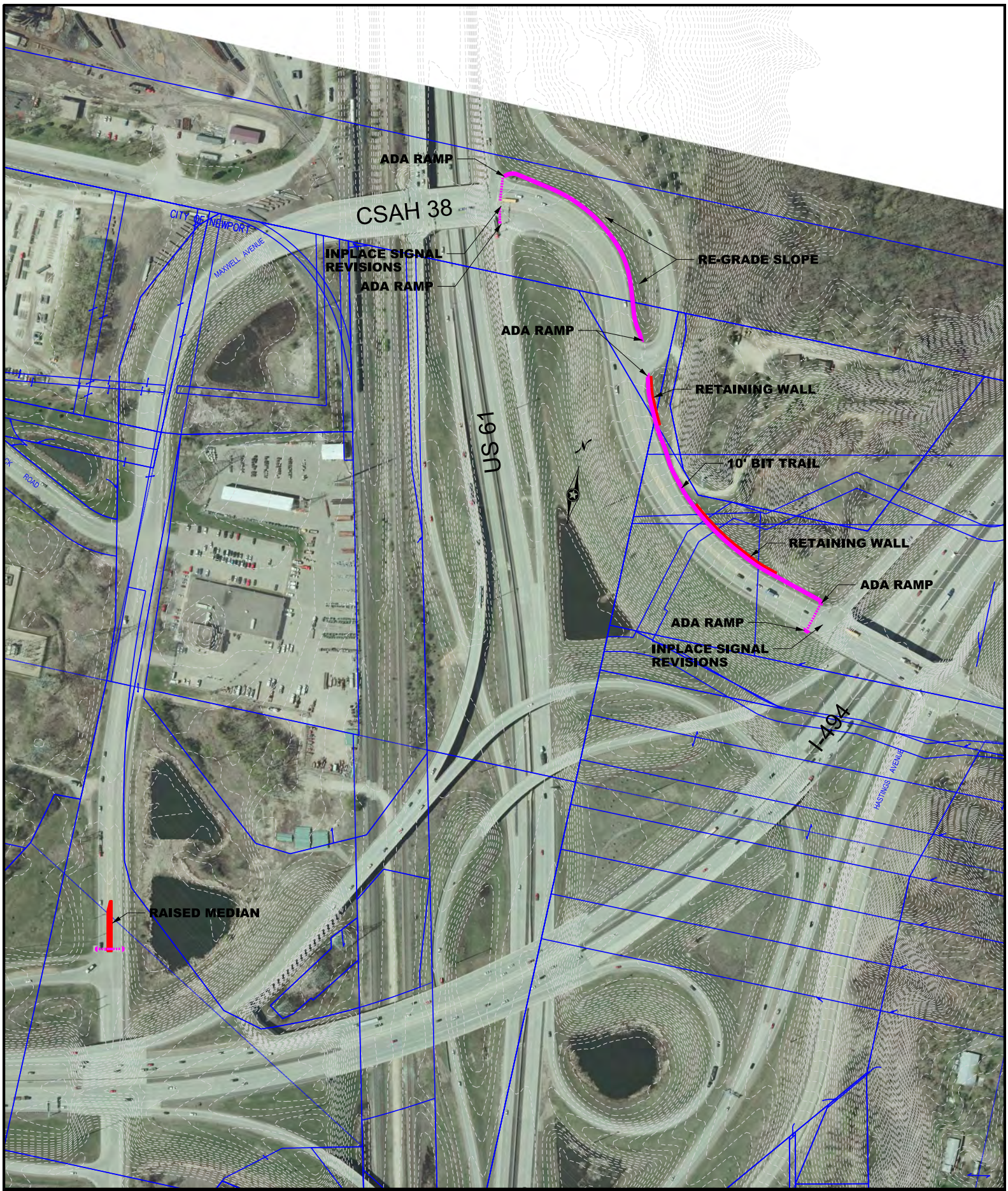
Planned Trail System

-  Existing County Trail
-  Planned County Trail
-  Existing Regional Trail
-  Planned Regional Trail
-  Existing State Trail
-  Planned State Trail
-  Trail Search Area
-  State Park
-  Planned Master Plan Boundary
-  County Park
-  Scientific and Natural Area
-  Wildlife Management Area

Project Location



Prepared By: Washington County GIS Support Unit, IT Department
 Data Source: Metropolitan Council - 2007, Washington County GIS Support Unit - 2007



GENERAL CONCEPT LAYOUT
CSAH 20/38

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 NEWPORT

596 7th Avenue
Newport, Minnesota 55055
(651) 459-5677
Fax: (651) 459-9883

January 27, 2014

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

Re: Off road trail development, signal modifications and a pedestrian crossing along CSAH 20 (18) in the City of Newport.

Dear Mr. Sandberg:

Washington County has notified the City of Newport that they will be submitting a Transportation Alternative Application (TAP) application for construction of an off road trail, signal modifications and a pedestrian refuge along CSAH 20(18)/Baily Road and CSAH 38 in the City of Newport

The City of Newport supports the TAP application to which will provide a safe pedestrian/bicycle connection for trail users along the Washington County Trail and the Mississippi River Trail

If you have any questions or comments, please contact me at 651-459-5677.

Sincerely,

Deb Hill
City Administrator, Newport



Regional Economy

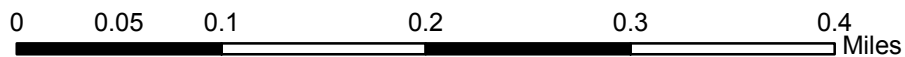
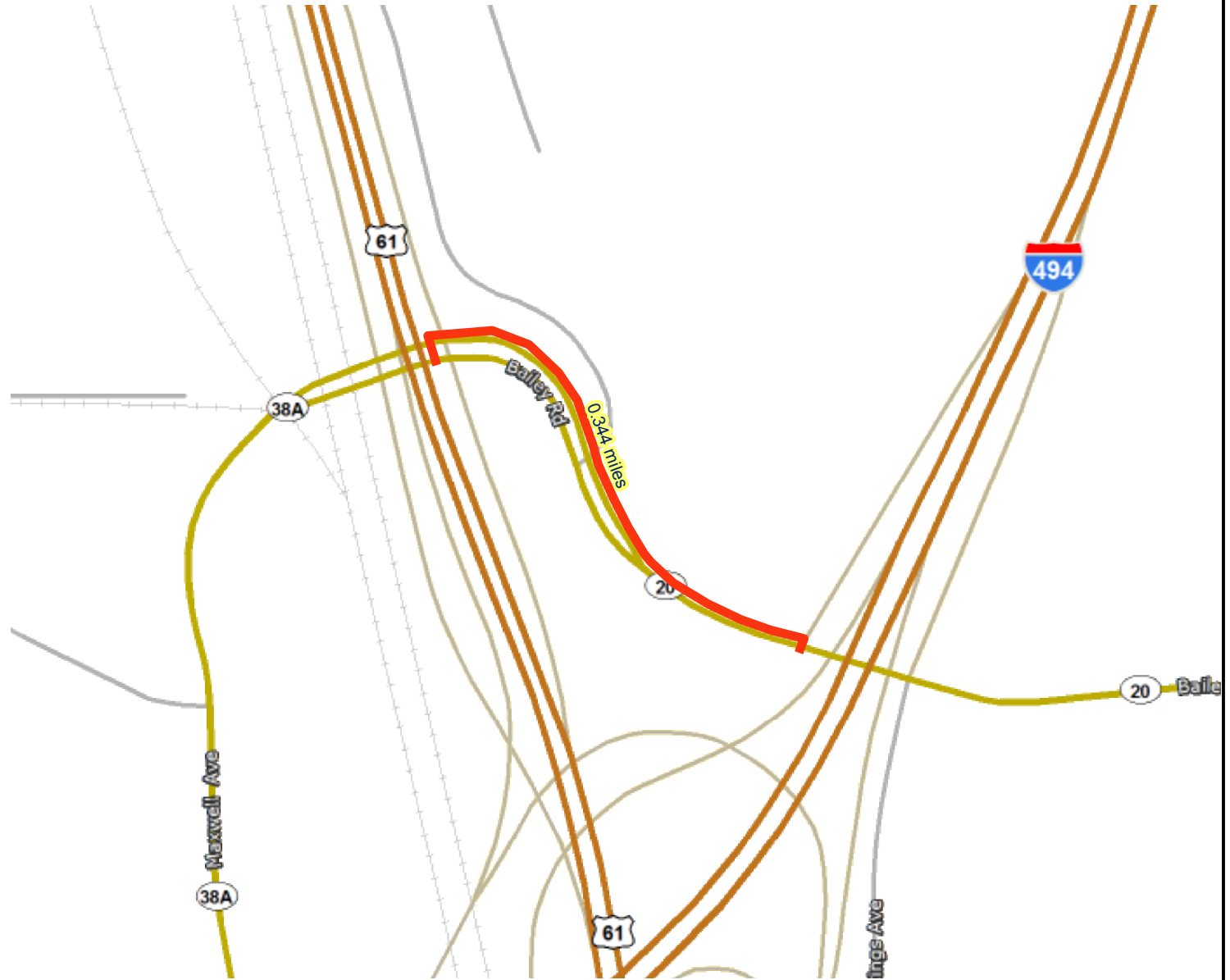
Pedestrian Facilities Project: CSAH 20(18)/Baily Road and CSAH 38 | Map ID: 1415295713243

Results

Project **NOT IN** area of Job Concentration.

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

Project **NOT CONNECTED** to area of Education Institutions.



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LandscapeRSA5



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Population Summary

Pedestrian Facilities Project: CSAH 20(18)/Baily Road and CSAH 38 | Map ID: 1415295713243

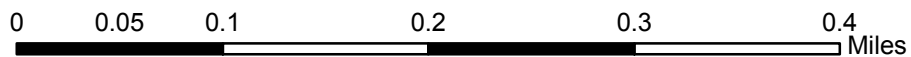
Results

Within HALF Mile of project:
Total Population: 5990
Total Employment: 1029



Project School

2010 TAZ



Created: 11/6/2014
LandscapeRSA4

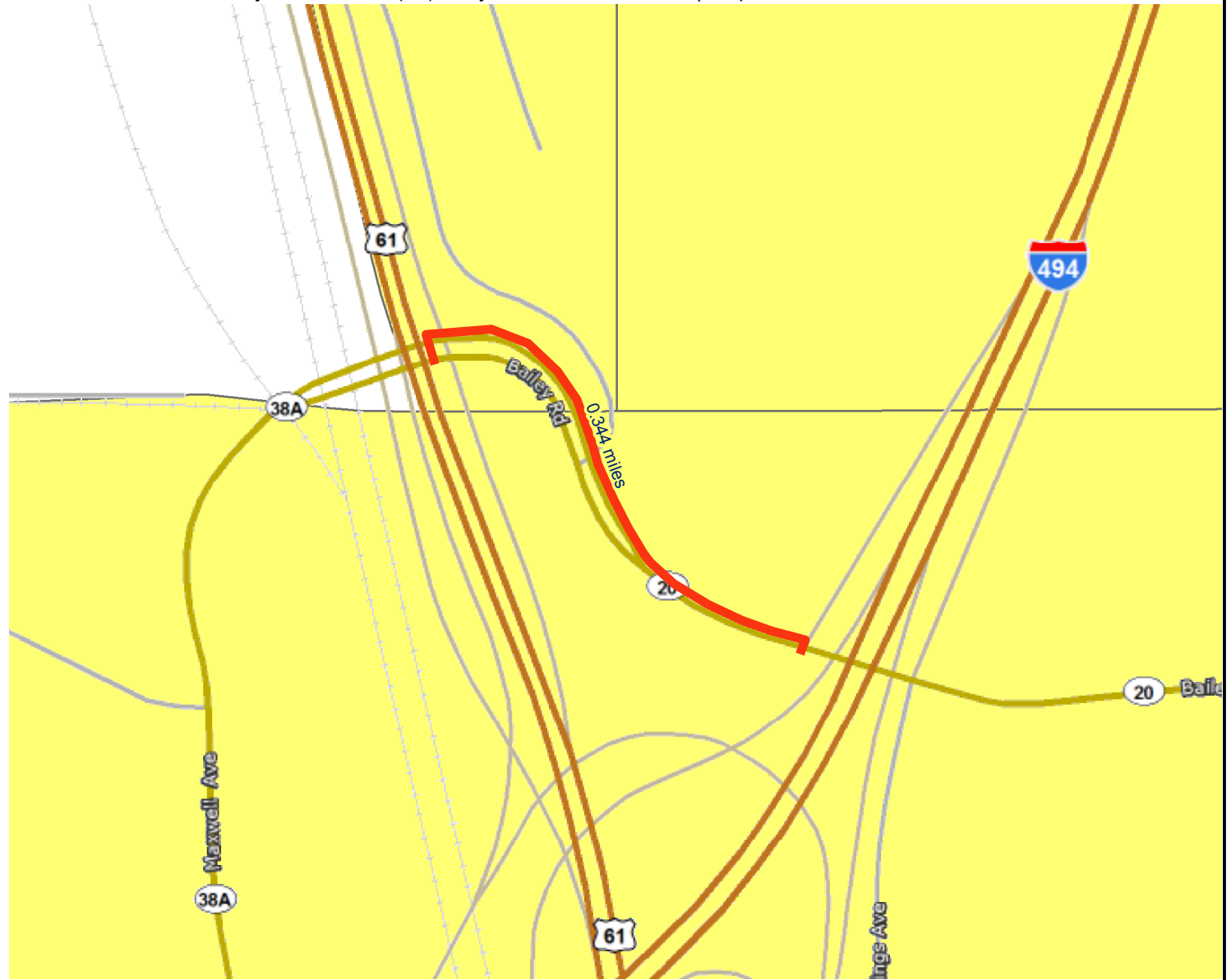


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

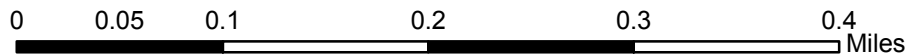


Results

Project **IN** area of above average concentration of race or poverty.



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



Created: 11/6/2014
LandscapeRSA2



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

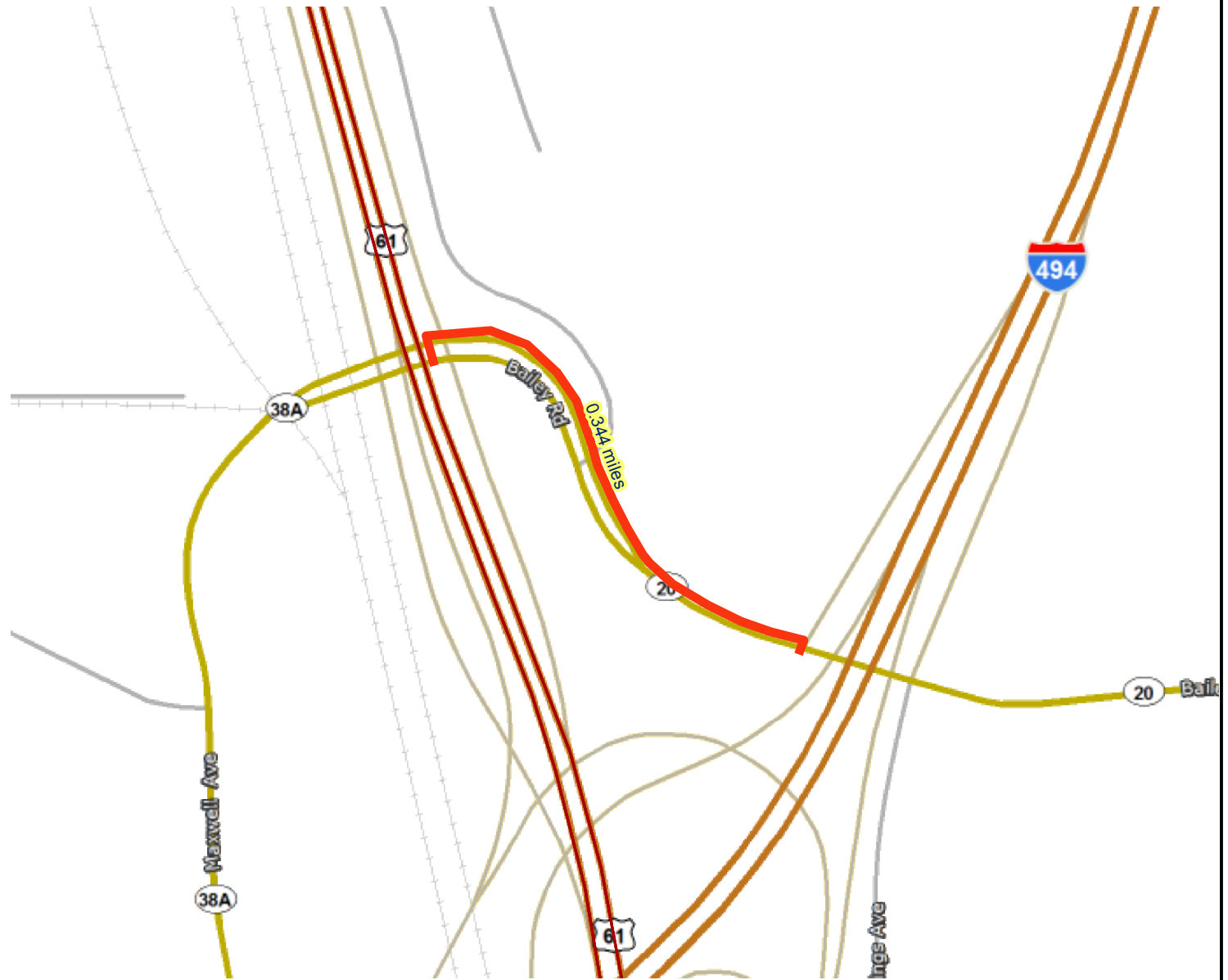


Results

Transit with a Direct Connection to project:
361 364 365

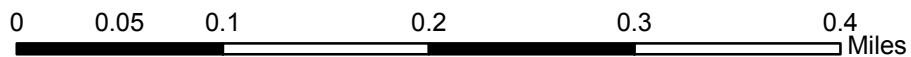
Transit within HALF mile of project:
361 364 365

**indicates Planned Alignments*



 Project  Transit Routes

 Active Stop



Created: 11/6/2014
LandscapeRSA3



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