



Application

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

02218 - CSAH 14 (Southview Blvd. & 3rd Avenue S.) Improvement Project

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 12/01/2014 1:49 PM

---

## Primary Contact

**Name:\*** Christopher Edwin Hartzell  
Salutation First Name Middle Name Last Name

**Title:** Senior Project Manager

**Department:** Dakota County Transportation Department

**Email:** chris.hartzell@co.dakota.mn.us

**Address:** 14955 Galaxie Ave. S.

**\*** Apple Valley Minnesota 55124  
City State/Province Postal Code/Zip

**Phone:\*** 952-891-7106  
Phone Ext.

**Fax:** 952-891-7127

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

---

## Organization Information

**Name:** DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

14955 GALAXIE AVE

\*

APPLE VALLEY

Minnesota

55124

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:\*

952-891-7545

Ext.

Fax:

PeopleSoft Vendor Number

0000002621A28

---

## Project Information

Project Name

CSAH 14 (Southview Blvd & 3rd Ave) Improvement Project

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

CSAH 14 (Southview Blvd & 3rd Ave) is a major collector roadway that facilitates an important vehicle and pedestrian link through the City of South St. Paul and Dakota County. The corridor supports a high volume of both motorized and non-motorized travel with roadway average daily traffic volumes ranging from 3,300 to 12,400 vehicles per day, a busy Metro Transit bus route, and significant pedestrian activity. The roadway also provides a link between US Highway 52 and State Highway 156 (Concord Street) and serves as a primary business district for the city. The project area, located within the City of South St. Paul consists of the segment of CSAH 14 on Southview Blvd between 20th Avenue and 3rd Avenue and 3rd Avenue from Southview Blvd to Marie Avenue. The existing corridor is a 44 wide two-lane undivided section with parking and sidewalks on both sides of the street.

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

The existing pedestrian facilities have a multitude of deficiencies including, a lack of a clear pedestrian access route, narrow sidewalks (2 in some locations) and obstructions. Retaining walls, planters, traffic signal poles, street lights, uneven pavers, utility poles and other items obstruct the pedestrian access route along nearly every block of the corridor. Significant sidewalk heaving (upwards of five to six inches in some places) has also occurred due to tree root growth. These conditions make it difficult for all pedestrians to navigate the corridor and near impossible for those in wheelchairs. Parking lanes also inhibit sight lines between pedestrians/bicycles and vehicles and increase exposure to those crossing the roadway.

The primary focus of the proposed project is to facilitate the movement of all modes of transportation along the corridor through a better use of the available 60-foot right-of-way. Travel lanes will be narrowed to 11 and parking lanes eliminated where determined unnecessary. Curb

extensions, pedestrian ramps containing truncated domes and acceptable grades, and a 4-6 minimum pedestrian access route are provided throughout. Decorative pedestrian-scale lighting is proposed to better illuminate travel for pedestrians under low-light conditions. Transit stops have been evaluated and improvements are proposed to consolidate and promote transit activity. Streetscape elements will also be implemented to provide a designated 4-8 amenity zone between the roadway and sidewalk to improve aesthetics along the corridor and transform the area into a more desirable location for pedestrian travel.

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

**Project Length (Miles)**

1.19

**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 Southview Boulevard corridor is referenced within the following local planning documents:

2030 South St. Paul Comprehensive Plan Page 95

South St. Paul Capital Improvement Program Upgrade Southview Blvd Lighting (2017)

Dakota County Capital Improvement Program Construction (2016)

Southview Hill Area Study South Saint Paul (2014), Page 16, 44

Southview Blvd & 3rd Avenue Improvement Project Study (Ongoing)

**Connection to Local Planning**

---

## Project Funding

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

Yes

<b>If yes, please identify the source(s)</b>	MnDOT Local Roads Improvement Program
<b>Federal Amount</b>	\$1,000,000.00
<b>Match Amount</b>	\$4,495,000.00
<i>Minimum of 20% of project total</i>	
<b>Project Total</b>	\$5,495,000.00
<b>Match Percentage</b>	81.8%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
<b>Source of Match Funds</b>	MnDOT State Aid and County / City Funds
<b>Preferred Program Year</b>	
<b>Select one:</b>	2018

---

## Project Information

<b>County, City, or Lead Agency</b>	Dakota County
<b>Zip Code where Majority of Work is Being Performed</b>	55075
<b>(Approximate) Begin Construction Date</b>	04/18/2016
<b>(Approximate) End Construction Date</b>	11/18/2016

### LOCATION

<b>From:</b> <b>(Intersection or Address)</b>	20th Avenue
--	-------------

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

<b>To:</b> <b>(Intersection or Address)</b>	Marie Avenue
--	--------------

<b>Type of Work</b>	SIDEWALKS, PED RAMPS, LIGHTING, BIT SURFACE, SIGNAL REMOVAL
---------------------	--

*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)	\$216,000.00
Removals (approx. 5% of total cost)	\$216,000.00
Roadway (grading, borrow, etc.)	\$88,000.00
Roadway (aggregates and paving)	\$981,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$180,500.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$315,500.00
Traffic Control	\$108,000.00
Striping	\$25,000.00
Signing	\$25,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$17,000.00
Bridge	\$0.00
Retaining Walls	\$600,000.00
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	\$485,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$3,257,000.00</b>

---

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$315,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$106,500.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$1,050,000.00
Streetscaping	\$535,000.00

Wayfinding	\$31,500.00
Bicycle and Pedestrian Contingencies	\$25,000.00
Other Bicycle and Pedestrian Elements	\$25,000.00
<b>Totals</b>	<b>\$2,088,000.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$150,000.00
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
<b>Totals</b>	<b>\$150,000.00</b>

## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Totals

<b>Total Cost</b>	\$5,495,000.00
<b>Construction Cost Total</b>	\$5,495,000.00
<b>Transit Operating Cost Total</b>	\$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
108416_Project Layout (2014-11-17).pdf	CSAH 14 (Southview Boulevard) Improvements Project Concept Layout	6.0 MB
support letter.pdf	City of South St. Paul Letter of Support	62 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 Yes

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 Yes

City or County Plan Reference

Response (Limit 700 characters; approximately 100 words)

The CSAH 14 (Southview Blvd & 3rd Ave) Improvement Project runs through one of the primary business districts of South St. Paul. The east and west extents of the project connect surrounding residential areas and a major Manufacturing/Distribution Center to this local business activity center. Businesses within this area include restaurants, retail, service (photography, beauty, automotive), and office uses (insurance, financial). The project also facilitates a key connection to the Central Square Community Center, South St. Paul High School and Lincoln Center Elementary School located 1-2 blocks north and identified in the South St. Paul 2030 Comprehensive Plan.

Upload Map

Regional Economy Map.pdf

---

### Measure A: Cost Effectiveness

Existing Population Within One-Half Mile (Integer Only)	34410
Existing Employment Within One-Half Mile (Integer Only)	15148
<b>Completed by Metropolitan Council Staff</b>	
Total Project Cost	\$5,495,000.00
Cost Effectiveness for Population	\$159.69
Cost Effectiveness for Employment	\$362.75
Upload Map	Population Summary Map.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.

The CSAH 14 (Southview Blvd & 3rd Ave) Improvement Project is located in an area above the regional average for population in poverty or population of color. The half-mile area surrounding the project also encompasses a 56 unit senior living community, 4 assisted public housing properties, and residential areas with children. These populations walk, bike and use transit in the project area.

South St. Pauls Bicycle and Pedestrian Plan (Draft) shows this project is in an area of great demand for pedestrian use. Survey results indicate that 35% of residents currently walk or bike to grocery stores and 26% would like to be able to do so more easily. Existing conditions for pedestrians along the project are poor and safety is of high concern. Safety concerns include; obstructed and heaving sidewalks, non-ADA compliance, inadequate walkway width, lack of rest areas and transit shelters for inclement weather conditions.

Proposed pedestrian improvements address safety concerns by reorganizing the roadway and pedestrian environments within the available existing right-of-way. This provides benefits for all populations and avoids any negative impacts. A benefit is provided to those who lack transportation independence with improved accessibility to transit stops and destinations such as jobs and grocery/retail stores.

Socio-Economic Conditions Map.pdf

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

Upload Map

---

## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
South St. Paul	1.19

---

## Total Project Length

Total Project Length 1.19

---

## 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
South St. Paul	1.19	1.19	78.0	1.0	78.0
		<b>1</b>	<b>78</b>	<b>1</b>	<b>78</b>

---

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 1.19

Total Housing Score 78.0

---

## Measure A: Gaps, Barriers and Continuity/Connections

The Project is located in a Tier 1 Bicycle Transport Corridor. Marie Avenue, one block north of CSAH 14, is designated by the City's Bicycle/Pedestrian Plan as the primary east-west bicycle route connecting the city to the Mississippi River Regional Trail and surrounding communities.

The current pedestrian system in the project area is a barrier. Heaving/obstructed sidewalks and inadequate width (less than one foot in areas) make it difficult for pedestrian access. CSAH 14 does not currently have facilities to accommodate bicyclists. Proposed improvements will encourage bicycle travel along Marie Avenue; however, the project's narrowing of driving lanes and reduced street parking also allow CSAH 14 to safely accommodate bicyclists on the roadway.

Other improvements that fill this gap in the bicycle and pedestrian system include:

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

6 walkway

ADA ramps

Pedestrian lighting

Bumpouts to decrease crossing distances

Removal of parking to increase sight distance at intersections

Amenity Zone with 4-8' of additional pedestrian space for trees, benches, lighting and bus shelters

Vehicle access closures

The proposed streetscape design clearly delineates pedestrian areas and separates them from the roadway. Streetscape amenities define important

pedestrian nodes along the corridor to connect north/south pedestrian routes.

---

## Measure B: Project Improvements

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

Five bicyclist/vehicle and three pedestrian/vehicle crashes were reported along the CSAH 14 (Southview Blvd & 3rd Ave) corridor from 2009-2013. All eight crashes involved injuries with three being possible injuries, two non-incapacitating injuries, and two incapacitating injuries. The primary goals of this project are to improve sight distance and visibility for motor vehicles and pedestrians, reduce pedestrian exposure, improve pedestrian access and mobility, and encourage walking by enhancing aesthetics. The project anticipates to accomplish these goals by providing improved curb ramps along the 18-block corridor with ADA compliant grades and truncated domes. The existing 44-foot wide roadway is reduced by eliminating on-street parking at various locations and providing parking bays and curb extensions on segments where parking will remain. This will reduce exposure and improve sight lines between bicyclists/pedestrians and motor vehicles. Deficiencies in the existing pedestrian access route will be mitigated by providing a continuous link of no less than four feet in width throughout the entire corridor. Access management strategies are implemented to eliminate redundant private access. It is anticipated that more than ten accesses will be closed or consolidated, reducing the amount of pedestrian/vehicle and bicyclist/vehicle conflict points.

---

## Measure A: Transit Connections

Existing Routes Directly Connected to the Project

68

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 68, 71

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 Connections Map.pdf

---

## Response

*Met Council Staff Data Entry Only*

Route Ridership Directly Connected 1136263.0

Transitway Ridership Directly Connected 0

Route Ridership Indirectly Connected 518914.0

Transitway Ridership Indirectly Connected 0

---

## Measure: Bicycle Connections

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

Marie Avenue, one block north of CSAH 14, is identified within the City's Draft Bicycle and Pedestrian Plan, as the designated east-west bicycle route in this area. The Marie Avenue bicycle route connects the City to the Mississippi River Regional Trail and surrounding communities. The project will allow this designation to remain intact as the lower traffic volumes along Marie Avenue provide a safer environment for bicyclists to travel adjacent to vehicle traffic. Therefore the improvements proposed along CSAH 14 (Southview Blvd & 3rd Ave) are intended to better facilitate bicyclists traveling to and from the designated bicycle route on Marie Avenue. The narrowed roadway and curb extensions provided along Southview Boulevard will reduce exposure and provide improved sight distance and visibility to bicyclists crossing the roadway. Bicyclists still choosing to travel along Southview Boulevard before entering onto the designated bicycle route will be accommodated by a 5' striped shoulder and a continuous sidewalk network with ADA compliant ramps and truncated domes. While the proposed improvements do not directly impact an adjacent bikeway, it does improve the connectivity for bicyclists required to navigate or cross the high volume vehicle corridor of CSAH 14 (Southview Blvd & 3rd Ave).

---

**Measure: Multimodal Facilities**



A complete streets approach is taken in the proposed project to better facilitate all modes of transportation and enhance corridor aesthetics. The existing transit and pedestrian accommodations have multiple deficiencies. Specific to transit, the existing corridor has nearly 50% more transit stops than recommended by Metro Transit for a corridor of its size. The proposed project consolidates these stops to reduce bus travel time and better concentrate transit activity to key nodes. Additional shelters will be provided to improve conditions for those awaiting the arrival of a bus.

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

The proposed project will safely integrate all modes of transportation through a variety of improvements proposed to the roadway and behind the curb. The existing 44 two-lane undivided roadway is narrowed to better utilize the 60 feet of available right-of-way. 11 travel lanes are implemented and on-street parking is eliminated at many locations. This will still facilitate mobility and safety for vehicles and transit buses. Curb extensions are provided to extend the sidewalk and corners where parking will remain. This reduces the pedestrian crossing distance and improves the ability of pedestrians and motorists to see one another. Bicyclists will be accommodated as noted in Bicycle Connections response above.

---

## **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** Yes  
100%

**Layout or Preliminary Plan started**  
50%

**Layout or Preliminary Plan has not been started**  
0%

**Anticipated date or date of completion** 11/21/2014

**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** 07/29/2015

**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/archeological 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**

100%

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

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** 07/29/2015

**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** Yes  
50%

**Construction plans have not been started**  
0%

**Anticipated date or date of completion** 10/31/2015

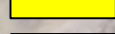
**9)Letting**

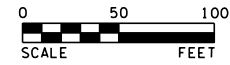
**Anticipated Letting Date** 02/28/2016





**LEGEND**

	CONCRETE WALK/ PRIVATE DRIVEWAY		BUS BAY
	PUBLIC DRIVEWAY		EXISTING R/W
	CURB AND GUTTER		ALL-WAY STOP
	LANDSCAPING (CONCRETE, PAVERS, ETC.)		BUS STOP
	LANDSCAPING (GRASS, BUSHES, ETC.)		
	ROADWAY		
	SHOULDER		

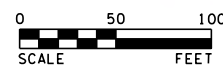


**BOLTON & MENK, INC.**  
CONSULTING ENGINEERS & SURVEYORS  
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN  
CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN  
AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

REV.	BY	DATE

**SOUTHVIEW BLVD IMPROVEMENT PROJECT**  
SOUTH ST. PAUL, DAKOTA COUNTY, MN  
**PROJECT LAYOUT**





**BOLTON & MENK, INC.**  
CONSULTING ENGINEERS & SURVEYORS  
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN  
CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN  
AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

REV.	BY	DATE

**SOUTHVIEW BLVD IMPROVEMENT PROJECT**  
SOUTH ST. PAUL, DAKOTA COUNTY, MN  
**PROJECT LAYOUT**

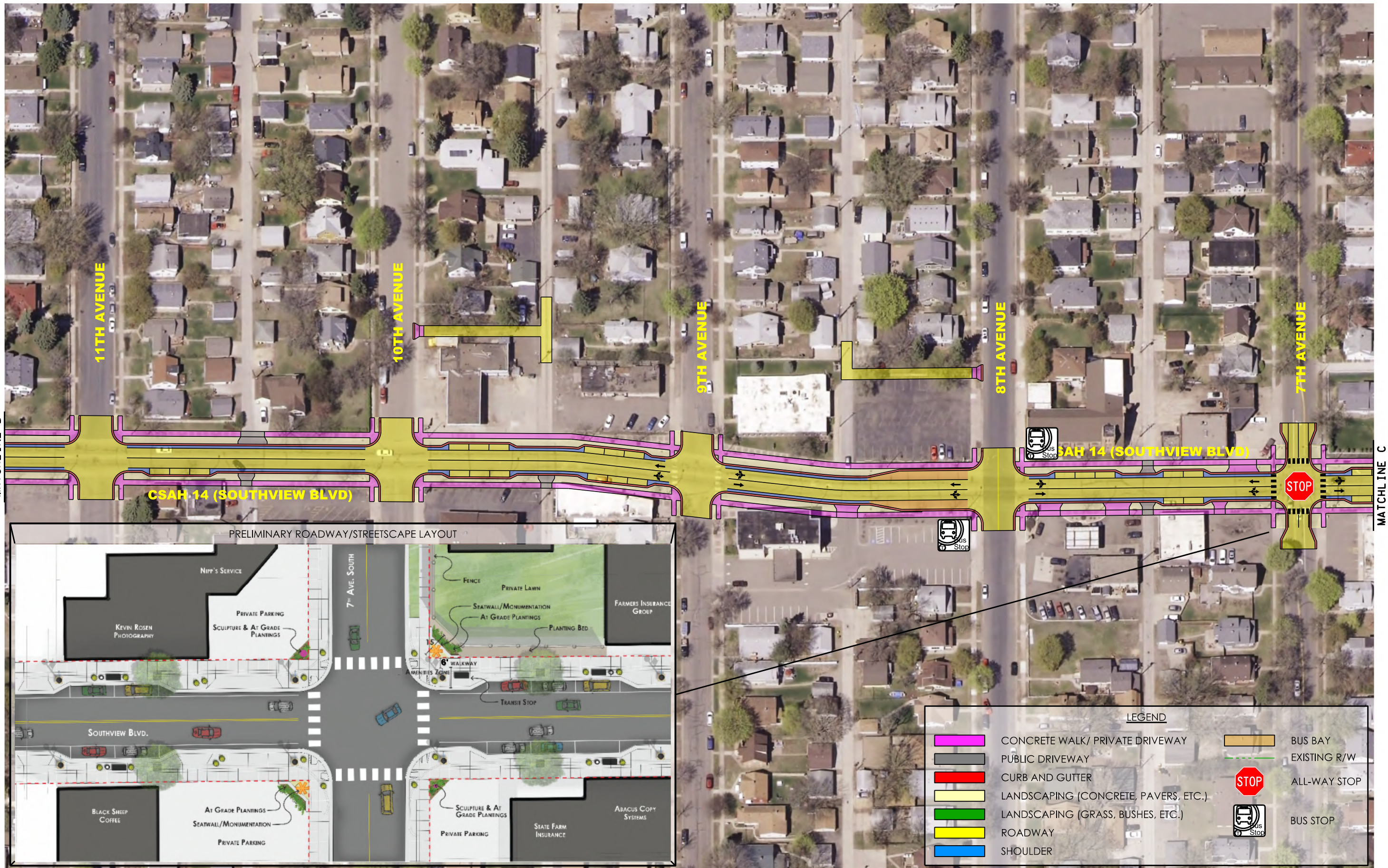
SHEET  
2  
OF  
5



MATCHLINE A

MATCHLINE B





MATCHLINE B

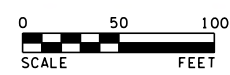
MATCHLINE C

PRELIMINARY ROADWAY/STREETScape LAYOUT

LEGEND

- CONCRETE WALK/ PRIVATE DRIVEWAY
- PUBLIC DRIVEWAY
- CURB AND GUTTER
- LANDSCAPING (CONCRETE, PAVERS, ETC.)
- LANDSCAPING (GRASS, BUSHES, ETC.)
- ROADWAY
- SHOULDER
- BUS BAY
- EXISTING R/W
- STOP ALL-WAY STOP
- Bus Stop BUS STOP

jacobbo 11/17/2014  
 pdf-color-plotofg 11:25:33 AM  
 bmi.tbl



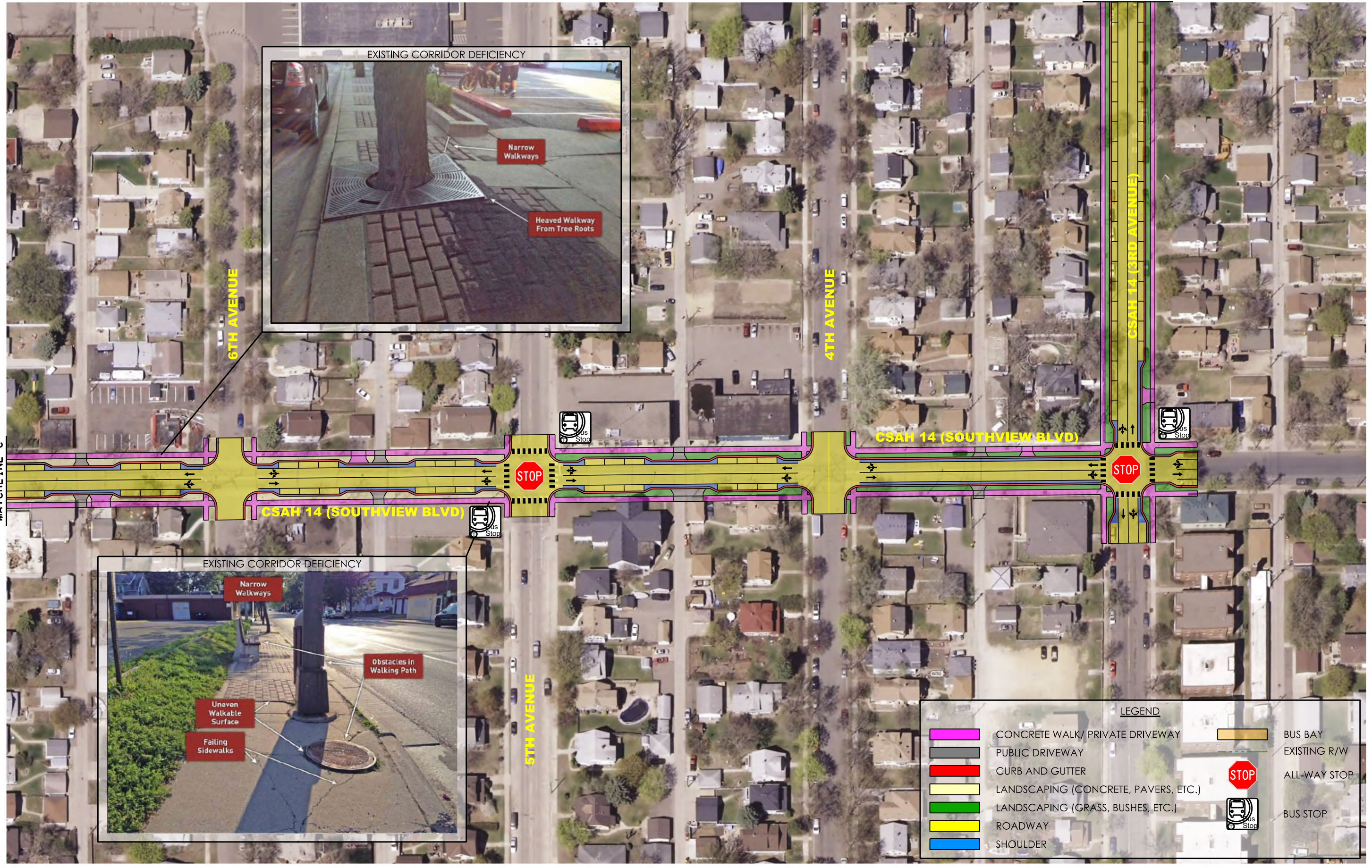
**BOLTON & MENK, INC.**  
 CONSULTING ENGINEERS & SURVEYORS  
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN  
 CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN  
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

REV.	BY	DATE

**SOUTHVIEW BLVD IMPROVEMENT PROJECT**  
 SOUTH ST. PAUL, DAKOTA COUNTY, MN  
**PROJECT LAYOUT**

SHEET  
**3**  
 OF  
**5**

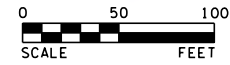




**LEGEND**

- CONCRETE WALK/ PRIVATE DRIVEWAY
- PUBLIC DRIVEWAY
- CURB AND GUTTER
- LANDSCAPING (CONCRETE, PAVERS, ETC.)
- LANDSCAPING (GRASS, BUSHES, ETC.)
- ROADWAY
- SHOULDER
- BUS BAY
- EXISTING R/W
- ALL-WAY STOP
- BUS STOP

bmi.tbl  
pdf-color-plotofg  
11:25:42 AM  
Jacobbo  
11/17/2014

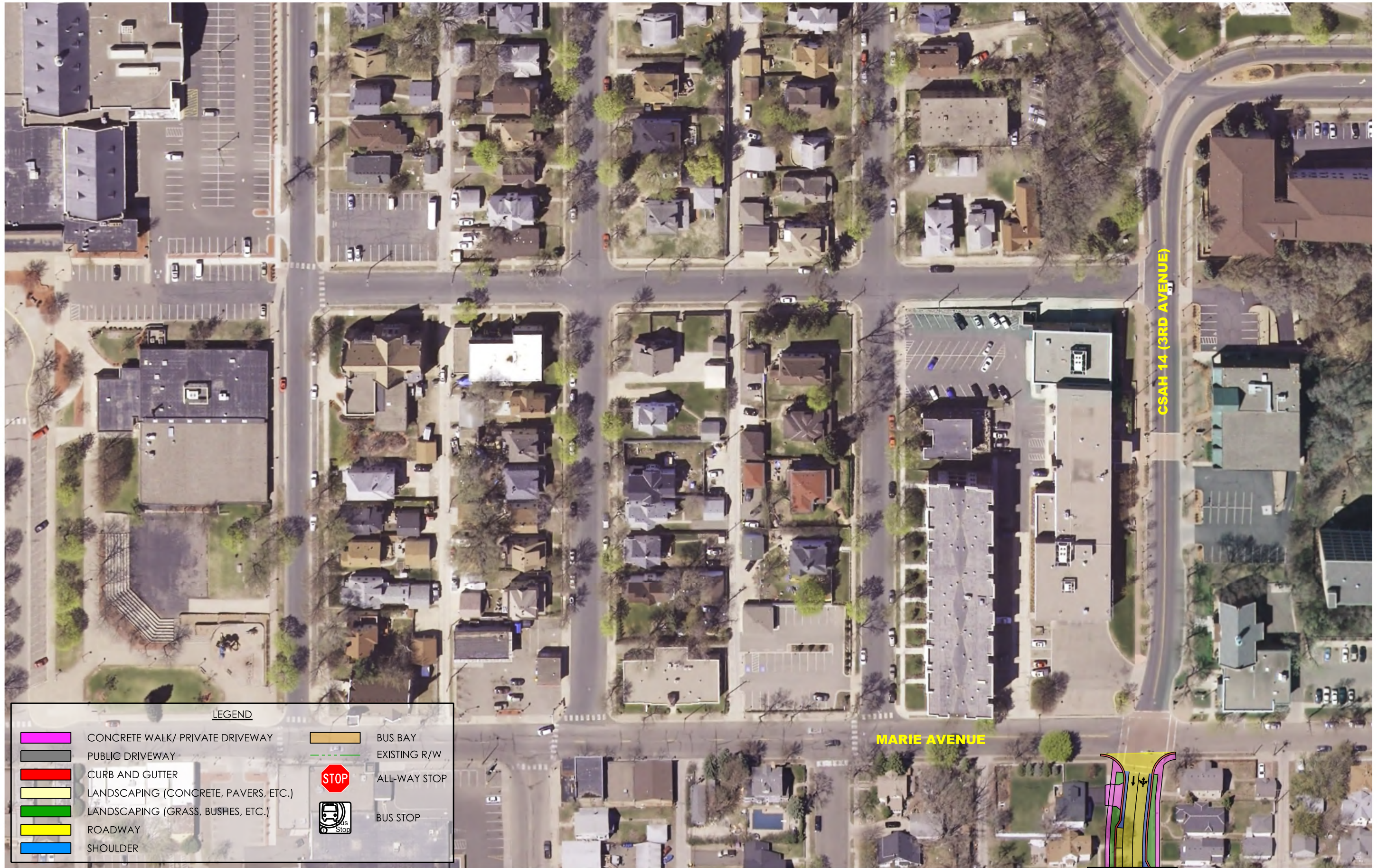


**BOLTON & MENK, INC.**  
CONSULTING ENGINEERS & SURVEYORS  
MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN  
CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN  
AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND












REV.	BY	DATE

**SOUTHVIEW BLVD IMPROVEMENT PROJECT**  
SOUTH ST. PAUL, DAKOTA COUNTY, MN  
PROJECT LAYOUT



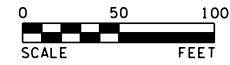


**LEGEND**

	CONCRETE WALK/ PRIVATE DRIVEWAY		BUS BAY
	PUBLIC DRIVEWAY		EXISTING R/W
	CURB AND GUTTER		ALL-WAY STOP
	LANDSCAPING (CONCRETE, PAVERS, ETC.)		BUS STOP
	LANDSCAPING (GRASS, BUSHES, ETC.)		
	ROADWAY		
	SHOULDER		



MATCHLINE D



**BOLTON & MENK, INC.**  
 CONSULTING ENGINEERS & SURVEYORS  
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN  
 CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN  
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

REV.	BY	DATE

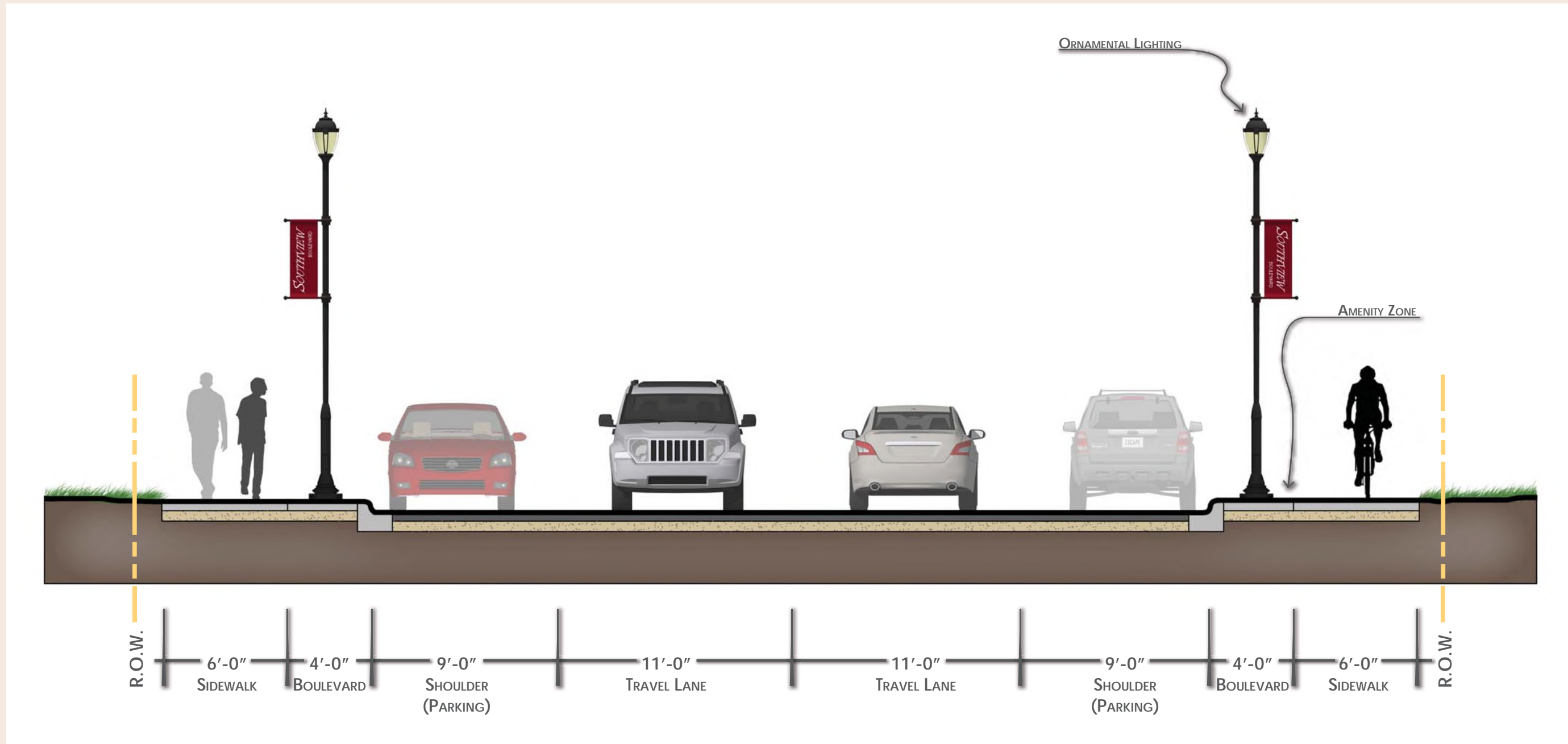
**SOUTHVIEW BLVD IMPROVEMENT PROJECT**  
 SOUTH ST. PAUL, DAKOTA COUNTY, MN  
 PROJECT LAYOUT



**CSAH 14 (Southview Boulevard) Improvements Project**  
**Typical Sections**

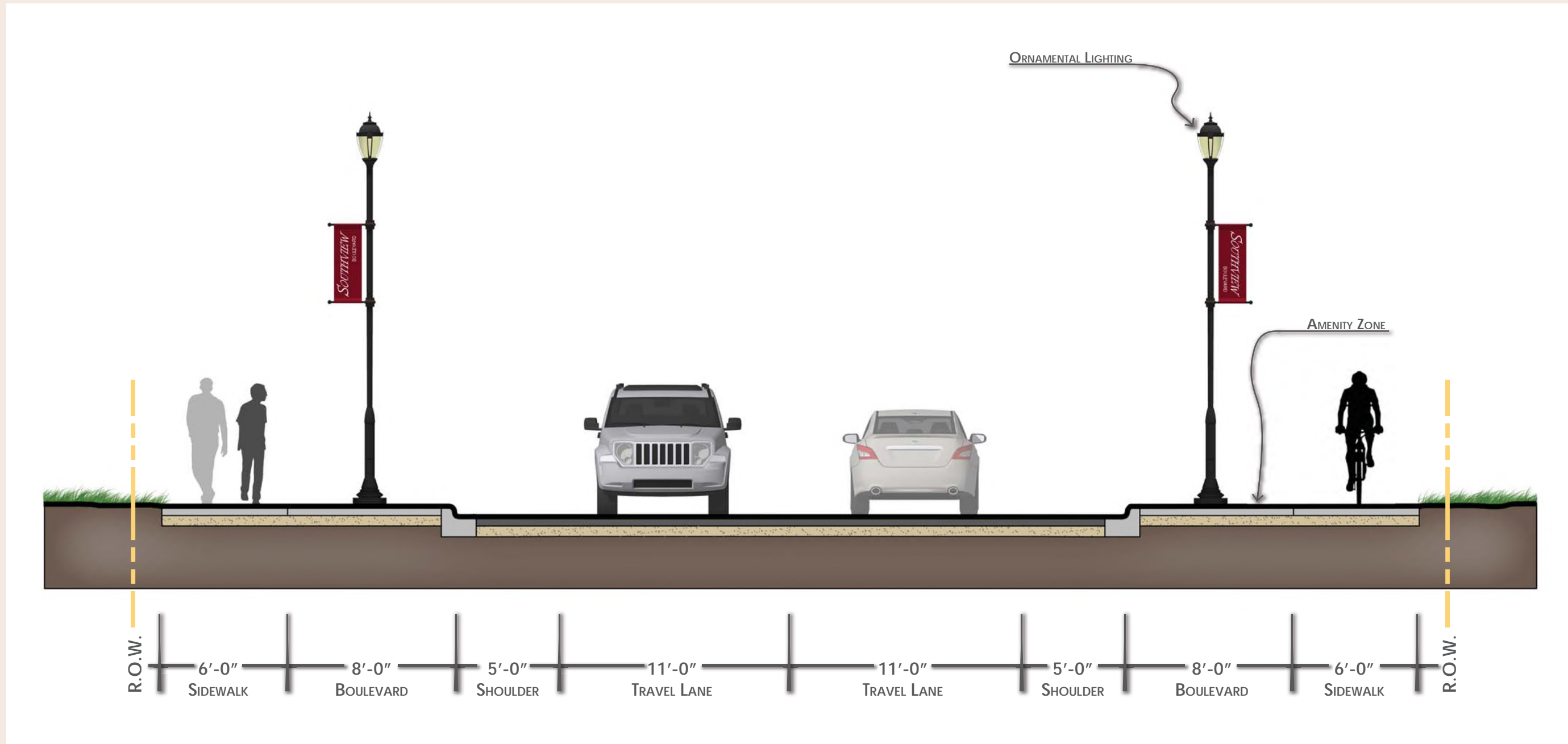


# Section: Balanced Mobility Corridor Concept 1





# Section: Balanced Mobility Corridor Concept 2



**CSAH 14 (Southview Boulevard) Improvements Project  
Streetscape Alternatives**





# Base Level Streetscaping Alternative

Cost Range (Per Block): \$100,000 - \$150,000

## Roadway Lighting



## Concrete Pavement



## Intersection Bump-Outs







# Middle Level Streetscaping Alternative

Cost Range (Per Block): \$175,000 - \$225,000

Roadway Lighting



Pavers/Colored Concrete



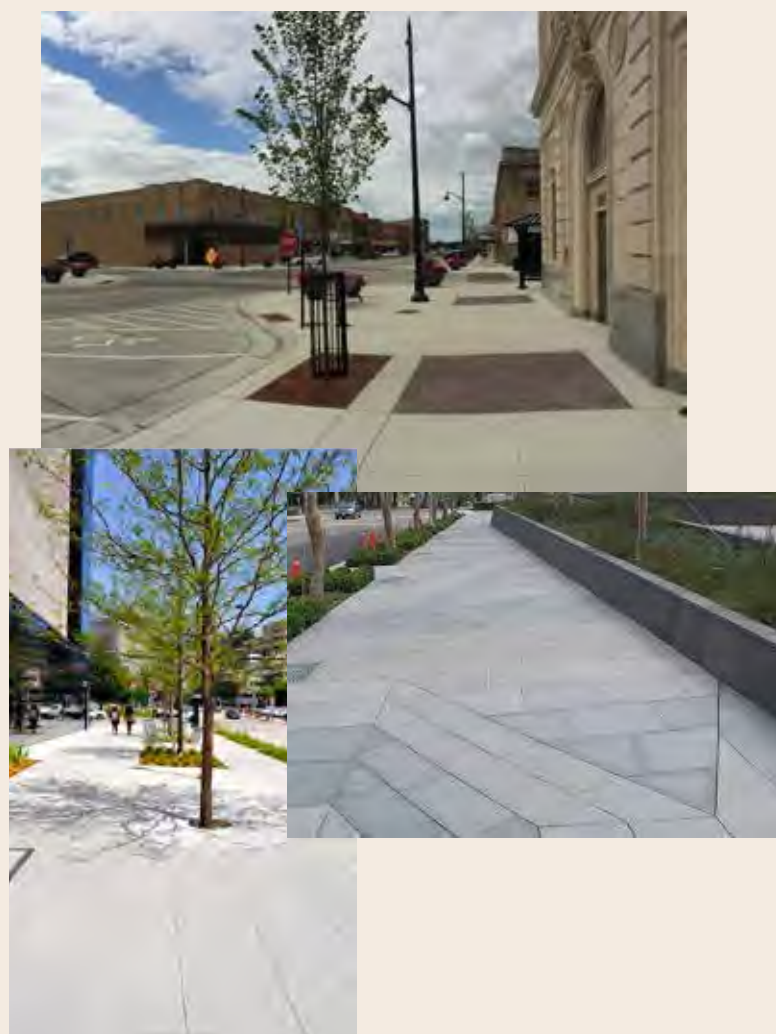
Planters



Trees



Concrete Pavement



Pedestrian Lighting



Intersection Bump-Outs



Benches & Trash Receptacles



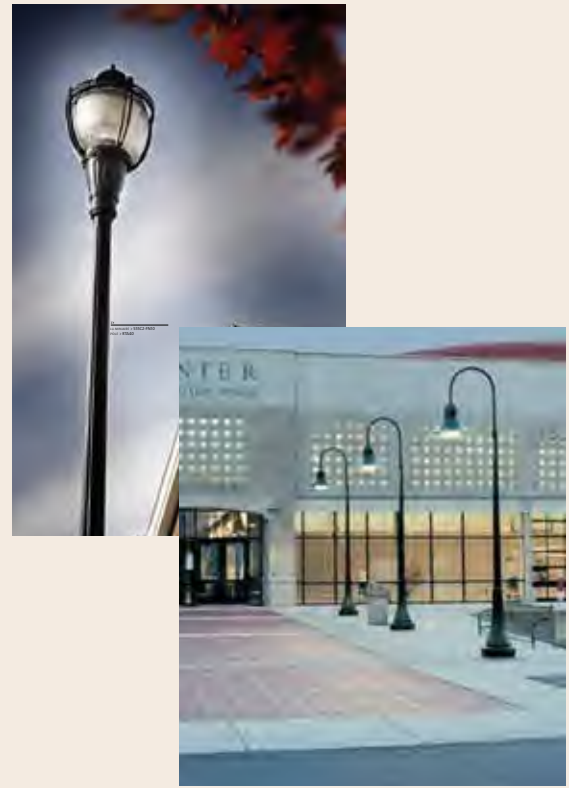




# Upper Level Streetscaping Alternative

Cost Range (Per Block): \$275,000 - \$325,000

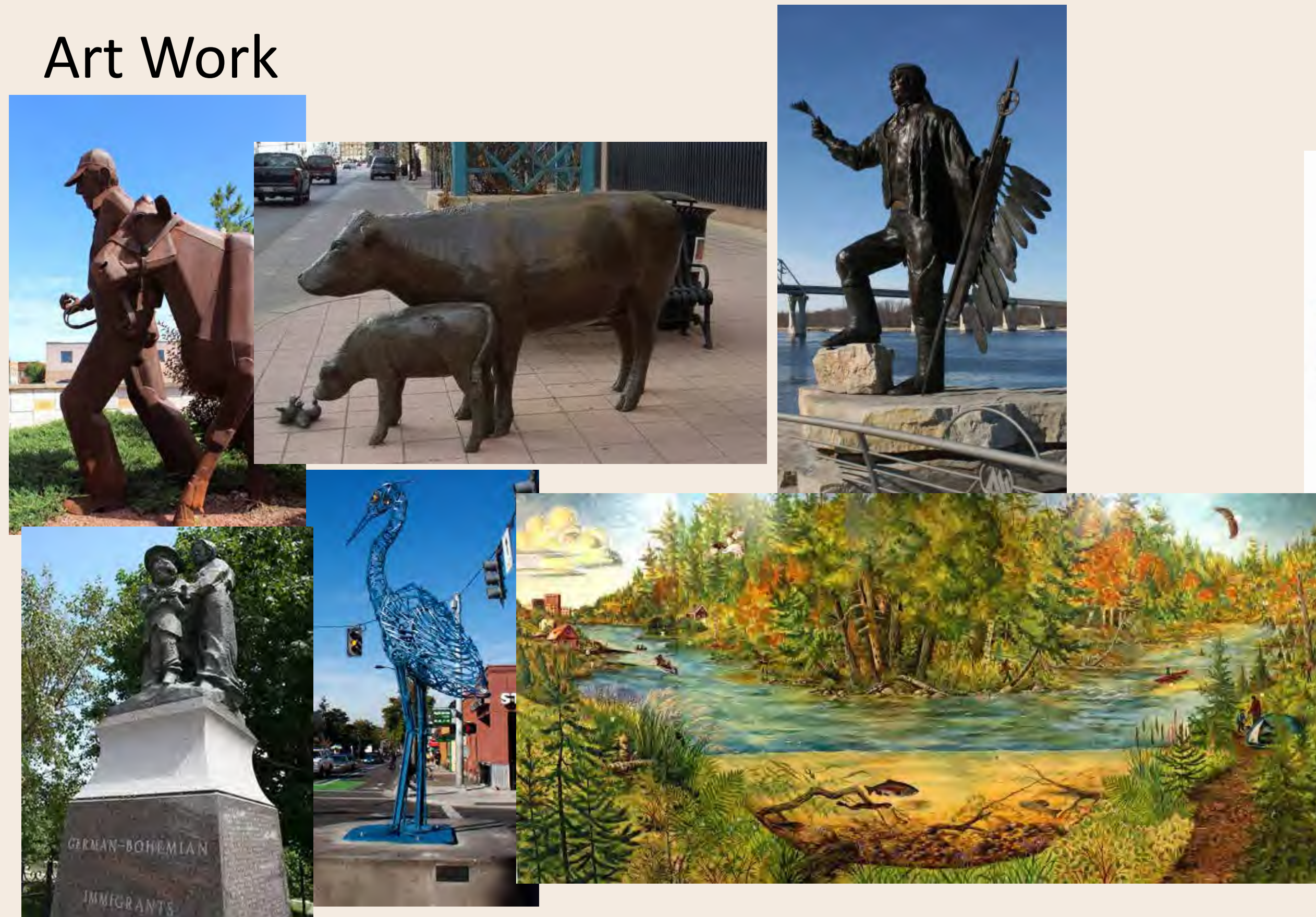
Pedestrian Lighting



Pavers/Colored Concrete



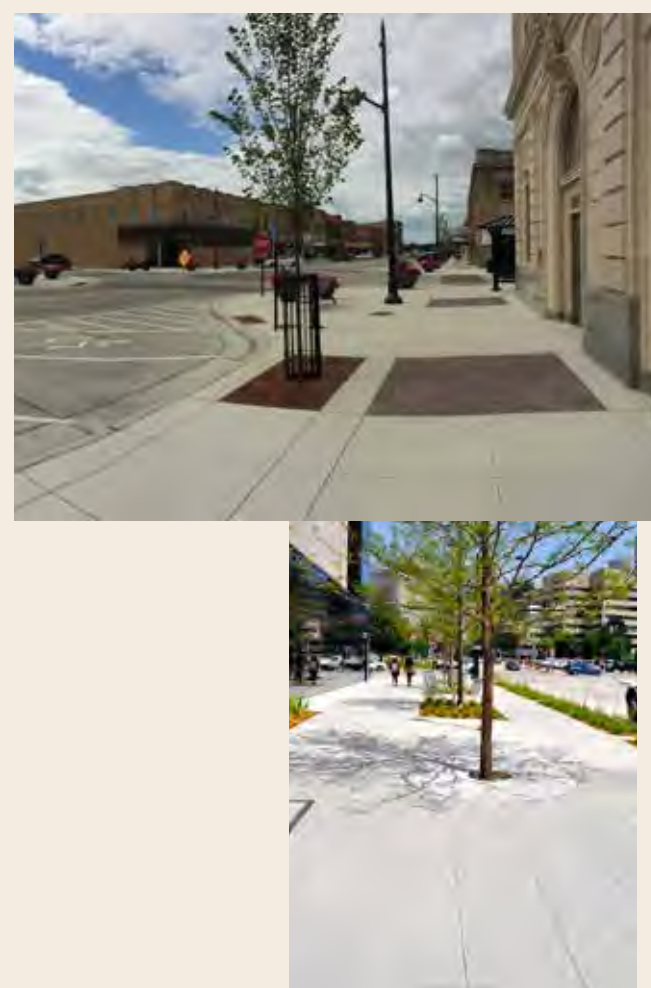
Art Work



Pedestrian Scale Wayfinding



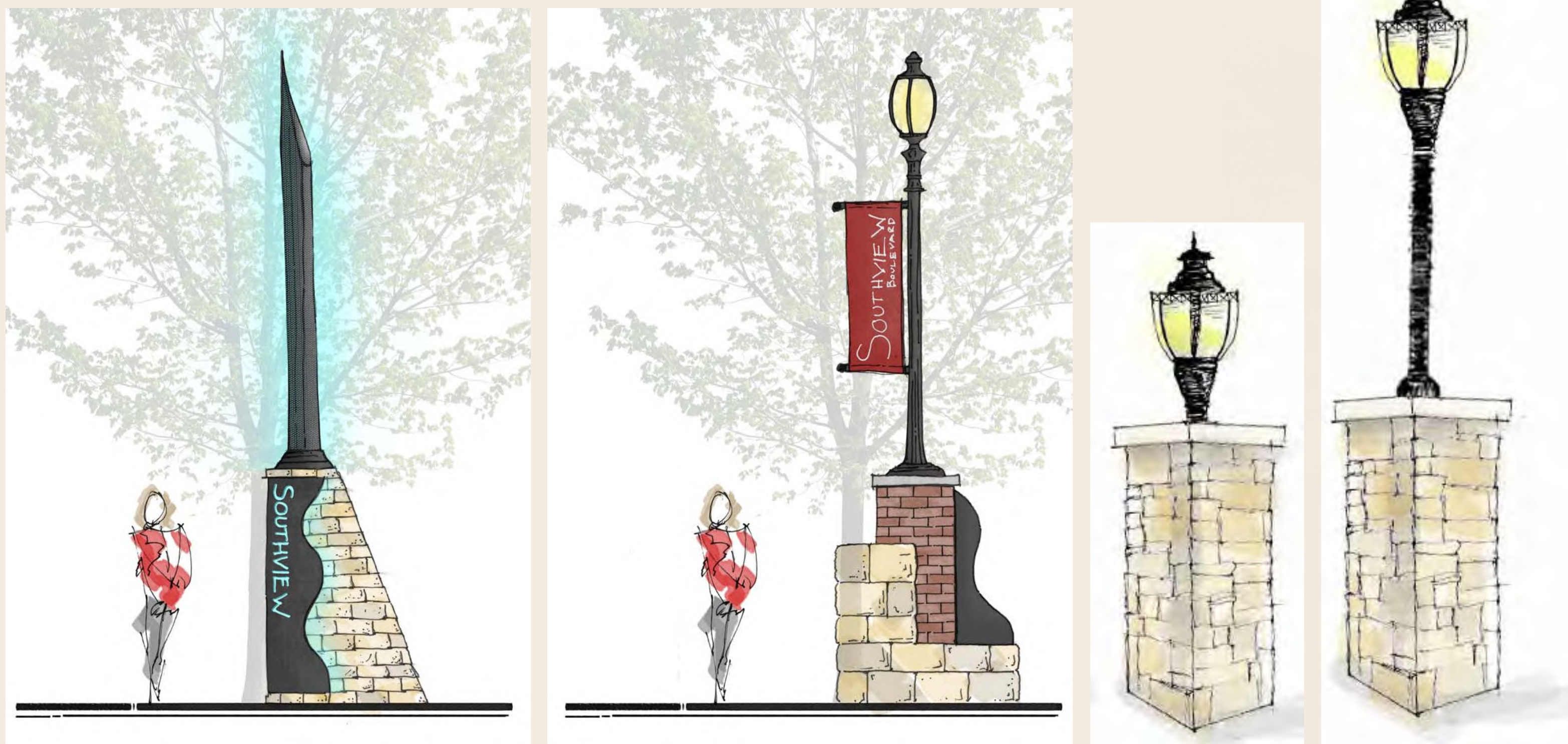
Concrete Pavement



Planters



Specialty Lighting/Monumentation



Banners & Hanging Baskets



Intersection Bump-Outs



Trees



Benches & Trash Receptacles







November 18, 2014

Mr. Mark Krebsbach, P.E.  
Dakota County Engineer  
Western Service Center  
14955 Galaxie Ave. S.  
Apple Valley, MN 55124

RE: Federal STP Letter of Support for Dakota County CSAH 14  
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA) Project

Dear Mark:

The City of South St. Paul is supportive of the Dakota County's application for federal funding for the roadway corridor improvements of CSAH 14 from 20<sup>th</sup> Avenue South to 3<sup>rd</sup> Avenue South and 3<sup>rd</sup> Avenue South from Southview Boulevard to Marie Avenue. This project would be a joint effort between the City of South St. Paul and Dakota County.

The City of South St. Paul recently completed the Southview Hill Area Study to provide for a future land use vision along Southview Boulevard in order to counteract the decline in traffic volumes and revitalize this once bustling corridor. This study identified that an improvement of the corridor aesthetics and pedestrian accessibility is critical towards the overall redevelopment potential of Southview Boulevard.

The City of South St. Paul is aware of and understands the proposed project will affect Dakota County State Aid Highway (CSAH) 14. Dakota County has jurisdiction over CSAH 14 and commits to operate and maintain this roadway for its design life.

The City of South St. Paul supports this proposed project for federal funding and understands that an approved cost sharing agreement will have to be executed between the City and County for the improvements directly related to CSAH 14, consistent with the current County cost participation policy. Thank you for making us aware of this application effort and the opportunity to provide support.

Sincerely,

John Sachi, P.E.  
South St. Paul City Engineer

# Regional Economy

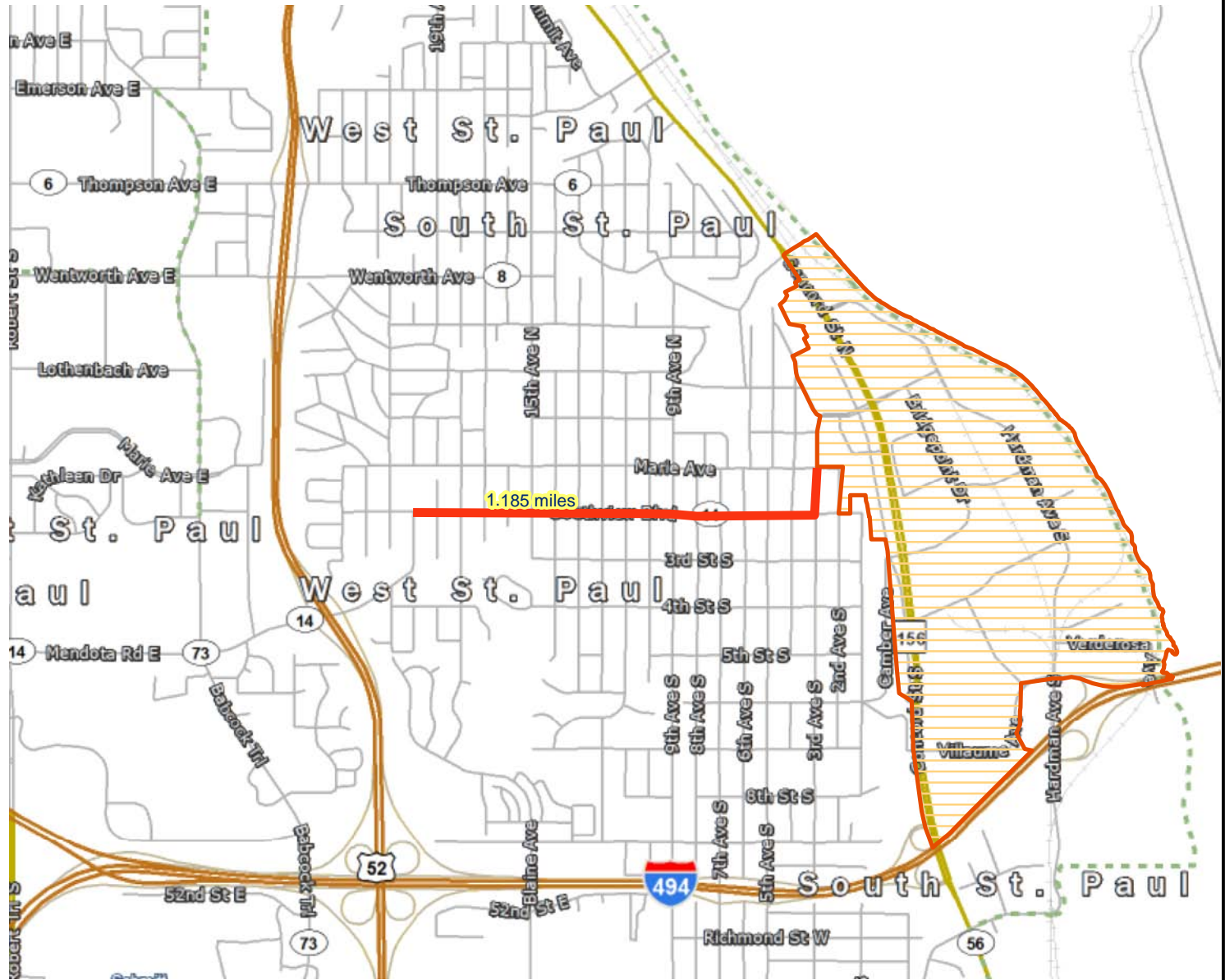
Pedestrian Facilities Project: CSAH 14 (Southview Boulevard) Improvements | Map ID: 1414788743536

## Results

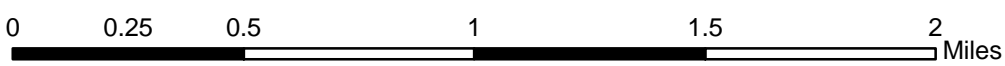
Project **NOT IN** area of Job Concentration.

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

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



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



Created: 10/31/2014  
LandscapeRSA5



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

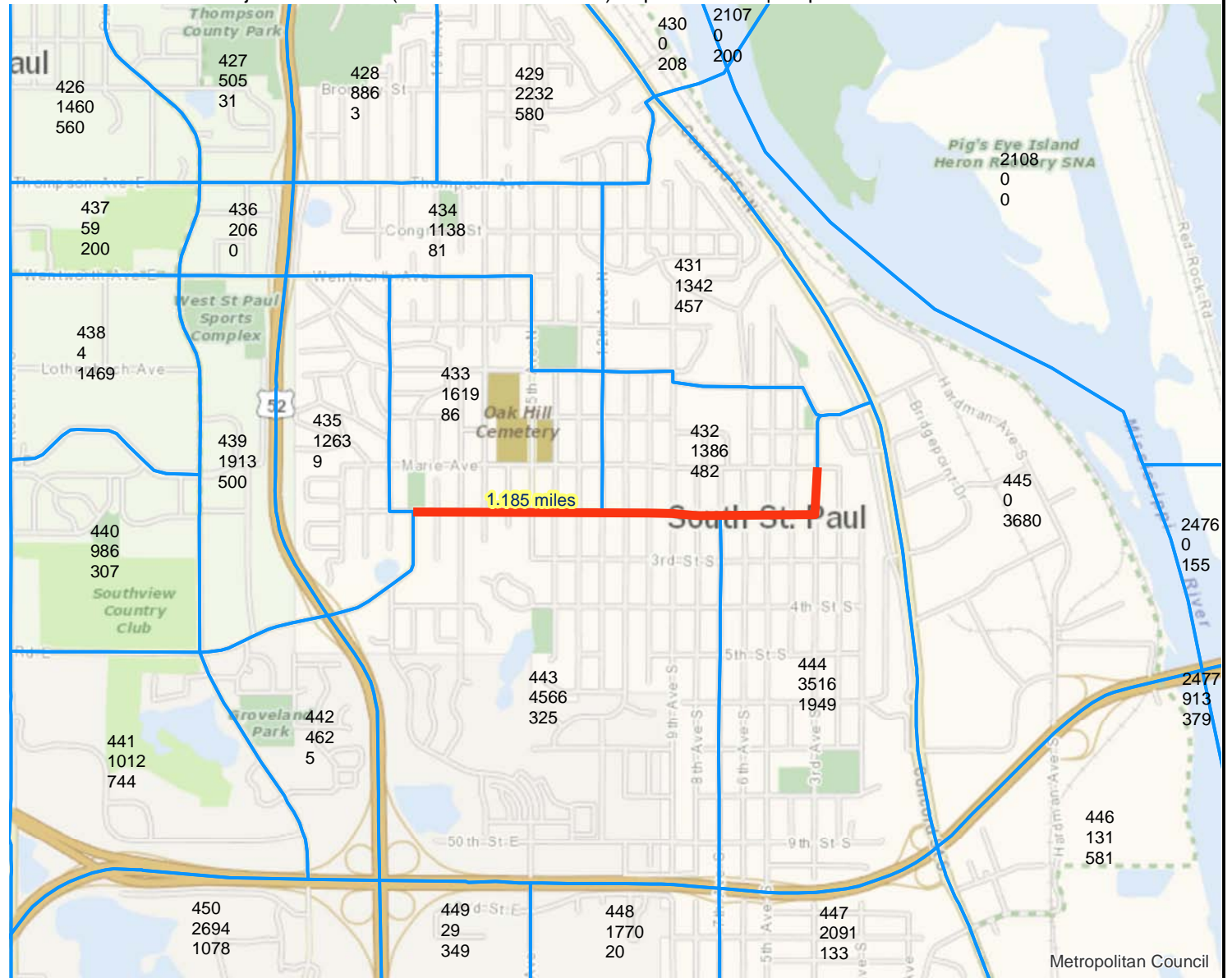


# Population Summary

Pedestrian Facilities Project: CSAH 14 (Southview Boulevard) Improvements | Map ID: 1414788743536

## Results

Within HALF Mile of project:  
 Total Population: 17205  
 Total Employment: 7574



- Project
- 2010 TAZ



Created: 10/31/2014  
 LandscapeRSA4



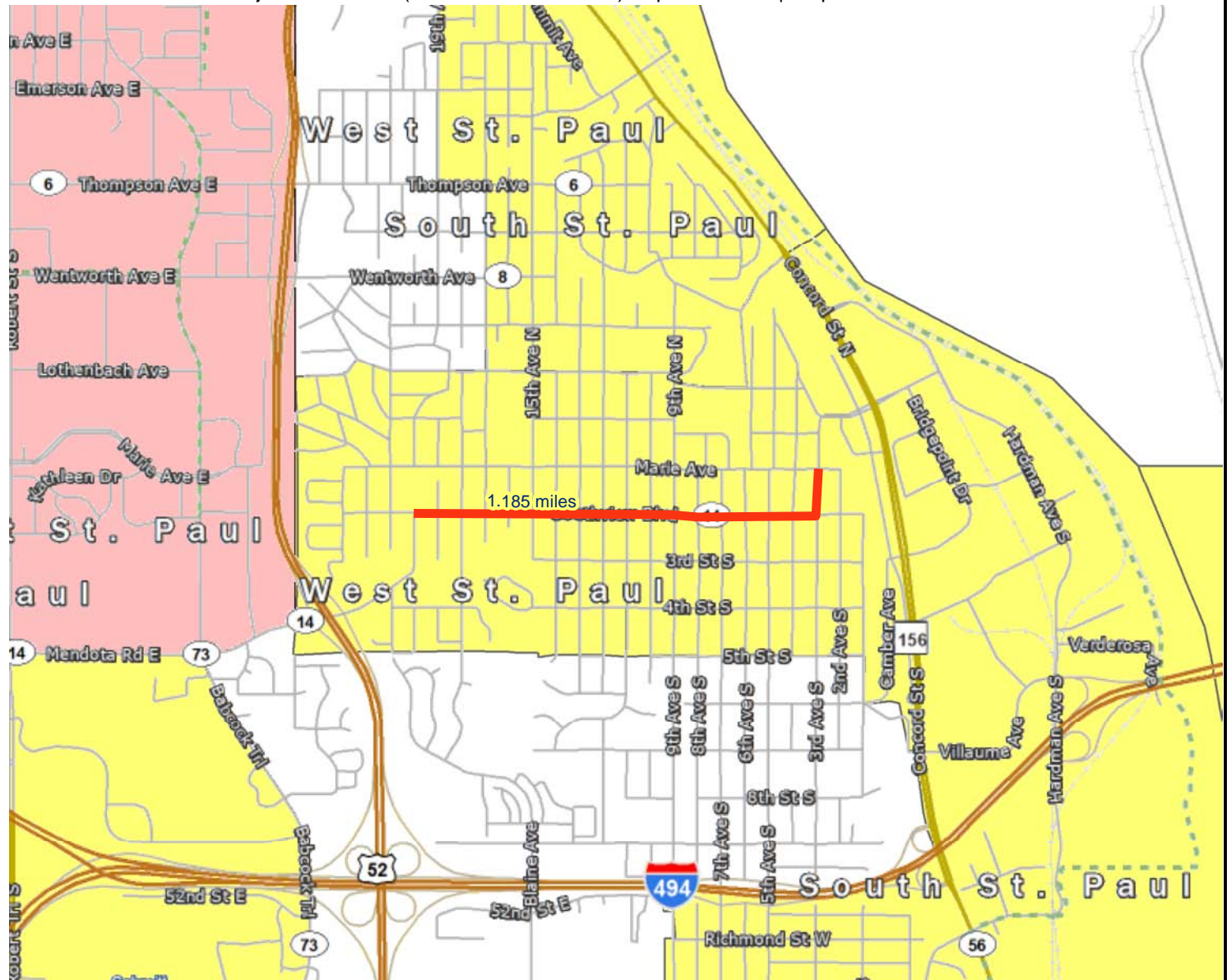
For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





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

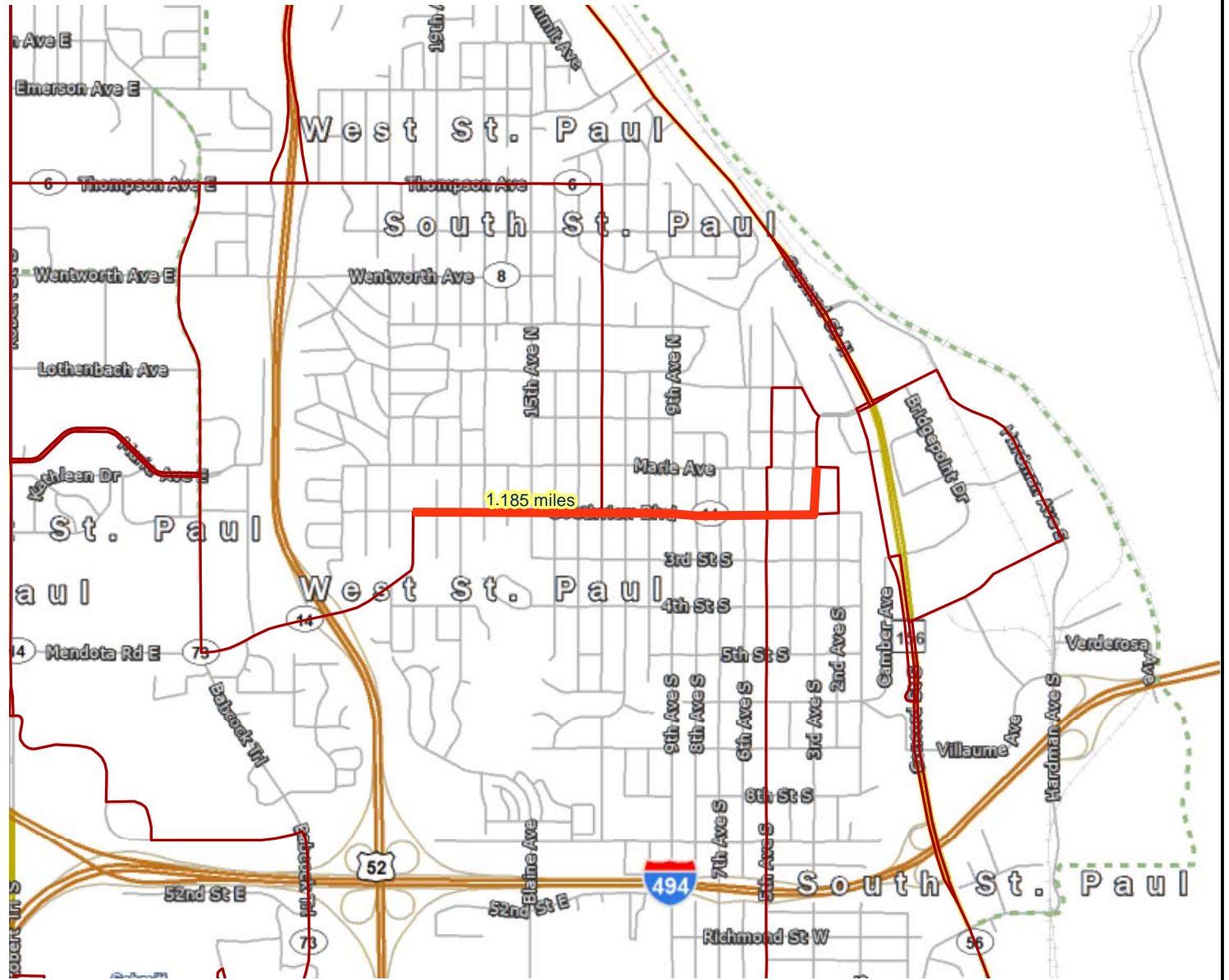


Created: 10/31/2014  
LandscapeRSA2



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





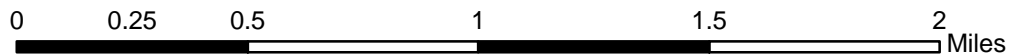
Results

Transit with a Direct Connection to project:  
68

Transit within HALF mile of project:  
68 71

\*indicates Planned Alignments

**Project**      **Planned Alignments**  
 — Transit Routes      — Arterial BRT



Created: 10/31/2014  
LandscapeRSA3



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

