



Application

04776 - 2016 Bridges

05300 - Reconstruction or rehabilitation of Eastbound Kellogg Boulevard Bridge No. 90378 between West 7th Street and Market Street.

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 07/14/2016 2:57 PM

Primary Contact

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

Title: City of St.Paul Bridge Engineer

Department: Public Works

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

Address: 25 west 4th street
800 CHA

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

Phone:* 651-266-6187
Phone Ext.

Fax:

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

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 15 W KELLOGG BLVD
700 CITY HALL

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

County: Ramsey

Phone:* 651-266-8797
Ext.

Fax:

PeopleSoft Vendor Number 0000003222A33

Project Information

Project Name Reconstruction or rehabilitation of Kellogg Boulevard Bridge
No. 90378

Primary County where the Project is Located Ramsey

Jurisdictional Agency (If Different than the Applicant):

This project is for the reconstruction or rehabilitation of Kellogg Boulevard retaining walls, approach roadways and Bridge No. 90378 over river bluff ravine and MSAS 258 (Exchange Street). The Project limits are MSAS 158 (Kellogg Boulevard) between West 7th Street and Market Street. The total project length is 1800 ft., with a bridge project length of approximately 1040 feet.

The existing 39 span, 1040 ft. bridge was constructed in 1936. 3 spans were rehabilitated in 1995. The bridge has a sufficiency rating of 46.8 in the most recent MnDOT structural inventory report, and is structurally deficient. Kellogg Boulevard is a four lane roadway with existing east bound bridge no. 90378 carrying the two eastbound Kellogg Boulevard vehicular lanes, shoulder and a pedestrian sidewalk. The bridge also incorporates the cross over areas to the westbound bridge and structural accommodations for viaduct vehicular access to the lower bluff area.

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

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

MSAS 158, FROM EAST 7TH STREET TO MARKET STREET IN SAINT PAUL - RECONSTRUCT BRIDGE, WALLS, AND APPROACH ROADWAYS

Project Length (Miles)

0.34

Project Funding

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

Yes

If yes, please identify the source(s)

State Bridge Bonds,MSA funds,Local Bonds

Federal Amount

\$7,000,000.00

Match Amount

\$10,630,000.00

Minimum of 20% of project total

Project Total

\$17,630,000.00

Match Percentage

60.29%

Minimum of 20%

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

Source of Match Funds

State Bridge Bonds,MSA funds,Local Bonds

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year**Select one:**

2021

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Roadways**County, City, or Lead Agency**

City of Saint Paul, MN

Functional Class of Road

A-Minor Arterial

Road System

MSAS

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

Road/Route No.

158

i.e., 53 for CSAH 53

Name of Road

Kellogg Boulevard

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed

55102

(Approximate) Begin Construction Date

09/01/2020

(Approximate) End Construction Date

06/30/2022

TERMINI:(Termini listed must be within 0.3 miles of any work)**From:****(Intersection or Address)**

West 7th Street

To:**(Intersection or Address)**

Market Street

DO NOT INCLUDE LEGAL DESCRIPTION

Or At**Primary Types of Work**

Bridge,retaining wall and approach roadways

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**Old Bridge/Culvert No.:**

90378

New Bridge/Culvert No.:

Applied for, awaiting assignment

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

River bluff ravine, MSAS 258 (Exchange Street)

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$900,000.00
Removals (approx. 5% of total cost)	\$900,000.00
Roadway (grading, borrow, etc.)	\$125,000.00
Roadway (aggregates and paving)	\$500,000.00
Subgrade Correction (muck)	\$50,000.00
Storm Sewer	\$100,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$85,000.00
Traffic Control	\$90,000.00
Striping	\$25,000.00
Signing	\$30,000.00
Lighting	\$300,000.00
Turf - Erosion & Landscaping	\$20,000.00
Bridge	\$13,260,000.00
Retaining Walls	\$400,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$300,000.00
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	\$17,085,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$40,000.00
On-Street Bicycle Facility Construction	\$280,000.00
Right-of-Way	\$0.00

Pedestrian Curb Ramps (ADA)	\$80,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$80,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$25,000.00
Bicycle and Pedestrian Contingencies	\$30,000.00
Other Bicycle and Pedestrian Elements	\$10,000.00
Totals	\$545,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$17,630,000.00
Construction Cost Total	\$17,630,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

The replacement of Bridge 90378 achieves the majority of goals identified in the 2040 MnDOT TPP. Bridge reconstruction restores serviceability and enables cost-effective maintenance over a 75 to 100 year design life (p58). It provides opportunities to improve accessibility and multi-modal access in an established downtown district (p62, p66, p70). Reconstruction further sustains the commercial importance of the roadway, which is an important freight trucking corridor (p70) and central to the vitality of the Xcel Centre/Rivercentre/Science Museum cultural and large event centers.

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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:

This project is included in the 5-year prioritized bridge replacement plan approved by the Saint Paul City Council on December 19, 2014.

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. 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. Funding amounts by application category are listed below.

Roadway Expansion: \$1,000,000 to \$7,000,000

Roadway Reconstruction/ Modernization: \$1,000,000 to \$7,000,000

Roadway System Management \$250,000 to \$7,000,000

Bridges Rehabilitation/ Replacement: \$1,000,000 to \$7,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

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

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

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

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

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

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

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

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

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Measure A: Functional Classification

Area	0.122
Project Length	0.342
Average Distance	0.3567
Upload Map	1467905272419_90378 Roadway Area Definition map.pdf

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

Existing Employment within 1 Mile:	75641
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	2349
Existing Students:	10517
Upload Map	1467905090730_90378 Regional Economy map.pdf

Measure C: Current Daily Heavy Commercial Traffic

Location	Kellogg Boulevard btw W 7th St and Washington St
Current Daily Heavy Commercial Traffic Volume	865.0
Date Heavy Commercial Count Taken:	07/01/2008

Measure D: Freight Elements

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

Kellogg Boulevard is a popular 10-ton truck route (despite its permit truck load restriction status) along the southern edge of the downtown district, paralleling 7th Street to the north. Freight use includes both commercial delivery with downtown destinations, as well as downtown by-pass truck transit. Kellogg Boulevard is well connected from I-35E to Lowertown/East Side/I-94 and also intersects with river crossings at Wabasha and Robert Streets to access West St. Paul, Hwy 52, and southern cities.

Capacity to accommodate freight would be improved through reconstruction. The City recently reconstructed load-restricted Kellogg Boulevard bridges between Washington Street and Wabasha Street; therefore this bridge is the final obstacle to lifting current load restrictions along the full segment of the downtown roadway.

Measure A: Current Daily Person Throughput

Location	EB Kellogg Blvd btw 7th St and Washington St
Current AADT Volume	17300.0
Existing Transit Routes on the Project:	21, 53, 54, 61, 63, 64, 65, 70, 74, 94, 265, 275, 294, 350, 351, 353, 361, 364, 417, 480, 484, 489, 860
Upload Transit Map	1467915679205_90378 Transit Connections map.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	22490.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
METC Staff - Forecast (2040) ADT volume	0

OR

Approved county or city travel demand model to determine forecast (2040) ADT volume

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated 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 2,800 characters; approximately 400 words)

The project lies adjacent to an area of concentrated poverty and is within the downtown business district. As such, the bridge facility provides an important connection (for all modes including passenger/commercial vehicle as well as non-motorized) from designated socio-economic areas with high concentration of disadvantaged people, to job and public service centers located in the downtown core.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1467908203863_90378 Socioeconomic Conditions map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Saint Paul	36326.0
	36326

Total Project Length

Total Project Length (Total Population) 0.34

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
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0

0

0

0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 36326.0

Total Housing Score 0

Measure A: Bridge Condition

Bridge Sufficiency Rating 47.6

Measure B: Project Improvements

Load Posted (Check box if the bridge is load-posted): Yes

Measure A: Multimodal Elements and Existing Connections

Bridge No. 90378 supports a raised pedestrian sidewalk along the vehicle roadway. The bridge sidewalk also adjoins at-grade structural decks of the parking ramp and Science Museum, and the City partners with these facilities to provide a complete streetscape, loading area, and plaza for pedestrian circulation and building access. Pedestrian facilities impacted by construction (e.g. curb ramps) will be reconstructed to meet current ADA/PROWAG standards.

The adopted City Bicycle Plan places the project area within the limits of the recommended "loop-and-spur" bicycle network. Easterly located Kellogg Boulevard bridges that were reconstructed by the City in 2015 established adequate road and sidewalk widths to accommodate future bicycle facilities. Similarly, project design for Bridge 90378 would be committed to ensuring that new bridge geometrics support the provisions of the City Bicycle Plan.

The project terminates at 7th Street, a major transit corridor (bus routes).

A roadway 'vertical' connection is provided from the east end of the bridge (top of bluff at Washington Street) down to the bottom of the river bluff, via the Exchange Street Viaduct. At this time bicycle accommodations on Exchange Street Viaduct are limited to shared lane use, and pedestrians utilize public parking ramp facilities. The existing modal routes of connectivity will be maintained or improved through new bridge design. The City will coordinate its bridge replacement project schedule with the RiverCentre Authority's plans to rehabilitate or replace its adjacent parking ramp structure. Downtown access from the Mississippi River (Shepard/Eagle) to downtown district (Kellogg/7th) is identified as a "significant barrier to bicycle use" in the Saint Paul Bicycle Plan.

Response (Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

01/31/2017

3) Environmental Documentation (5 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%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

06/15/2017

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are 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%

Unsure if there are any historic/archeological resources in the project area

Yes

0%

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

12/15/2017

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

Yes

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

Right-of-way, permanent or temporary easements required, parcels not identified

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

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

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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 01/31/2019

10)Letting

Anticipated Letting Date 07/01/2019

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$17,630,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$17,630,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
90378 Downtown Map.pdf	Map of Bridge 90378 in Downtown Saint Paul	2.0 MB
90378 Project Area.pdf	Map of Project Area	15.3 MB
RES 14-2129 SIGNED COPY.pdf	City Council-approved Prioritized Bridge Replacement List.	129 KB
RES 16-1053 SignatureCopy12-Jul-2016-03-18-08.pdf	Local agency match commitment resolution	118 KB

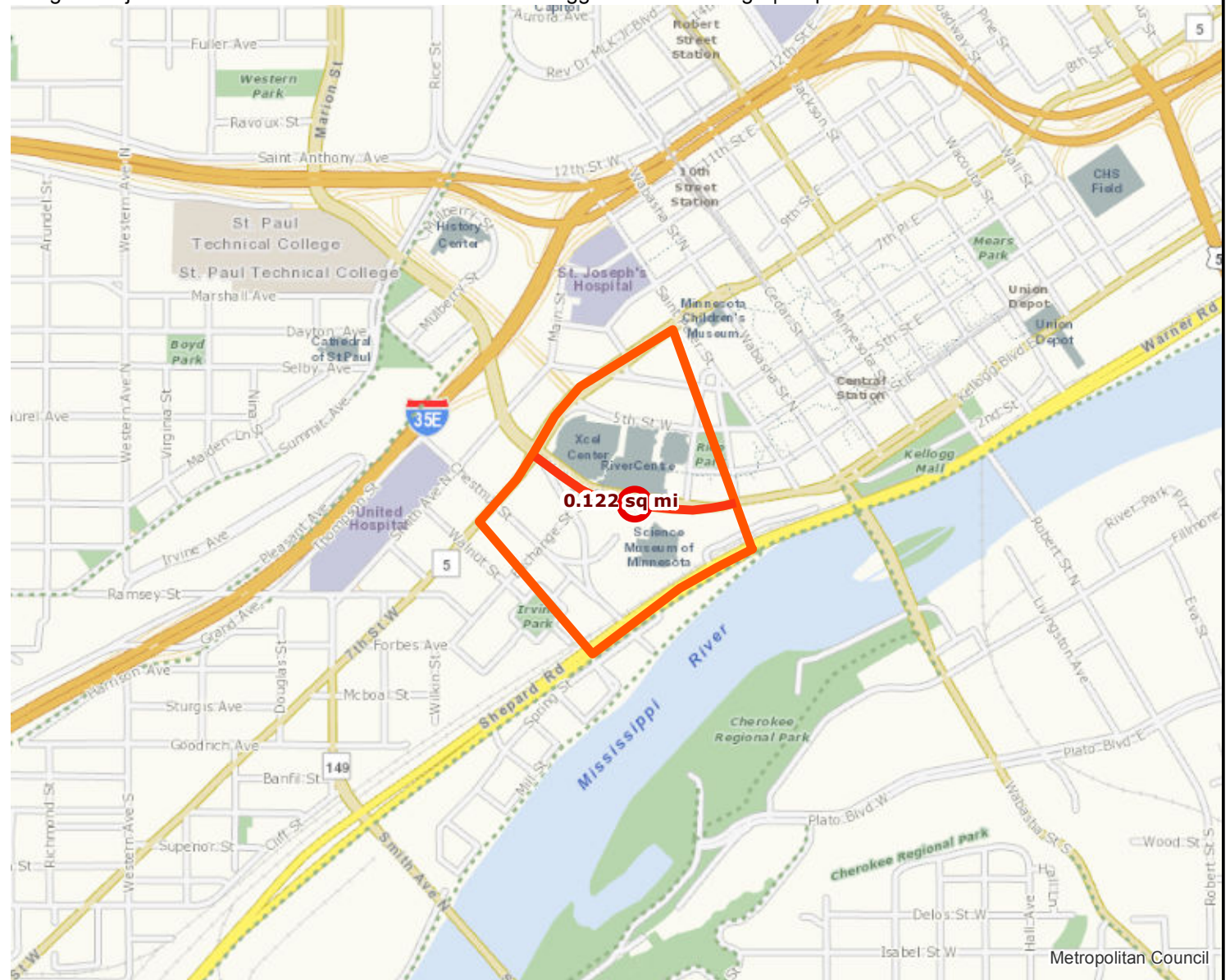
Roadway Area Definition

Bridges Project: Reconstruction or Rehabilitation of Kellogg Boulevard Bridge | Map ID: 1467903511135

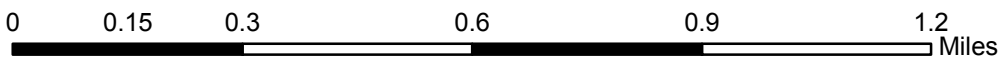
Results

Project Length: 0.342 miles

Project Area: 0.122 sq mi



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



Created: 7/7/2016
LandscapeRSA1



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



Regional Economy

Bridges Project: Reconstruction or Rehabilitation of Kellogg Boulevard Bridge | Map ID: 1467903511135

Results

WITHIN ONE MI of project:

Totals by City:

St. Paul

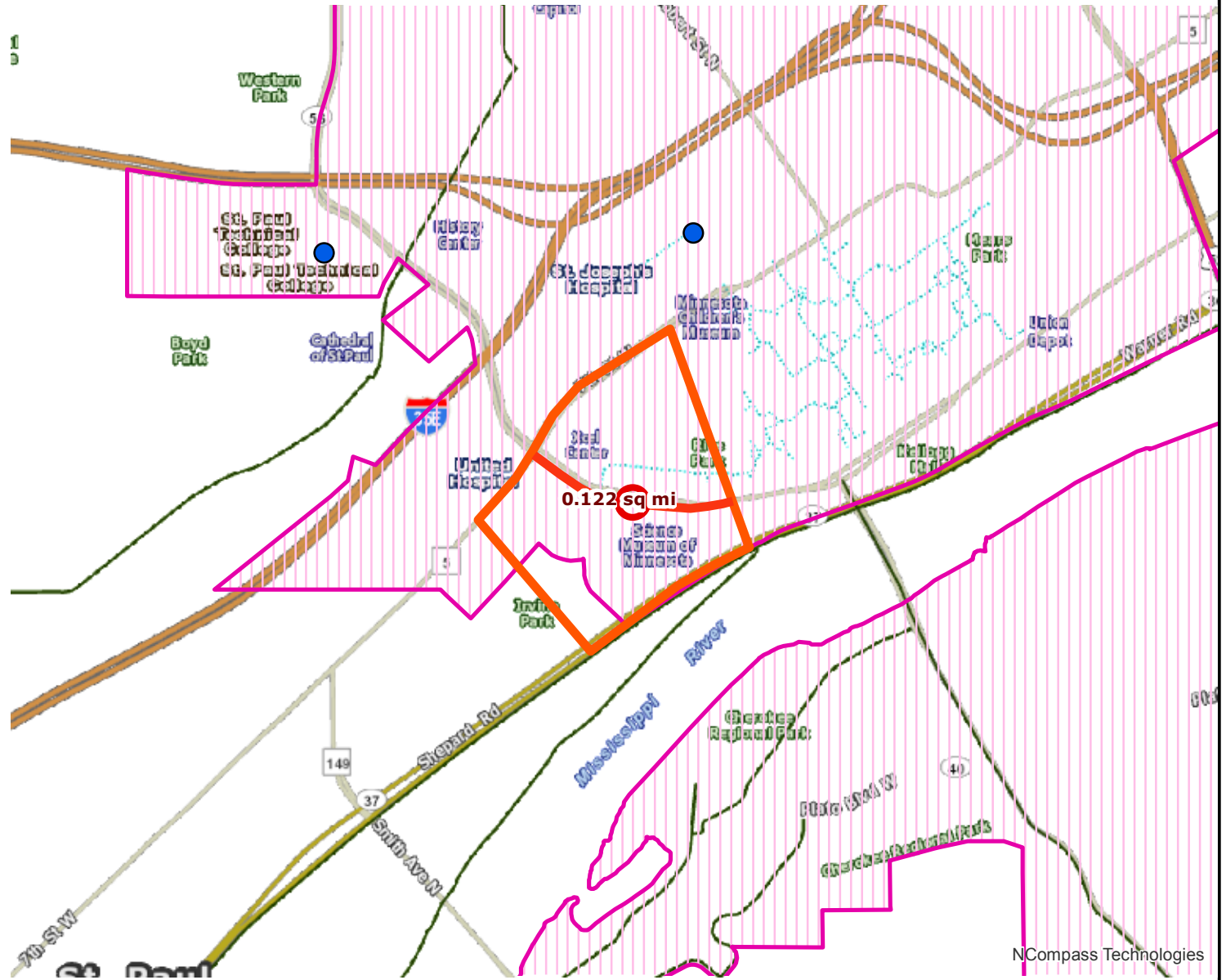
Population: 36326

Employment: 75641

Mfg and Dist Employment: 2349

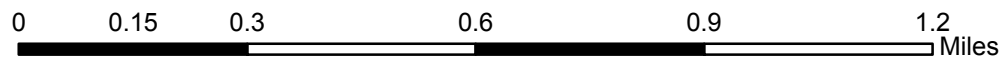
Postsecondary Students:

10517



NCompass Technologies

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

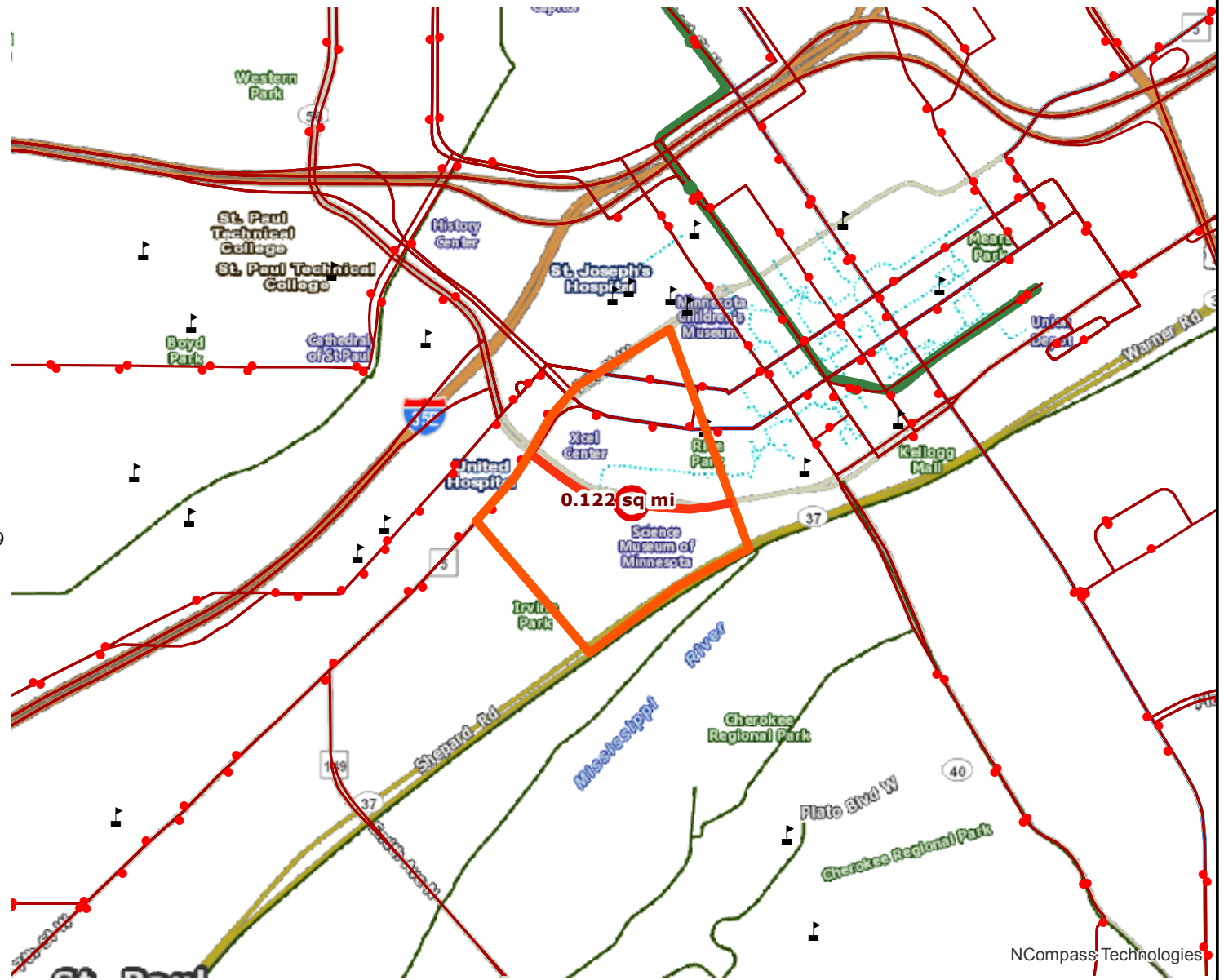


Created: 7/7/2016
LandscapeRSA5



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Results

Transit with a Direct Connection to project:
 21 53 54 61 63 64 65 70 74 94 265
 275 294 350 351 353 361 364 417 480 484 489
 860
 *East 7th

*indicates Planned Alignments

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



Created: 7/7/2016
 LandscapeRSA3



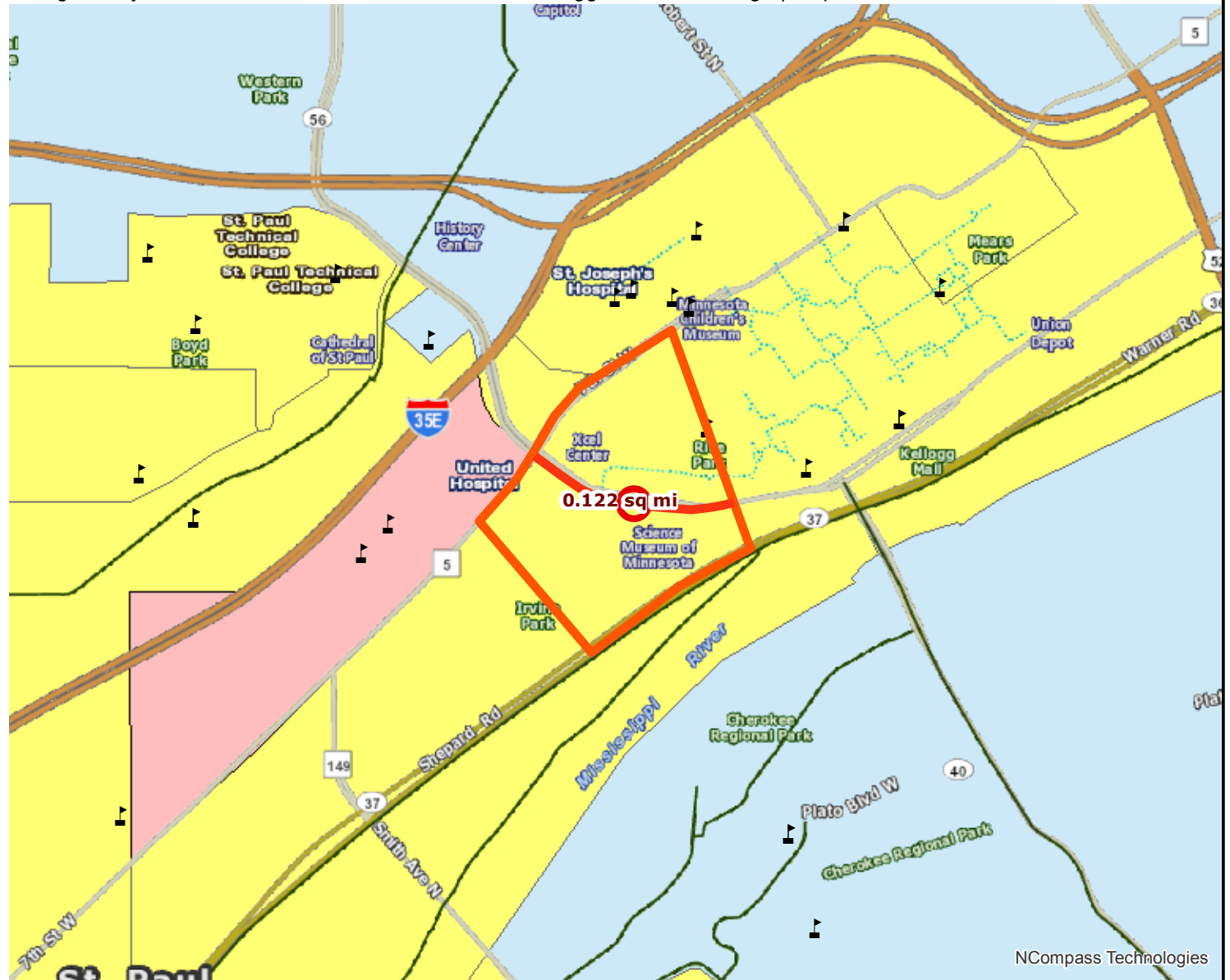
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>










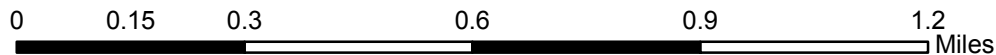
NCompass Technologies

Results

Project located IN
Area of Concentrated Poverty:
(0 to 24 Points)



-  Project Points
-  Project
-  Project Area
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty
-  School



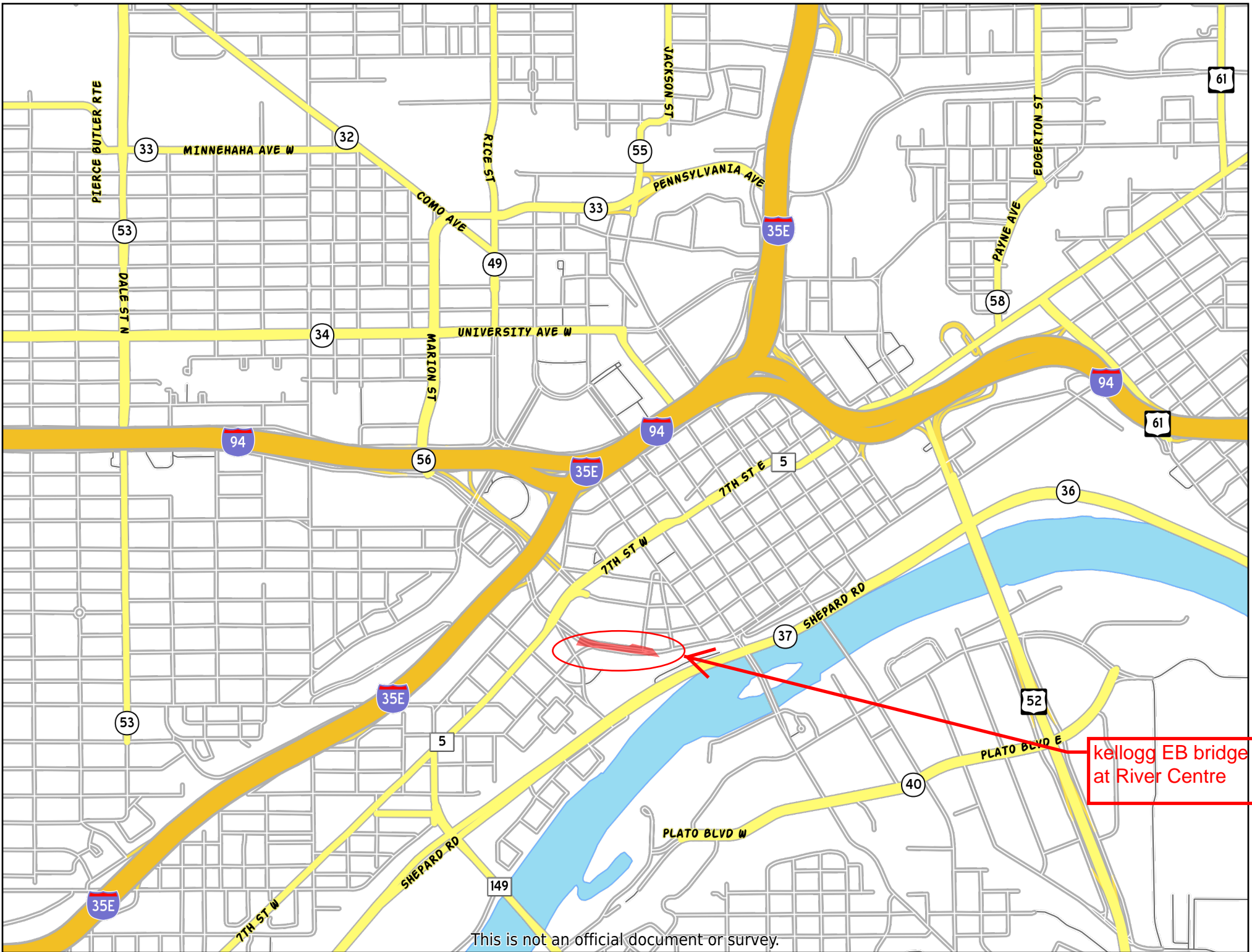
Created: 7/7/2016
LandscapeRSA2



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



NCompass Technologies



kellogg EB bridge
at River Centre

RIVER CENTRE

Kellogg Blvd
Bridge 90378

LIBRARY

VIADUCT

RIVER CENTRE
PARKING RAMP

SCIENCE MUSEUM

EB KELLOGG BLVD BRIDGE NEAR RIVERCENTRE RAMP

This is not an official document or survey.



City of Saint Paul

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

Signature Copy

Resolution: RES 14-2129

File Number: RES 14-2129

Creating a prioritized bridge replacement list.

WHEREAS, the Department of Public Works has been tasked to create a Prioritized Bridge Replacement List by MnDOT, with estimated costs by funding type; and

WHEREAS, the prioritized list will be used by MnDOT for funding decisions; and

WHEREAS, the City of Saint Paul has reviewed the pertinent data on bridges requiring replacement, rehabilitation, or removal, supplied by local citizenry and local units of government; and

WHEREAS, the City of Saint Paul has identified those bridges that are high priority and that require replacement, rehabilitation, or removal within the next five years;

NOW, THEREFORE BE IT RESOLVED that the following deficient bridges are high priority and the City of Saint Paul intends to replace, rehabilitate, or remove these bridges as soon as possible when funds are available,

Old Br.No.	Road No. or Name	Total Proj. Cost*	State Br. Funds	Federal Funds	Local/MSA
90396	Wheelock	\$3,095,645	\$2,549,016	\$0	\$546,629 2014
92797	Kellogg (MSA 158)	\$5,632,000	\$686,400	\$2,745,600	\$2,200,000 2015
92798	Kellogg (MSA 158)	\$3,301,000	\$350,000	\$1,400,000	\$1,551,000 2015
62574	Kellogg (MSA 158)	\$500,000	\$0	\$500,000	2015
62080	Kellogg (MSA 158)	tbd, scoping rehabilitation and replacement options			2016-2018
5962	Forest (MSA 135)	\$6,000,000	\$1,000,000	\$4,000,000	\$1,000,000 2018
62515	Lafayette (MSA 113)	\$4,750,000	\$750,000	\$3,000,000	\$1,000,000 2018
90378	Kellogg	\$4,750,000	\$750,000	\$3,000,000	\$1,000,000 2019


*all dollars approximate

FURTHERMORE, the City of Saint Paul does hereby request authorization to replace, rehabilitate, or remove such bridges.

At a meeting of the City Council on 12/17/2014, this Resolution was Passed.

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

Nay: 0

Vote Attested by 
Council Secretary Trudy Moloney

Date 12/17/2014

Approved by 
Chris Coleman

Date 12/19/2014



City of Saint Paul

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

Signature Copy

Resolution: RES 16-1053

File Number: RES 16-1053

Authorizing the Departments of Public Works and Parks and Recreation to submit 14 project applications for federal funding into the 2016 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a 20% local funding match for any project(s) that get awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit 14 project applications for possible federal transportation funding in years 2020 and 2021 under the Metropolitan Council Regional Solicitation Process, and

WHEREAS, there is a required twenty percent local funding match to any project(s) awarded to an agency under the Regional Solicitation Program, and

WHEREAS, the projects to be submitted by the City under the Metropolitan Council Regional Solicitation are:

- Freight Connection from Pierce Butler to I-94 via Transfer, Ellis and Vandalia
- University Avenue Reconstruction - I35E to Lafayette Road
- Sidewalk Infill, Replacement and ADA Compliance - Area Bounded by Maryland-Case-Forest-Duluth
- Tedesco Street Reconstruction - University Avenue to Payne Avenue
- Como Avenue Trail Construction - Raymond Avenue to Hamline Avenue
- Troutbrook Road Connection - Kittson Street to Lafayette/University
- Eastbound Kellogg Boulevard Bridge near the RiverCentre Ramp
- Johnson Parkway Trail (Grand Round) - Burns Avenue to Phalen Boulevard
- Bruce Vento Bicycle and Pedestrian Bridge - connects Sam Morgan Trail with Bruce Vento Trail
- Pierce Butler East Extension - Grotto to Arundel
- Battle Creek to Sam Morgan Regional Trail Rehabilitation
- Arterial Corridor Management (Snelling and Lexington) - Implement Technology to Improve Traffic Flow & Safety (Fiber Optics, Detection, ADA Upgrades)
- Safe Routes to School (SRTS) - Washington Magnet School Area and Ran-Ham Schools (Cretin, Holy Spirit Elementary and Expo Elementary)
- Lafayette Bridge reconstruction from University to Otsego

WHEREAS, these projects all fall within appropriate funding categories and all meet the conditions and requirements specified for eligibility of federal funding, and so

THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize submission of the thirteen project applications for possible award of federal transportation funds through the Metropolitan Council Regional Solicitation Program, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul to authorize the commitment of local funds on a twenty percent match basis for any project(s) awarded federal funding under

the Regional Solicitation Program.

At a meeting of the City Council on 7/6/2016, this Resolution was Passed.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Tolbert, City Council President Stark, Councilmember Noecker, and Councilmember Prince

Nay: 0

Absent: 1 Councilmember Thao

Vote Attested by _____
Council Secretary Trudy Moloney

Date 7/6/2016

Approved by the Mayor 
Chris Coleman

Date 7/8/2016