



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05079 - Dakota-Edgewood Trail Bridge Crossing

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 8:27 AM

Primary Contact

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

Organization Information

Name: ST LOUIS PARK, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

5005 MINNETONKA BLVD

*

ST LOUIS PARK

Minnesota

55416

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:*

612-924-2551

Ext.

Fax:

PeopleSoft Vendor Number

000004465A1

Project Information

Project Name

Dakota-Edgewood Trail Bridge Crossing

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

The proposed project constructs a bicycle and pedestrian bridge across the BNSF Railway, connecting Edgewood Avenue with the Tier 1 RBTN North Cedar Lake Regional Trail corridor in the City of St. Louis Park. The project will also construct multi-use facilities along Edgewood Avenue between the proposed bicycle and pedestrian bridge and Cedar Lake Road. The project will establish a new north-south bikeway in the center of St. Louis Park (consistent with a planned bikeway along Dakota Avenue) that connects to existing and planned east-west bikeways, increasing opportunities for biking in this first ring suburb. This project is identified in the City of St. Louis Park's Connect the Park bikeway and sidewalk capital improvement program for 2019 implementation.

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

In addition to providing a more integrated pedestrian and bicycle network, the proposed project intends to provide a safe and direct crossing of the BNSF Railway for pedestrians and bicyclists. There are only three grade-separated crossings of the BNSF Railway in the city's 4-mile span that are available to pedestrians and bicyclists. As a result, pedestrians and bicyclists have been known to cross the railroad illegally because of the distance they would have to travel to an official crossing. The proposed overpass will create conditions to cross this major barrier that are much more comfortable for pedestrians and bicyclists of all ages and abilities. This project does not require railroad right-of-way; however the city will coordinate with BNSF to ensure vertical and horizontal clearances are met.

The proposed project will fill in an important gap in the regional pedestrian and bicycle network to provide seamless connections to commercial

areas, employment nodes, transit, parks, and schools. Major destinations north of the railroad include employment and commercial areas along Cedar Lake Road, I-394, and in the West End multi-use development. Community facilities to the south of the railroad include Peter Hobart Elementary School, Dakota Park, St. Louis Park High School, and the planned Wooddale LRT station. In addition, the proposed project provides a connection to the North Cedar Lake Regional Trail, allowing bicycle and pedestrian access to Minneapolis, Hopkins, the Cedar Lake and Kenilworth Trails, and regional parks. The proposed project also improves connections to existing Metro Transit bus lines that run both north and south of the railroad.

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)

Edgewood Avenue, from W. 26th Street to Cedar Lake Road, Construct Multi-Use facilities and bike/ped bridge over BNSF Railway

Project Length (Miles)

0.6

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$2,918,400.00

Match Amount

\$729,600.00

Minimum of 20% of project total

Project Total

\$3,648,000.00

Match Percentage

20.0%

Minimum of 20%

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

Source of Match Funds

Local

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:

2020

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

Additional Program Years: 2019

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

Project Information

County, City, or Lead Agency City of St. Louis Park
Zip Code where Majority of Work is Being Performed 55426
(Approximate) Begin Construction Date 05/04/2020
(Approximate) End Construction Date 11/23/2020
Name of Trail/Ped Facility: Dakota-Edgewood Trail Bridge

(i.e., CEDAR LAKE TRAIL)

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: W. 26th Street
(Intersection or Address)
To: Cedar Lake Road
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY
IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Or At:

Primary Types of Work

EARTHWORK, GRADING, BRIDGE STRUCTURE, AGG
BASE, BIT SURF, CONCRETE SURF, PED RAMPS,
STRIPING

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A
New Bridge/Culvert No.: TBD
Structure is Over/Under
(Bridge or culvert name): BNSF Railway-Wayzata Subdivision

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$175,000.00
Removals (approx. 5% of total cost)	\$175,000.00
Roadway (grading, borrow, etc.)	\$40,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$15,000.00

Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$44,000.00
Traffic Control	\$10,000.00
Striping	\$2,000.00
Signing	\$10,000.00
Lighting	\$40,000.00
Turf - Erosion & Landscaping	\$15,000.00
Bridge	\$2,500,000.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$360,000.00
Other Roadway Elements	\$0.00
Totals	\$3,386,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$50,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$2,000.00
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	\$0.00
Other Bicycle and Pedestrian Elements	\$210,000.00
Totals	\$262,000.00

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	\$3,648,000.00
Construction Cost Total	\$3,648,000.00
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.

The Dakota-Edgewood Trail Bridge Crossing project is consistent with the 2040 TPP and supports the following goals, objectives, and strategies:

Goal: The regional transportation system is safe and secure for all users

Objective A. Strategy B-1. Page 2.20
Strategy B6. Page 2.23

Goal: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.

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

Objective A: Page 2.24
Strategy C2. Page 2.25
Strategy C16. Page 2.36
Strategy C17. Page 2.37

Goal: The regional transportation system advances equity and contributes to communities livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives A, B, C, D. Page 2.42
Strategy E3. Page 2.44
Strategy E5. Page 2.45
Strategy E7. Page 2.47

(Limit 2500 characters; approximately 750 words)

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.

St. Louis Park 2008 Active Living Sidewalks and Trails Plan, pages 21, 27 and Figures 13, 16

List the applicable documents and pages:

St. Louis Park 2009 Comprehensive Plan, pages V-C3, V-C6, V-C7, V-C9, V-C12,
St. Louis Park 2013 Connect the Park Capital Improvement Plan

(Limit 2500 characters; approximately 750 words)

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 in more than one funding sub-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.

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$1,000,000

Safe Routes to School: \$150,000 to \$1,000,000

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

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

Multiuse Trails on Active Railroad Right-of-Way:

2.All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Safe Routes to School projects only:

3.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.

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel 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 applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor Yes

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

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

Upload Map

1467740913598_RBTN-Map.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	29410
Existing Employment Within One Mile (Integer Only)	26985
Upload the "Population Summary" map	1467741018371_PopMap.pdf

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:

The project is located in a census tract that is above the regional average for population in poverty or population of color. The project will benefit these populations by providing a safe, comfortable, and convenient bicycle/pedestrian connection over a major barrier (railroad) between residential and commercial areas, employment centers, and parks.

Positive Impacts: The proposed project is an important link over the BNSF Railroad, a significant barrier bisecting the community. There are currently only three railroad crossings in the City of St. Louis Park that are available to pedestrians and bicyclists. The project will provide an additional safe crossing that also serves as part of the City's north-south bikeway network and includes access to the major east-west bikeway route (North Cedar Lake Regional Trail).

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

Children, families, the elderly, people with disabilities, and low-income populations who rely on bicycling/walking will benefit from improved connections across the BNSF Railroad corridor. The trail and bridge will meet ADA requirements to be accessible for people with disabilities. Completion of this bridge will link a wide variety of land uses including neighborhoods, parks, schools and employment centers. The project will provide transportation options for people too young to drive or people who do not have access to a personal vehicle to get to jobs, schools and recreation. Access to bus routes along Cedar Lake Road (9, 649) north of the railroad and Minnetonka Blvd (17, 667) south of the railroad will also be increased for people both working and living in the project area.

Negative impacts and mitigation: The project does not involve any construction that would disturb

neighborhoods or other negative impacts on disadvantaged populations.

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

Upload Map

1467741068295_Socio-EconMap.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
St. Louis Park	0.6
	1

Total Project Length

Total Project Length (Total Population) 0.6

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.6
Total Housing Score 0

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;

- Improving bikeability to better serve all ability and experience levels by:

- Providing a safer, more protected on-street facility;

- Improving crossings at busy intersections (signals, signage, pavement markings); OR

- Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street. Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

The project will fill in an important gap in the pedestrian and bicycle network in St. Louis Park. The BNSF railroad runs east-west through the entire community (4 miles) and is immediately parallel to the North Cedar Lake Regional Trail (Tier 1 RBTN Corridor). There are only three total railroad crossings in the city available for pedestrian and bicycle use. In the project area, the distance between rail crossings is 1.8 miles. Pedestrians and bicyclists have been known to cross the railroad illegally because of the distance they would have to travel to an official crossing. The current closest crossing of the BNSF Railway is the Louisiana Avenue Bridge, which is one-half mile from the project area. The Louisiana Avenue Bridge is a steep, four-lane undivided roadway with sidewalks but no bikeway. The proposed overpass will create conditions that are much more comfortable for pedestrians and bicyclists of all ages and abilities.

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

The distance between rail crossings limits access to the North Cedar Lake Regional Trail from the north side of the community. The North Cedar Lake Regional trail is an important commuter and recreation trail with over 430,000 annual visitors. The proposed project will allow pedestrians and bicyclists to access the North Cedar Lake Regional Trail and connect to regional destinations including Downtown Minneapolis, Downtown Hopkins, the Cedar Lake and Kenilworth Trails, and regional parks such as the Minneapolis Chain of Lakes and Theodore Wirth. This project will also create access to nearby destinations such as the community gardens and dog park at Dakota and Nelson Parks.

The BNSF Railway also limits north-south connections to employment and community destinations in St. Louis Park. The railroad is a

barrier for residents in the southern neighborhoods to walk and bicycle to many employers in the northern neighborhoods of St. Louis Park along Cedar Lake Road, I-394, and in the West End area. The railroad is a barrier to bicycle and pedestrian access to community facilities to the south of the railroad, such as Peter Hobart Elementary School, Dakota Park, and St. Louis Park High School. Residents of the northern neighborhoods of St. Louis Park must walk or bike at least one mile out of their way to access these destinations.

Measure B: Project Improvements

The project will fill in an important gap in the pedestrian and bicycle network in St. Louis Park. The BNSF railroad runs east-west through the entire community for 4 miles and immediately parallel to the North Cedar Lake Regional Trail (Tier 1 RBTN Corridor). There are only three total crossings, with three grade-separated facilities available for pedestrian and bicycle use. In the project area, the distance between rail crossings is 1.8 miles. The proposed project is one half mile from the nearest rail crossing at Louisiana Avenue. Pedestrians and bicyclists have been known to cross the railroad illegally because of the distance they would have to travel to an official crossing. These unauthorized crossings create a serious safety concern for pedestrians and bicyclists, as they are exposed to the risk of a potentially fatal crash with a train. The BNSF railroad is used by 17 trains a day at speeds up to 60 miles per hour. The proposed project will provide an additional rail crossing and a safe and convenient alternative for bicyclists and pedestrians who cross the railroad at undesignated locations.

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

The nearest bicycle and pedestrian accessible crossing of the railroad is on Louisiana Avenue, one half mile from the proposed project. In this location, Louisiana Avenue is a four lane undivided roadway with average daily traffic of 16,400 vehicles per day. The street includes sidewalks separated from the roadway by a jersey barrier, but does not include a designated bicycle facility. This creates an unsafe and uncomfortable situation for bicyclists, as they must share the travel lane with fast-moving motor vehicle traffic, or mix with pedestrians on a narrow, steep sidewalk. It should be noted that there are documented safety issues for bicyclists and pedestrians along Louisiana Avenue in the vicinity of the railroad crossing, between Cedar Lake Road and 28th Street.

Between 2011 and 2015, there were two crashes involving a bicyclist and motor vehicle and two crashes involving a pedestrian and a motor vehicle. The proposed project will provide a safe alternative for bicyclists and pedestrians currently crossing the railroad via Louisiana Avenue.

The improvements to Edgewood Avenue will create a safe north-south connection for pedestrians and bicyclists in an area that currently has no north-south connections. Edgewood Avenue is a fairly low volume street with an average of 2,100 motor vehicles a day. However, this street does not currently include any pedestrian or bicycle facilities. The proposed project will add multi-modal facilities to Edgewood Avenue, creating a safe and comfortable alternative to Louisiana Avenue.

Measure A: Multimodal Elements

The project fills an important gap in the pedestrian network in St. Louis Park. The project includes a bridge overpass wide enough to accommodate pedestrians as well as bicyclists. Additionally, multi-modal facilities will be constructed on both sides of the bridge to tie into the existing bicyclist and pedestrian system. This improves pedestrian connectivity to many employers in the northern neighborhoods of St. Louis Park along Cedar Lake Road, I-394, and in the West End area. Connectivity to the south includes pedestrian access to community facilities such as Peter Hobart Elementary School, Dakota Park, St. Louis Park High School, and the Cedar Lake North Regional Trail.

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

Improved access will also be provided to transit services on both sides of the railroad track. Residents south of the railroad currently have limited access to bus routes 9 and 649. Residents north of the rail line have limited access to bus routes 17 and 667. The proposed project improves connections to these bus routes by reducing the distance required to access each route. While Metro Transit is currently evaluating route changes in the area, the project will increase access to routes on either side of the railroad. A proposed bikeway south of the project along Dakota Avenue will connect to the Wooddale Station along the planned Southwest LRT line.

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 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

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

11/18/2019

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 Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

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

0%

Anticipated date or date of completion of historic/archeological review: 11/19/2018

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

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 Yes

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

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

Yes

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

01/06/2020

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 Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 01/20/2020

10) Letting

Anticipated Letting Date 04/20/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$3,648,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$3,648,000.00

Points Awarded in Previous Criteria

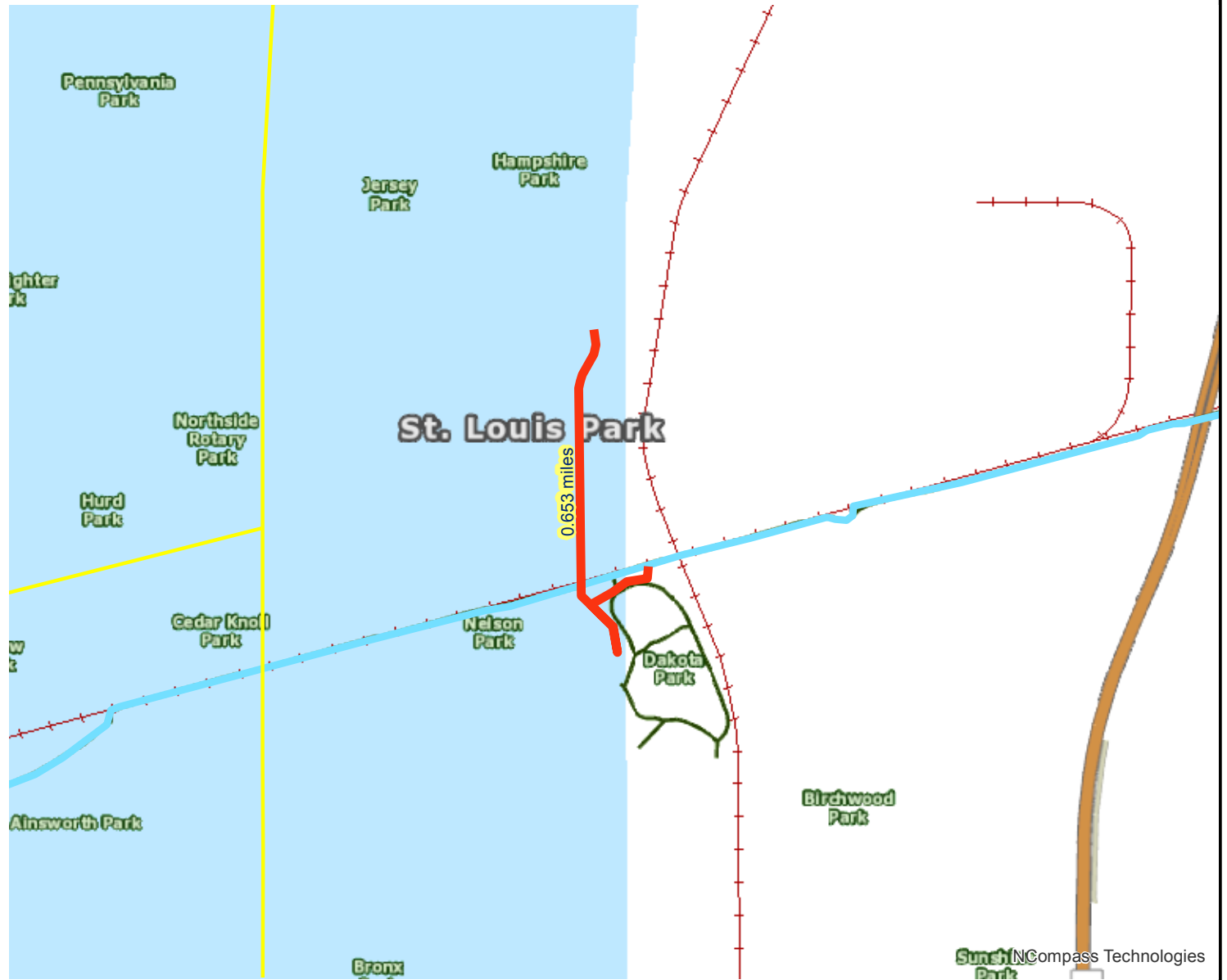
Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Existing Conditions.pdf	Existing Conditions - Photos	1.2 MB
Figure1_LocationMap.pdf	Figure 1: Location Map	417 KB
Figure2_ProjectArea.pdf	Figure 2: Project Area	294 KB
Figure3_Concept.pdf	Figure 3: Project Concept	389 KB
Figure4_ExistingProposedTrails.pdf	Figure 4: City Existing and Planned Bike/Trail System Map	395 KB
Figure5_RegionalTrailConnections.pdf	Figure 5: Regional Trail Connections Map	390 KB
SLPSchools Support Letter.pdf	St. Louis Park Schools Letter of Support	264 KB
Three Rivers Letter of Support.pdf	Three Rivers Park District Letter of Support	100 KB

Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: Dakota-Edgewood Bike Crossing | Map ID: 1467738395074



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1 Alignment
- Principal Arterials
- Minor Arterials
- - - Railroads
- RBTN Tier 1
- RBTN Tier 2



Created: 7/5/2016
LandscapeRSA1



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



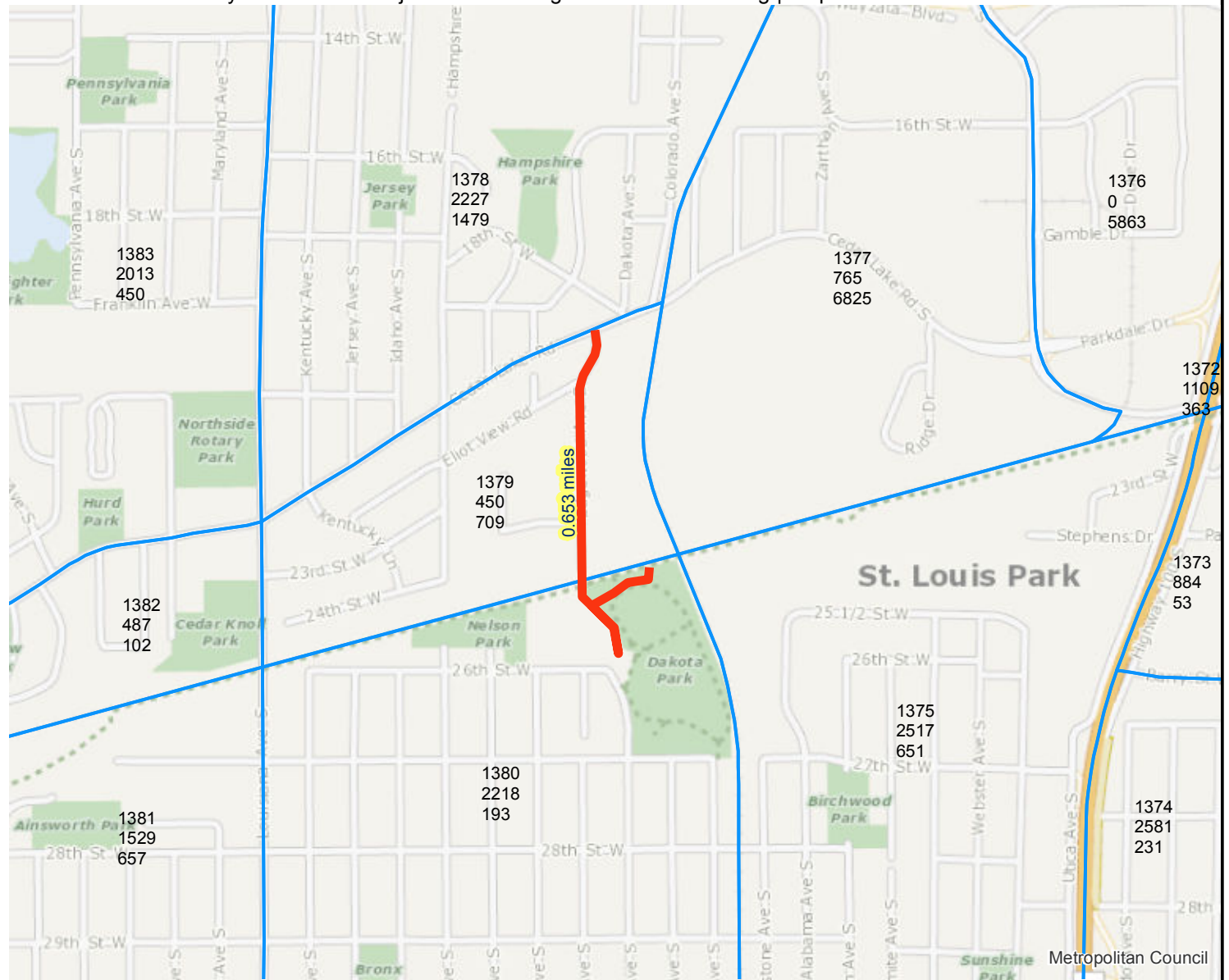
Sunshine Park
Compass Technologies

Population Summary

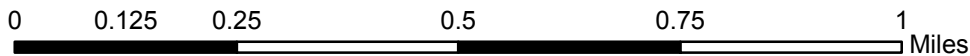
Multiuse Trails and Bicycle Facilities Project: Dakota-Edgewood Bike Crossing | Map ID: 1467738395074

Results

Within ONE Mile of project:
 Total Population: 29410
 Total Employment: 26985



- Project
- 2010 TAZ



Created: 7/5/2016
 LandscapeRSA4

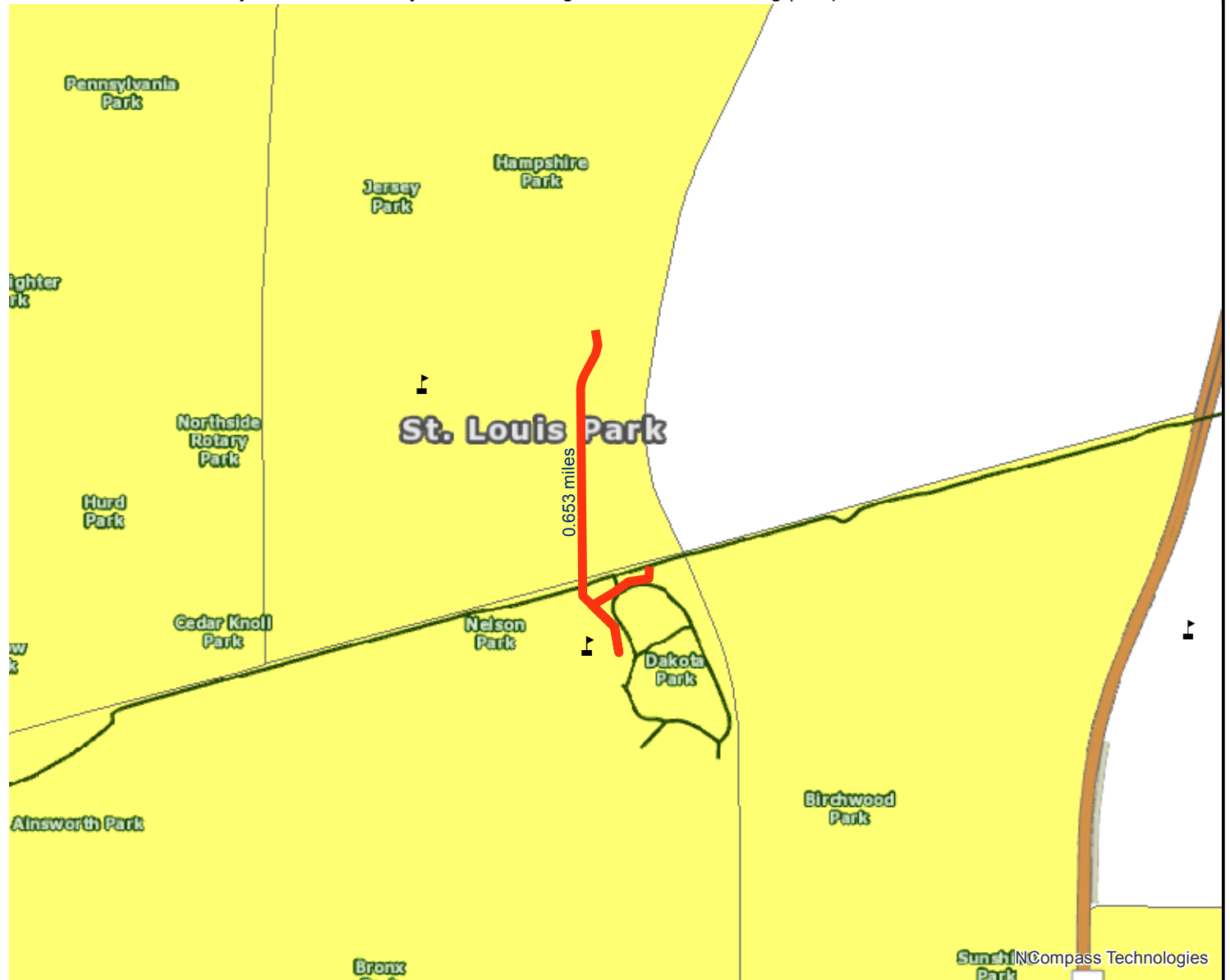


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

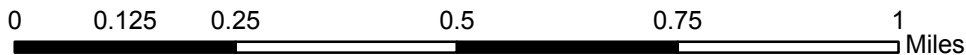


Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



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



Created: 7/5/2016
LandscapeRSA2



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



INCompass Technologies

Existing Conditions: Photos



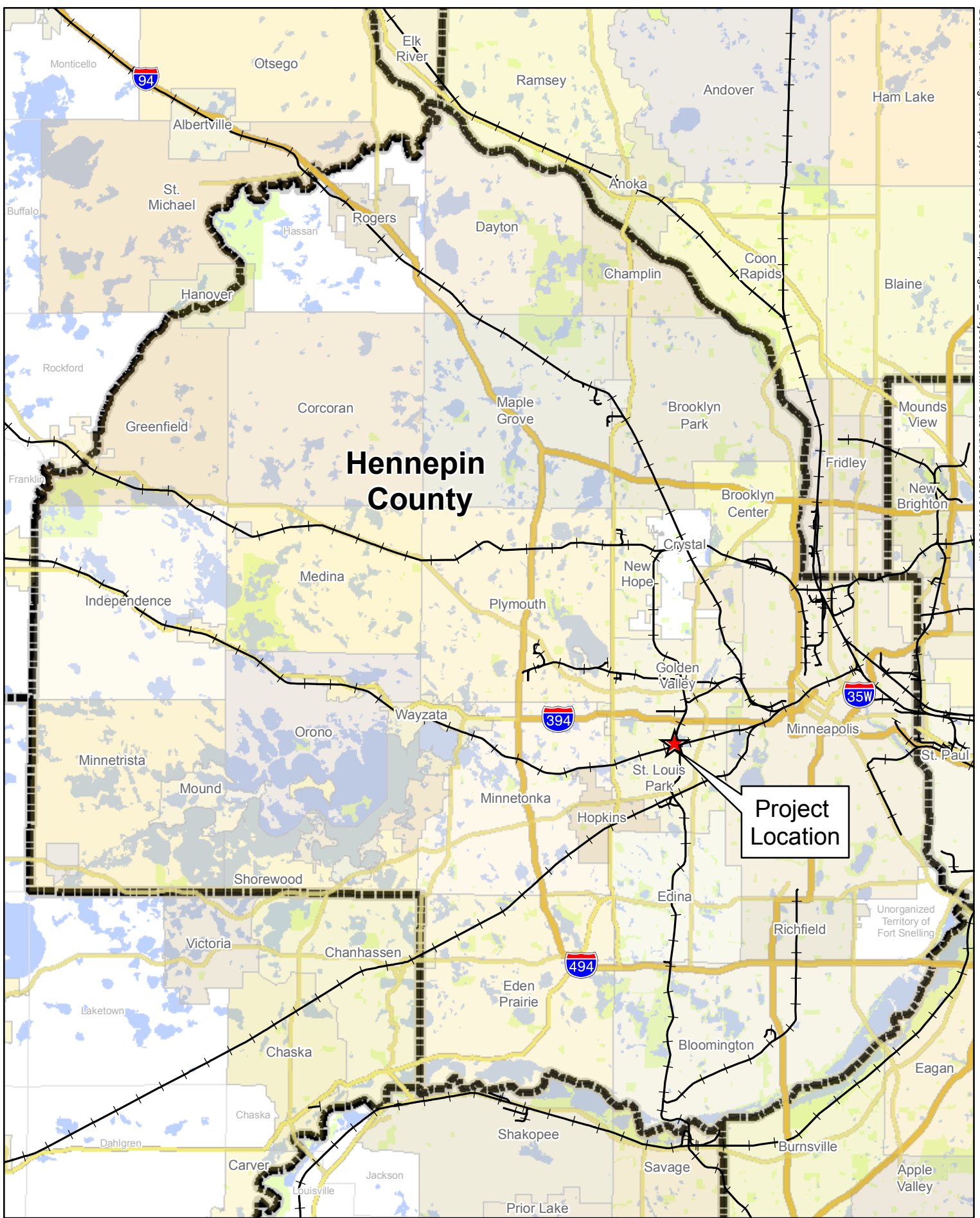
BNSF Railway near Edgewood Avenue – looking South towards Hobart Elementary



Near BNSF Railway – looking south towards North Cedar Lake Regional Trail and Hobart School



Near Hobart Elementary– Looking north towards North Cedar Lake Trail, access trail, BNSF Railway



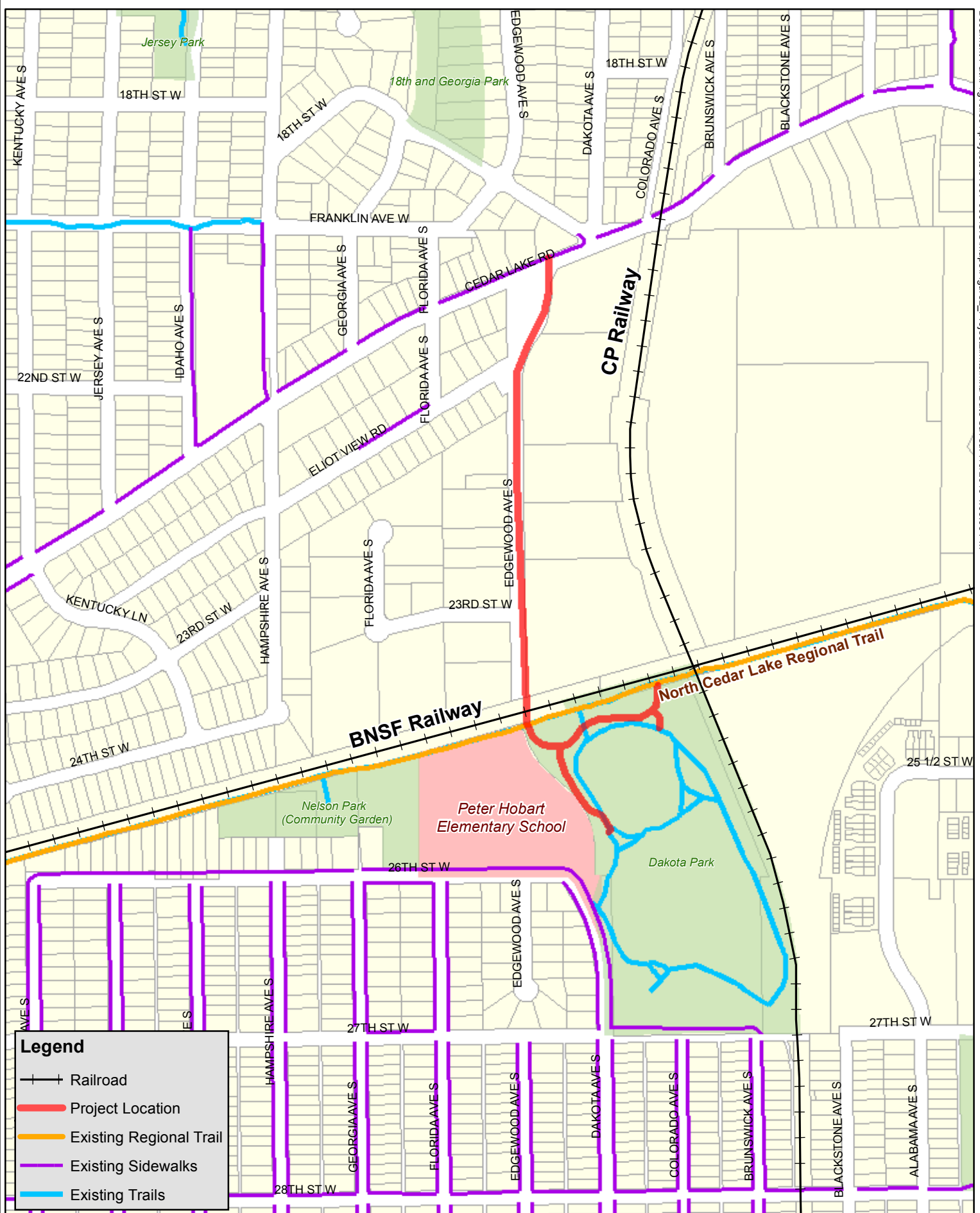


Figure 2: Project Area
Dakota-Edgewood Bike Crossing
City of St. Louis Park MN

LEGEND

- Bridge
- Trail / Walk

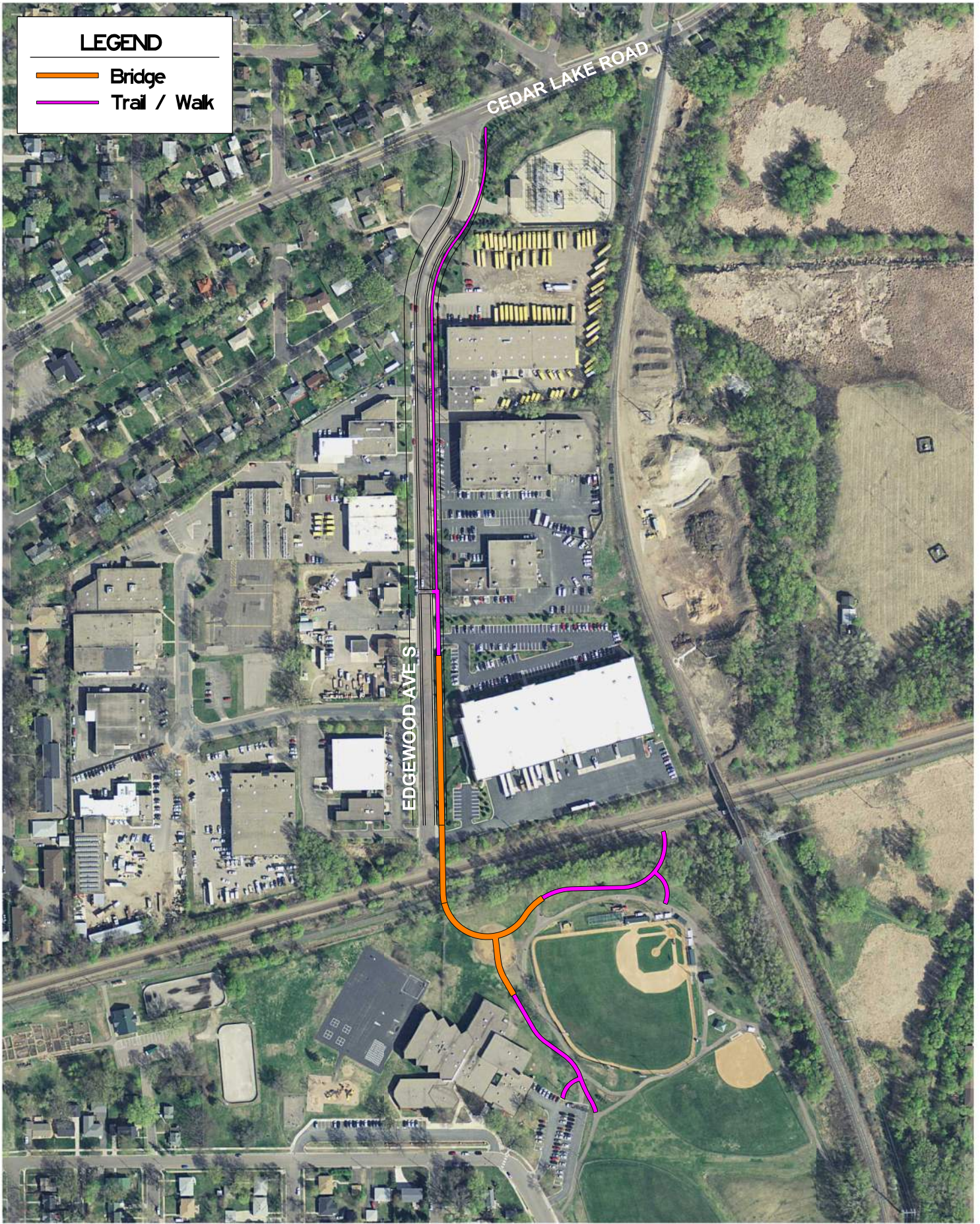


Figure 3: Project Concept
Dakota-Edgewood Bike Crossing
City of St. Louis Park

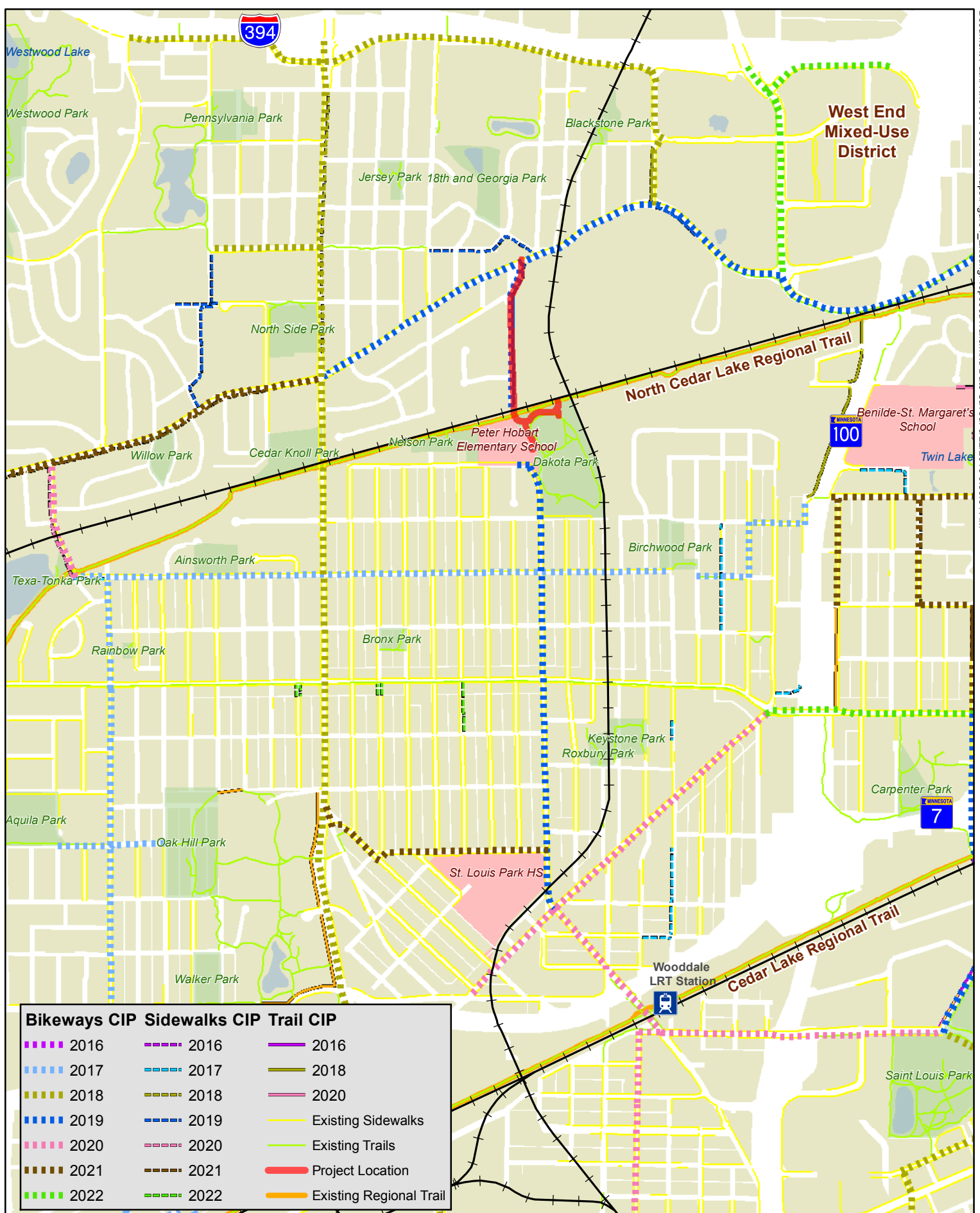
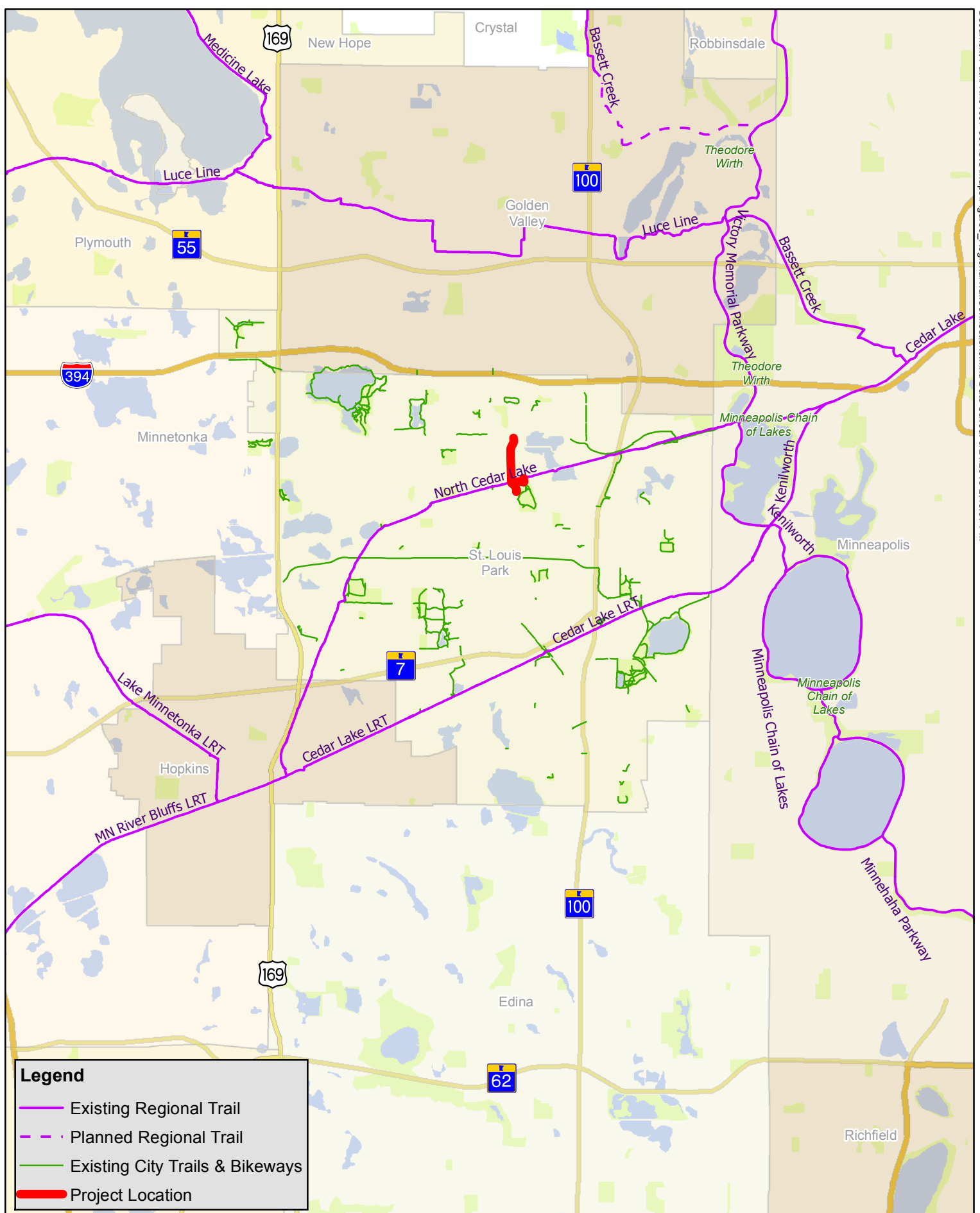


Figure 4: Existing & Proposed Bicycle/Pedestrian Network



Legend

- Existing Regional Trail
- - - Planned Regional Trail
- Existing City Trails & Bikeways
- Project Location

Figure 5: Regional Trail Connections
 2016 TAP Grant
 City of St. Louis Park MN



1 inch equals 1 miles

N

WSB
& Associates, Inc.



St. Louis Park Public Schools

Achieving success, one student at a time!

July 12, 2016

Jack Sullivan, PE
Senior Project Manager
City of St. Louis Park
5005 Minnetonka Blvd
St. Louis Park, MN 55416

**RE: Letter of Support for Dakota-Edgewood Trail Bridge Crossing
2016 Regional Solicitation Application**

Dear Mr. Sullivan:

I am writing this letter to support the City of St. Louis Park's efforts to improve pedestrian and bicycle connectivity through the Dakota-Edgewood Trail Bridge Crossing project. The BNSF railroad runs directly to the north of Peter Hobart Elementary School, parallel to the North Cedar Lake Regional Trail.

The railroad is a major barrier to the school's effort to encourage students to walk and bicycle to school. Students living north of the railroad cannot access the school on foot or by bicycle due to the lack of safe pedestrian and bicycle crossings. The nearest existing pedestrian crossing is a half mile away from the school, at Louisiana Avenue. Louisiana Avenue is a heavily travelled, four-lane roadway that many families do not feel is a safe option for walking or biking to school.

The proposed project will significantly improve pedestrian/bicycle safety and access to Peter Hobart Elementary School. This project will create a direct and safe connection between the school and students living north of the railroad. Students will be able to walk or ride their bikes along new facilities on Edgewood Avenue, a low volume street that connects to the neighborhoods north of the school. The new connection includes a dedicated pedestrian and bicycle path linking to the North Cedar Lake Regional Trail and to nearby parks.

I am pleased to support a project that will allow more students to safely walk and bike to school. I look forward to the completion of this project.

Sincerely,

Rob Metz
Superintendent
St. Louis Park Public Schools



Three Rivers
Park District
Board of
Commissioners

July 7, 2016

Penny Steele
District 1

Jack Sullivan, PE
Senior Project Manager
City of St. Louis Park
5005 Minnetonka Blvd
St. Louis Park, MN 55416

Jennifer DeJournett
District 2

**RE: Letter of Support for Dakota-Edgewood Trail Bridge Crossing
2016 Regional Solicitation Application**

Dear Mr. Sullivan:

Daniel Freeman
Vice Chair
District 3

Three Rivers Park District hereby expresses its support for the City of St. Louis Park Regional Solicitation federal funding application for the proposed Dakota-Edgewood Trail Bridge Crossing over the BNSF Railway. The proposed project would construct a bicycle and pedestrian bridge across the BNSF Railway, connecting Edgewood Avenue and Dakota Avenue with the North Cedar Lake Regional Trail within the City of St. Louis Park.

John Gunyou
Chair
District 4

The proposed project would provide a new, safe connection to the North Cedar Lake Regional Trail from neighborhoods to the north of the BNSF corridor, and would bridge a gap in the proposed north-south bikeway in St. Louis Park. The project will also add multiuse trail facilities along Edgewood Avenue, where safe facilities for bicyclists and pedestrians currently do not exist. In addition to benefiting trail users, the bridge project would better connect Nelson Park and Dakota Park to northern neighborhoods, and would provide safer connections for children and families to Peter Hobart Elementary School.

John Gibbs
District 5

Steve Antolak
Appointed
At Large

The proposed improvement is consistent with the City of St. Louis Park's Connect the Park! plan.

Three Rivers Park District looks forward to working with the City of St. Louis Park on the project, if the city is successful in securing regional solicitation funding.

Gene Kay
Appointed
At Large

Sincerely,

Kelly Grissman
Director of Planning

Boe Carlson
Superintendent

KG/jjs