



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05177 - 2016 Multiuse Trails and Bicycle Facilities

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2016 3:25 PM

Primary Contact

Name:* Mr. Brian Bachmeier
Salutation First Name Middle Name Last Name

Title: Public Works Director/City Engineer

Department: Engineering

Email: brian.bachmeier@ci.oakdale.mn.us

Address: 1584 Hadley Ave No.

***:** Oakdale Minnesota 55128
City State/Province Postal Code/Zip

Phone:* 651-730-2730
Phone Ext.

Fax: 651-730-2820

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

Organization Information

Name: OAKDALE, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: 1584 HADLEY AVE

* OAKDALE Minnesota 55128
City State/Province Postal Code/Zip
County: Washington
Phone:* 651-730-2721
Ext.
Fax:
PeopleSoft Vendor Number 0000020981A1

Project Information

Project Name 4th Street Bridge Widening With Paved Trail From Hadley Ave No. and 4th Street to Helmo Ave. and 4th Street
Primary County where the Project is Located Washington
Jurisdictional Agency (If Different than the Applicant):

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

The proposed project is located on 4th Street from Hadley Avenue to I694 and from Hayward Avenue to Ideal Street. The project will be widening the 4th Street Bridge with adding a paved trail from Hadley Ave & 4th to Helmo Ave and 4th. (Note: Gateway BRT is included in the 2040 Transportation Policy Plan currently under review by Met.Council and will run along Hudson Road and 4th Street.) The new bicycle and pedestrian paved trail will be a major improvement along with the bridge widening on the existing facility.

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) Widening of 4th Street Bridge/Paved trail over I694 and Paved Trail between Hadley and Helmo Avenue along 4th Street.

Project Length (Miles) 0.68

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 \$1,091,200.00

Match Amount \$272,800.00

Minimum of 20% of project total

Project Total \$1,364,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Regional Grant Application

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: 2018, 2019

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

Project Information

County, City, or Lead Agency City of Oakdale

Zip Code where Majority of Work is Being Performed 55128

(Approximate) Begin Construction Date 06/01/2020

(Approximate) End Construction Date 11/01/2020

Name of Trail/Ped Facility: 4th Street Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Hadley Ave No. and 4th Street

To:
(Intersection or Address) Helmo Avenue and 4th Street

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 Widen bridge to accommodate pedestrians, grade, agg base, bit base, and bituminous surfacing of a trail

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.:

New Bridge/Culvert No.:

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

4th Street bridge over I694

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$62,000.00
Removals (approx. 5% of total cost)	\$62,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$825,000.00
Retaining Walls	\$20,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$20,000.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$989,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$330,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$45,000.00
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	\$0.00
Totals	\$375,000.00

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 \$1,364,000.00
Construction Cost Total \$1,364,000.00
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:

There is an increasing demand for on and off street bikeway facilities. Connecting to the regional transit system; Gateway Corridor Bus Rapid Transit Project, increases the need to develop facilities to allow for safe biking and walking.

(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.

List the applicable documents and pages:

2016-2021 Capital Improvement Plan; 8' Bikeway/Pedway

(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

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. Yes

Upload Map 1465484878776_Map-Project to RBTN Orientation.pdf

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 15043

Existing Employment Within One Mile (Integer Only) 28352

Upload the "Population Summary" map 1465485022057_Map -Population Summary.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: Yes

The proposed project is located at the nexus of two census tracts in Oakdale. The project will benefit a diverse group of residents; one tract has a higher percentage of minority population, 24.20% than the regional average of 23.86% from the population census tract of 2010; similar minority population to the regional average.

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

The new bicycle and pedestrians trail will be separated from car traffic, ADA-compliant, and wide enough to allow for comfortable bidirectional use. This trail is critical for all people, young, old, people with disabilities to navigate the area. Transit-dependent households in the area will benefit, as the project will improve connections to the park and ride and planned Gateway BRT station.

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

Upload Map

1465246730682_Map -Socio-Economic Conditions.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Oakdale	0.68
	1

Total Project Length

Total Project Length (Total Population)	0.68
---	------

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)	0.68
------------------------------	------

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

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

Gateway BRT proposed Helmo Avenue Station, access to employment center/businesses in the Oakdale Crossing Business Park and Bergen Plaza Retail Center.

Measure B: Project Improvements

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

Adding a paved trail on 4th street from Hadley Avenue to Helmo Avenue would provide a safer, more protected off-street facility for all walkers and bikers crossing the I694 bridge.

Measure A: Multimodal Elements

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

The proposed 4th Street Bridge project includes a new bicycle and pedestrian trail where currently there is no pedestrian accommodations. The trail bridge will be suitable for the bidirectional movement of its diverse users (pedestrians, runners, bicyclists, in-line skaters, and people using motorized wheelchairs). Existing bicycle and pedestrian accommodations include a multi-use trail that runs along 4th Street from Helmo to Inwood Avenue, and along Hadley Avenue from 4th Street to T.H. 120 including a connection to the Gateway Trail just south of T.H. 36. The 435-space Guardian Angels Park and Ride is adjacent to the existing 4th Street trail and express routes 351 and 375 use 4th Street to access the park and ride from I-94. Transit riders will benefit from reduced congestion in the area; more reliable/faster trip times. The proposed improvements will change 4th Street from an auto-only space to one that pedestrians can navigate safely in multiple directions. Improving pedestrian connectivity and safety means that more trips can be accomplished on foot for education, employment and local shopping. Most importantly it can minimize future increases in instances of pedestrian injuries and fatalities. When the planned Gateway BRT Helmo Avenue station opens, bicyclists and pedestrians coming from the station will also enjoy a direct connection to local establishments.

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

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

0%

Anticipated date or date of completion

09/01/2018

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

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

12/01/2018

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:

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

11/01/2019

10) Letting

Anticipated Letting Date

05/01/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):

\$1,364,000.00

Enter Amount of the Noise Walls:

\$0.00

Total Project Cost subtract the amount of the noise walls:

\$1,364,000.00

Points Awarded in Previous Criteria

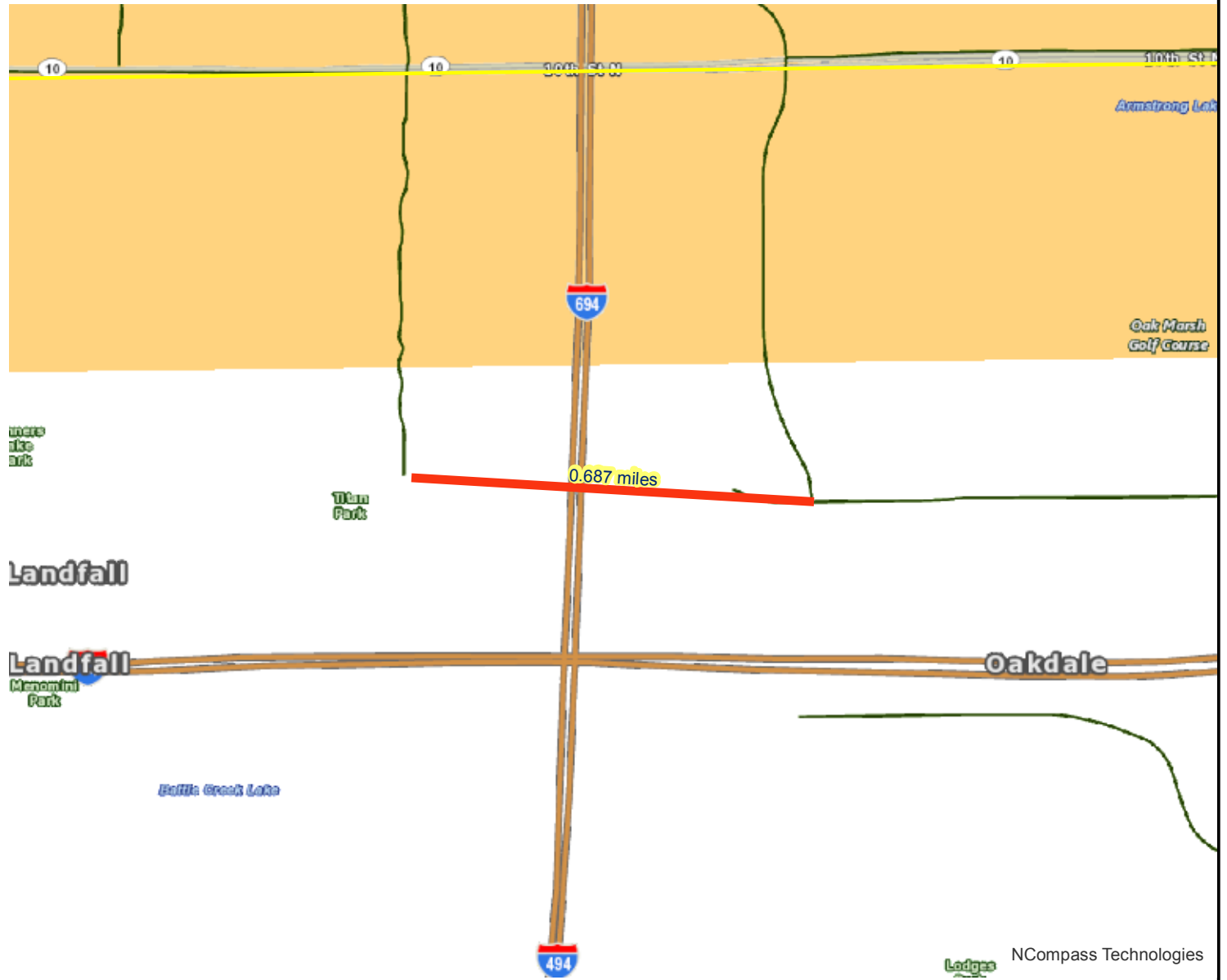
Cost Effectiveness

\$0.00

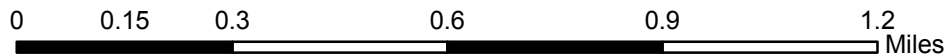
Other Attachments

Project to RBTN Orientation

Multituse Trails and Bicycle Facilities Project: 4th Street Bridge Widening with Paved trail from Hadley Ave | Map ID: 1464809660475



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



Created: 6/1/2016
LandscapeRSA1



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

Lodges NCompass Technologies

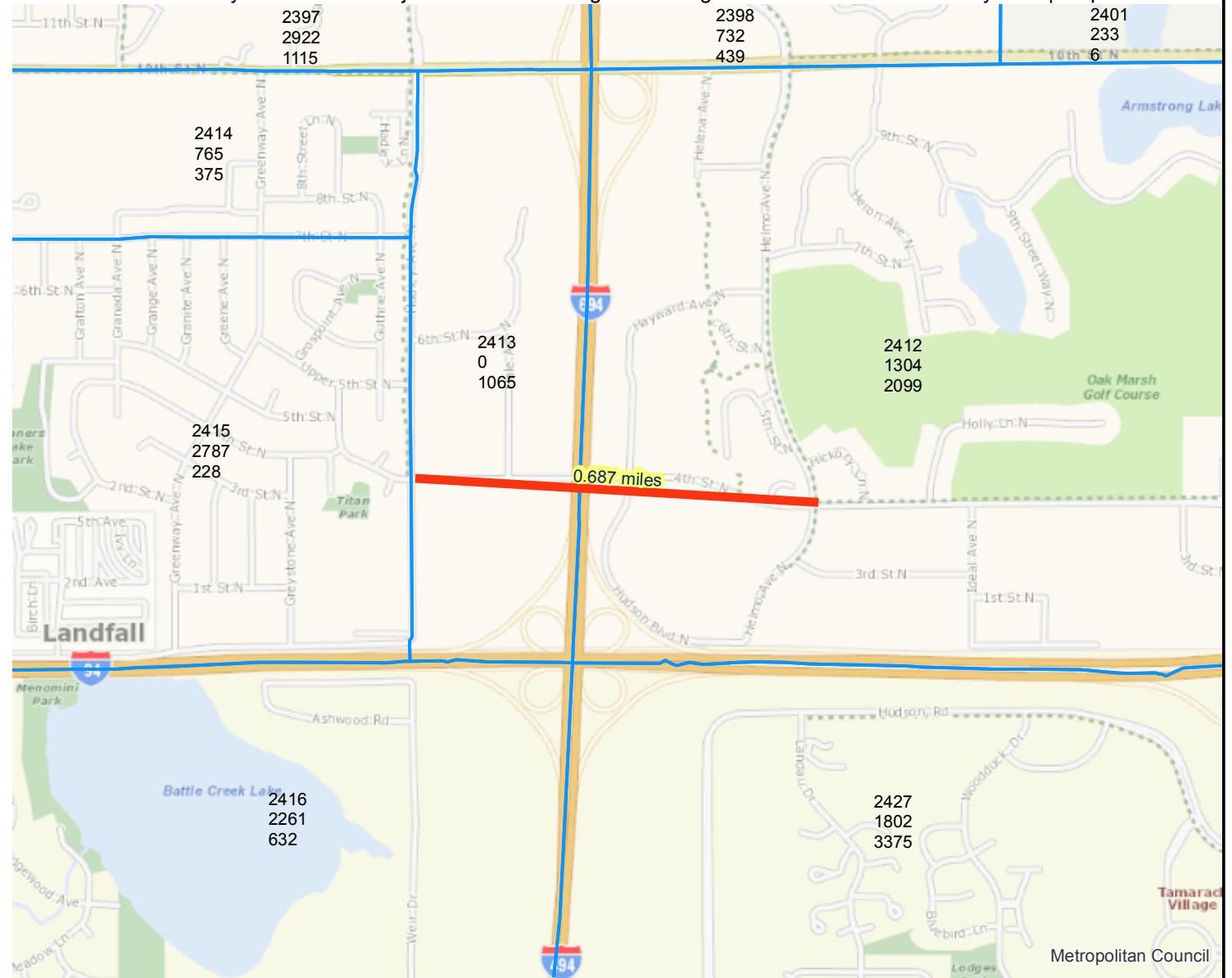


Population Summary

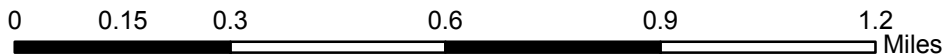
Multiuse Trails and Bicycle Facilities Project: 4th Street Bridge Widening with Paved trail from Hadley Ave | Map ID: 1464809660

Results

Within ONE Mile of project:
 Total Population: 15043
 Total Employment: 28352



- Project
- 2010 TAZ



Created: 6/1/2016
 LandscapeRSA4



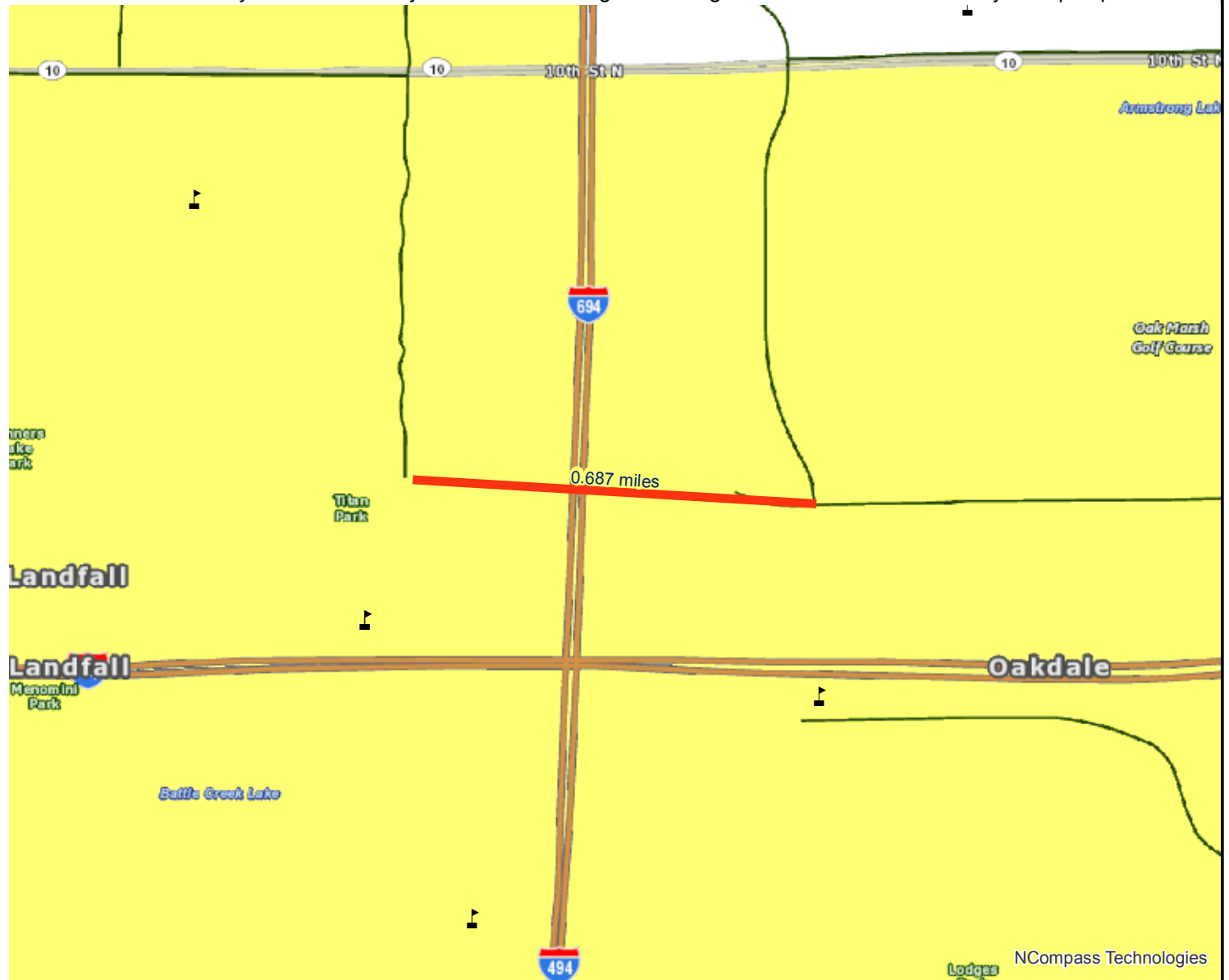
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



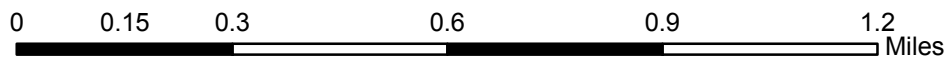
Socio-Economic Conditions Multiuse Trails and Bicycle Facilities Project: 4th Street Bridge Widening with Paved trail from Hadley Ave | Map ID: 146480966

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: 6/1/2016
LandscapeRSA2



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



Lodges NCompass Technologies