



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05284 - Bruce Vento Bicycle and Pedestrian Bridge

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/15/2016 12:46 PM

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## Primary Contact

**Name:\*** Mr. Harry Donald Varney  
Salutation First Name Middle Name Last Name

**Title:** Landscape Architect

**Department:** Parks and Recreation / City of Saint Paul

**Email:** don.varney@ci.stpaul.mn.us

**Address:** 400 CHA  
25 W. 4th St.

**\*** St. Paul Minnesota 55102  
City State/Province Postal Code/Zip

**Phone:\*** 651-266-6427  
Phone Ext.

**Fax:** 651-292-7405

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

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## Organization Information

**Name:** ST PAUL, CITY OF

**Jurisdictional Agency (if different):**

**Organization Type:** City

**Organization Website:**

**Address:** DEPT OF PUBLIC WORKS-CITY HALL ANNEX  
25 W 4TH ST #1500

**\*** ST PAUL Minnesota 55101  
City State/Province Postal Code/Zip

**County:** Ramsey

**Phone:\*** 651-266-9700  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000003222A22

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## Project Information

**Project Name** Bruce Vento Bicycle & Pedestrian Bridge Connection

**Primary County where the Project is Located** Ramsey

**Jurisdictional Agency (If Different than the Applicant):** City of Saint Paul Parks & Recreation Department

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

This project will follow preliminary engineering and design development of a bridge connection that has been underway since 2013 using special, high priority federal funding secured by Congresswoman Betty McCollum. This funding was awarded with recognition of the significant barrier to St. Paul's eastside neighborhood imposed by Warner Rd. and the busy rail corridor east of Downtown St. Paul. The bike and pedestrian connection includes a portion of trail construction and approaches to a suspension bridge spanning 4 lanes of Warner Rd. and an increasingly busy railroad right of way, joining the Sam Morgan Regional Trail (Tier 1 RBTN alignment), to the Bruce Vento Regional Trail, (Tier 1 RBTN alignment). It will provide access to the Bruce Vento Nature Sanctuary and the proposed Wakan Tipi Interpretive Center which anticipates 676,000 visits annually. (Based on Met Council estimates) This connection provides a safe road and rail crossing where no at-grade crossing is feasible. It will increase sanctuary and overall east side neighborhood access, improve trail connectivity and promote healthier lifestyles. With a challenging location limited by road, rail and airport boundaries, the bridge design overcomes multiple site constraints without disrupting key features of the site. By creating new connections to existing trails, St. Paul downtown business district, the new CHS Field ballpark and the Union Depot, this bridge will link parks, commercial areas and job centers helping to interrupt areas with concentrations of poverty.

The Bridge is optimally located to span over a narrow portion of Warner Road and the multiple rail lines adjacent to the sanctuary. Railroad owners have expansion plans that will not allow placement of any piers so a curved bridge form, supported by a single suspension mast and cables, allows an uninterrupted span over both Warner Road and 200 feet of railroad right of way. Located in the central

part of the City of Saint Paul, close to Hwy. 52, Lower Landing Park, Bruce Vento Nature Sanctuary, Indian Mounds Regional Park, the bridge takes advantage of its proximity to many regional parks and trails in the city, as well as the St. Paul Grand Round, a drivable, bikeable, and walkable system of landscaped parkways that rings most of Saint Paul. The 12 ft. wide trail surface on the bridge will use materials selected for weather resistance, durability and efficient maintenance.

*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)** Bridge Construction.

**Project Length (Miles)** 0.5

## Project Funding

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

**If yes, please identify the source(s)** Legacy,

**Federal Amount** \$5,500,000.00

**Match Amount** \$10,000,000.00

*Minimum of 20% of project total*

**Project Total** \$15,500,000.00

**Match Percentage** 64.52%

*Minimum of 20%*

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

**Source of Match Funds** State of Minnesota Legacy, State Direct Bonding appropriation.

*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:** 2019

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

## Project Information

**County, City, or Lead Agency** City of Saint Paul Parks and Recreation

**Zip Code where Majority of Work is Being Performed** 55102

**(Approximate) Begin Construction Date** 06/01/2021

**(Approximate) End Construction Date** 11/30/2022

**Name of Trail/Ped Facility:** Bruce Vento Bicycle and Pedestrian Bridge Connection

*(i.e., CEDAR LAKE TRAIL)*

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

**From:** Bruce Vento Regional Trail at 4th St.  
**(Intersection or Address)**

**To:** Samuel H. Morgan Regional Trail at Lower Landing Park  
**(Intersection or Address)**

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

**Or At:** Warner Rd. adjacent to the Bruce Vento Nature Sanctuary

**Primary Types of Work** Bridge and approach ramps, Grading, Agg, base, Bit surface trail construction, lighting, signage, wayfinding, landscaping,

*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** Pedestrian bridge over Warner Rd, and Railroad ROW  
**(Bridge or culvert name):**

**Specific Roadway Elements**

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$612,500.00
Removals (approx. 5% of total cost)	\$612,500.00
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	\$25,000.00
Striping	\$0.00
Signing	\$20,000.00

Lighting	\$100,000.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$12,250,000.00
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	\$100,000.00
Roadway Contingencies	\$130,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$13,850,000.00</b>

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$700,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$50,000.00
Bicycle and Pedestrian Contingencies	\$900,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$1,650,000.00</b>

## Specific Transit and TDM Elements

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

### 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	\$15,500,000.00
Construction Cost Total	\$15,500,000.00
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.

Chapter 7.6  
Eliminates System Gaps,

Facilitates Safe & Continuous trips to Regional Destinations, Creates a Functional artery to regional destinations, Accommodates broad range of cyclist's abilities, Integrates with City of Saint Paul's adopted Bike Plan.

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

Chapter 7.7 Improves opportunities to increase share of bicycle trips, connects to local (St. Paul Grand Round), state (Gateway Trail via BV Regional Trail) and National Bikeway networks (Miss.River Trail, U.S. Bicycle Route 45), Increases equitable distribution throughout the region, Reflects priorities of adopted plans (the St. Paul Bike Plan).

*(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.*

Great Rive Passage Master Plan; Pages 146 & 147

City of Saint Paul Bike Plan; Page 21  
City of Saint Paul 2010 Comprehensive Plan  
Transportation Chapter; Strategy 3 Sections 3.3, 3.4, 3.6, 3.11. Strategy 4 Sections 4.4f, 4.7, 4.10  
MnDOT/Mississippi River Trail, US Bicycle Route 45, Page 49 of route map.

List the applicable documents and pages:

*(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**

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## 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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

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 1467834342908\_Bruce Vento Bridge RBTN location.pdf

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### Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 29727

Existing Employment Within One Mile (Integer Only) 59163

Upload the "Population Summary" map 1467834526911\_Bruce Vento Bridge Population Summary.pdf

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### 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): Yes

Project located in Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color:

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:

This project has no negative impacts on low-income populations, people of color, children, people with disabilities, or the elderly and will require no mitigation. It will improve bicycle and pedestrian trail access to the Saint Paul downtown commercial business district, Union Depot (an important bus and train transportation hub), the Samuel H. Morgan and Bruce Vento Regional Trails, the Bruce Vento Nature Sanctuary, the Mississippi National River Recreation Area- (National Park) , and CHS Field (Saint Paul Saints Ballpark). The project provides a safer, accessible, entirely off-street transportation route that helps to offset an existing shortage of direct access to employment opportunities, affordable housing and recreational resources. The project significantly strengthens multi-modal connections to the Downtown commercial/business district with its high concentration of job opportunities. The existing four lane road (Warner Rd./Hwy 36) and approximately 283 feet of parallel BNSF and Soo Line railroad tracks are a significant access barrier to the East Side neighborhood, other regional trail transportation corridors and multiple community resources including the Bruce Vento Nature Sanctuary. The bridge connection will significantly shorten bicycle and pedestrian trips by eliminating the need to use the  $\frac{3}{4}$  of a mile out of the way existing crossings to the Samuel H. Morgan Trail (west) and over  $1\frac{1}{2}$  miles to the south. The bridge and ramps will connect existing parks and trails a safe distance above and away from the transportation barriers mentioned. The bridge trail ramp approaches and the entire bridge span will meet the Americans with Disabilities Act (ADA) standards.

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

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

**Upload Map**

1468524680234\_Bruce Vento Bridge Socio Economic Conditions.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
City of Saint Paul/Township 29	0.508
	1

### Total Project Length

Total Project Length (Total Population)	0.5
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### 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
Item Deleted	0	0.508	0	0	0
		1	0	0	0

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

Total Project Length (Miles)	0.508
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**

The Samuel H. Morgan trail provides a spectacular Mississippi riverfront experience and provides passage through Downtown Saint Paul, however, it does not make a strong neighborhood connection due to the presence of Warner Road's 4 travel lanes with an ADT of 16,000 and a posted speed limit of 50 MPH. Additionally, over 160 ft. of very busy freight and passenger railroad right of way further fortifies this barrier. These obstacles severely limit pedestrian and bicycle travel between portions of the Eastside neighborhoods and the Samuel H. Morgan Regional Trail. An existing connection from the Samuel H. Morgan Regional Trail to the Bruce Vento Regional Trail requires a 1.5 mile out of the way route with portions on street. To the southeast, using an existing connection to the Indian Mounds Regional Park trail, requires a 1.6 mile route addition. The Bruce Vento Regional Trail users have similarly limited access the Samuel H. Morgan Trail and the Mississippi River front. Currently non-motorized travel between the two trails and access to the Bruce Vento Nature Sanctuary must be by way of both off and on road trail and road crossings that are inconveniently out of the way, both limited and inefficient as a means of transportation. The creation of the Bruce Vento Bicycle and Pedestrian Bridge Connection will provide a direct, time saving and safer way to cross the road/rail hurdle. The bridge and trail connection will be ADA compliant and designed to meet pedestrian and bicycle bridge standards and, together with the bituminous trail connection, will be a safer, entirely off-road option for everyone from young children to senior citizens.

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

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**Measure B: Project Improvements**

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

At this time, there is no other off street bicycle or pedestrian connection from the Samuel H. Morgan trail into the Bruce Vento Nature Sanctuary or the Bruce Vento Regional Trail. Without a bridge, there is no other means of filling the existing gap with a safe, off road bicycle and pedestrian connection. The Bruce Vento Bridge Connection project will correct existing deficiencies and safety concerns by providing an off street trail link to downtown commercial businesses, the Union Depot, employment opportunities and recreational resources. The bridge project will safely span both a 4 lane highway and multiple railroad lines without the need for an at-grade crossing of rails or roads from the Sam Morgan Trail. The bridge will meet current bicycle safety and ADA regulations and standards.

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## Measure A: Multimodal Elements

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

The Bruce Vento Bicycle and Pedestrian Bridge Connection augments the region's transportation infrastructure. Cyclists and pedestrians will realize safety improvements, increased efficiency and access to residential resources. All project components will be built to meet current safety and ADA standards. The trail will improve the bicycle and pedestrian connections and transit options to Union Depot, with significant bus and train transportation links. The new CHS Field baseball park will benefit with increased bike and Pedestrian connections. The direct trail links provide the Eastside neighborhood options to make bus/bike connections at Union Depot, attend CHS Field events or visit the Bruce Vento Nature Sanctuary, all without contributing to road congestion or the demand for vehicular parking. Eastside residents will gain more efficient and effective bicycle transportation routes by elimination the existing, lengthy, out of the way connections that require some on-street travel that tend to exclude those too young or unaccustomed to comfortably travel in on street bike lanes. The existing trail connections are tantalizingly out of reach of each other but, with the completion of this bridge nexus, will become part of a much more effective web of connections that can combine bus and bicycle to access the Lowertown area.

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## 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**

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## 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** Yes

50%

**Document not started**

0%

**Anticipated date or date of completion/approval** 07/27/2018

**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**

100%

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

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**

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**

Yes

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**

100%

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

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

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** 07/26/2019

**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

0%

Anticipated date or date of completion

07/26/2019

### 10) Letting

Anticipated Letting Date

02/26/2021

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## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$15,500,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$15,500,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

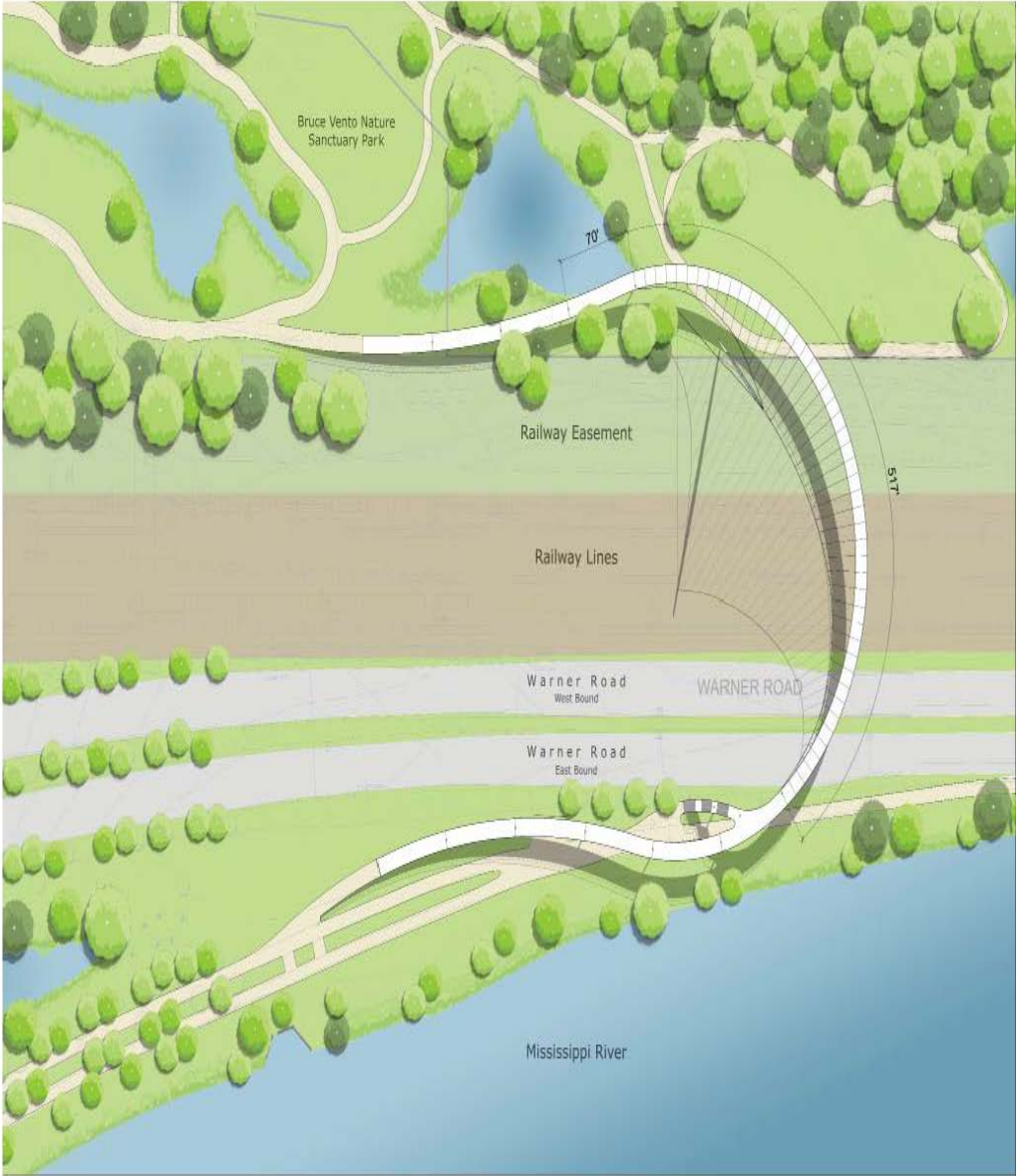
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## Other Attachments



Computer Graphic showing bridge design in site context.

7.6 MB

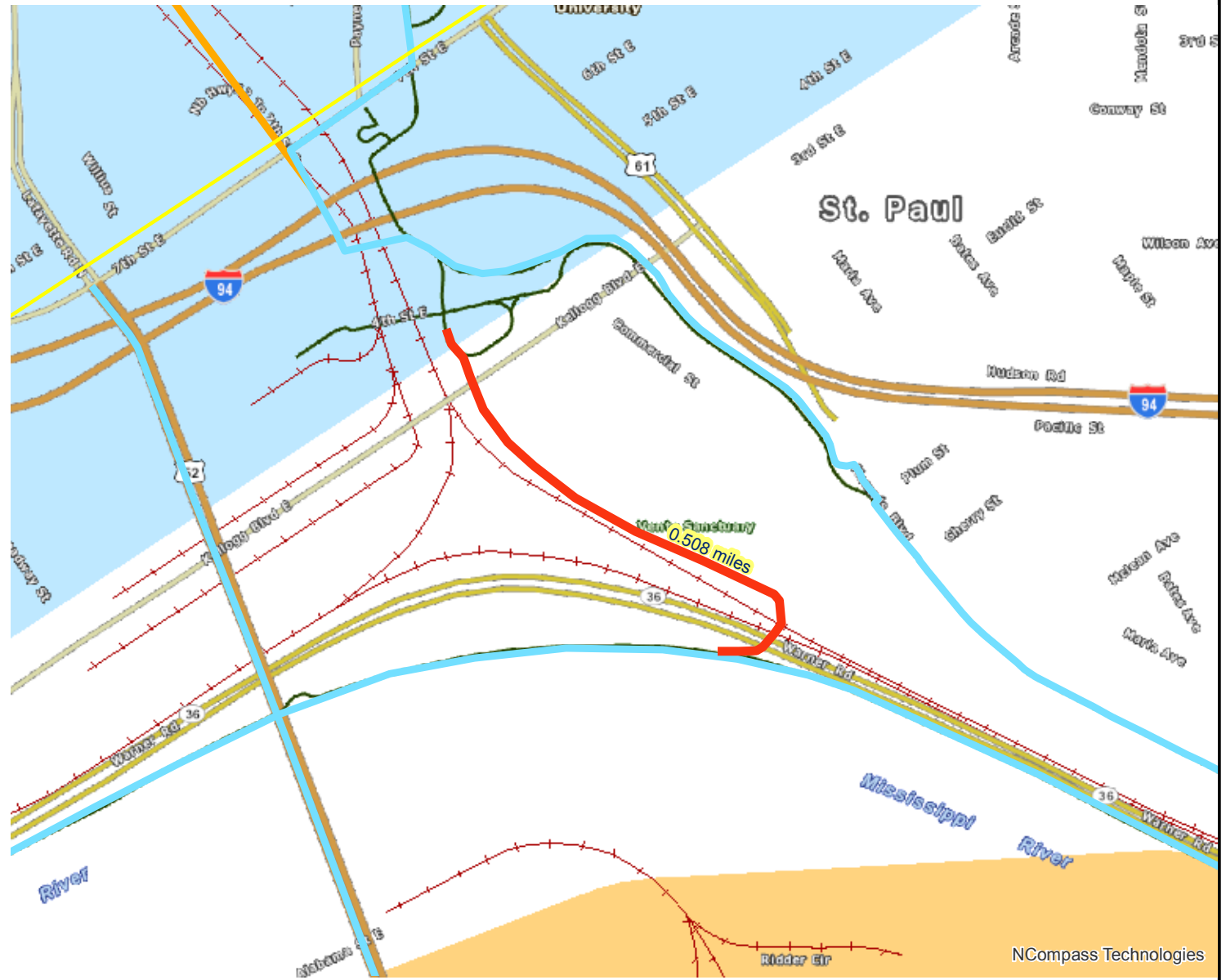


Plan

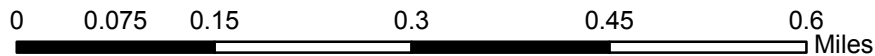
File Name	Description	File Size
4f negative Declaration_signed.pdf	Multi-project 4f negative declaration letter from Parks Director.	227 KB
Bridge and Trail Connection Map.pdf	Map showing Project Location and context with existing trail connections.	4.7 MB
DNR Approval for Soil Borings.pdf	DNR approval and authorization to work within existing Conservation Easement and a construct bridge component within the existing easement.	48 KB
FAA Determination of No Hazard-BV Bridge 7-17-2015.pdf	Federal Aviation Administration Determination of No Hazard to Air Navigation for proposed bridge structure.	219 KB
MNDOT MissRiver Trail map2015.pdf	MnDOT map of Miss. River Trail and U.S. Bicycle Route 45. Connects directly to the Bridge.	1.4 MB
RES 16-1053 SignatureCopy12-Jul-2016-03-18-08.pdf	St. Paul City Council Resolution authorizing application for regional solicitation grants.	118 KB

# Project to RBTN Orientation

Multituse Trails and Bicycle Facilities | Map ID: 1467833350209



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



Created: 7/6/2016  
LandscapeRSA1



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

NCompass Technologies



# Population Summary

Multiuse Trails and Bicycle Facilities | Map ID: 1467833350209

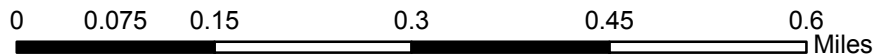


## Results

Within ONE Mile of project:  
 Total Population: 29727  
 Total Employment: 59163

— Project    🏫 School

□ 2010 TAZ



Created: 7/6/2016  
 LandscapeRSA4



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



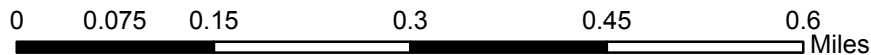


Results

Project located **IN**  
 Area of Concentrated Poverty  
 with 50% or more of residents  
 are people of color (ACP50):  
 (0 to 30 Points)



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





**CITY OF SAINT PAUL**  
Mayor Christopher B. Coleman

400 City Hall Annex  
25 West Fourth Street  
Saint Paul, Minnesota 55102  
[www.ci.stpaul.mn.us/depts/parks](http://www.ci.stpaul.mn.us/depts/parks)

Telephone: 651-266-6400  
Facsimile: 651-292-7405  
TTY: 651-266-6378

July 8, 2016

Ms. Elaine Koutsoukos  
TAB Coordinator  
Metropolitan Council  
390 Robert St. North  
St. Paul, MN 55101-1805

Subject: 4F Negative Declaration  
Regional Solicitation Grant Applications:  
Johnson Parkway Trail  
Bruce Vento Bridge/Trail Connection.  
Fish Hatchery Trail Reconstruction

Dear Ms. Koutoukas:

I have reviewed the three projects listed above submitted for the 2016 Regional Grant Solicitation. In all of the listed projects, the proposed work will have no adverse effects on any City of Saint Paul park property.  
It is my strong belief that these projects will be an enhancement to the parklands they occupy.

Sincerely,

Mike Hahm, Director  
Saint Paul Parks and Recreation.



CAPRA Accreditation

AA-ADA-EEO Employer



National Gold Medal Award



- Legend**
- Bridge Structure
  - Trail Bridge link
  - Existing Major Bike Trail

OTC GIS



MINNESOTA DEPARTMENT OF NATURAL RESOURCES  
CENTRAL REGION  
1200 WARNER ROAD  
SAINT PAUL, MN 55106  
651-259-5800

March 22, 2016

Don Varney  
Landscape Architect  
500 City Hall Annex  
25 West 4<sup>th</sup> Street  
Saint Paul, MN 55102

Re: Bruce Vento Nature Sanctuary

Dear Mr. Varney:

This letter officially issues approval for the City of St. Paul to proceed in conducting soil borings and other geotechnical work on the conservation easement parcel of the Bruce Vento Nature Sanctuary property. The work is intended to assess the feasibility of constructing a pedestrian/bicycle bridge, and if feasible, the construction of such a bridge. A Joint Powers Agreement amending the conservation easement has been signed and processed. As I understand it, the amendment is complete and pending completion of recording in the Ramsey County land records department.

Thank you for your partnership and patience in executing the amendment. We look forward to continued work with you on this project.

Sincerely,

Keith Parker  
Central Region Director

Cc: Erika Rivers, Parks and Trails Director  
Jan Shaw Wolff, Parks and Trails Regional Manager  
Don Kilberg, Lands and Minerals  
Vicki Sellner, Lands and Minerals

[mndnr.gov](http://mndnr.gov)



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Mail Processing Center  
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 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2015-AGL-5139-OE

Issued Date: 07/17/2015

Don Varney  
 City of Saint Paul  
 Parks and Rec Design  
 500 CHA  
 Saint Paul, MN 55102

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Bridge Bruce Vento Regional Trail Bridge  
 Location: Saint Paul, MN  
 Latitude: 44-56-55.20N NAD 83  
 Longitude: 93-04-09.20W  
 Heights: 706 feet site elevation (SE)  
 102 feet above ground level (AGL)  
 808 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Any height exceeding 102 feet above ground level (808 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 01/17/2017 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 16, 2015. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager, Airspace Regulations & ATC Procedures Group, Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591.

This determination becomes final on August 26, 2015 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Airspace Regulations & ATC Procedures Group via telephone -- 202-267-8783 - or facsimile 202-267-9328.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Fred Souchet, at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2015-AGL-5139-OE.

**Signature Control No: 247808031-258148694**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2015-AGL-5139-OE

Proposal: To construct a Pedestrian Bridge Connecting Bruce Vento Trail with Sam Morgan Trail along Mississippi River to a height of 102 feet above ground level, 808 feet above mean sea level.

Location: The structure will be located 1 nautical mile (NM) or 2,768 feet northeast of St Paul Downtown Holman Field (STP) Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

Section 77.17 (a) (5) a height that affects an Airport Surface by penetrating

Section 77.19 (e) Transitional Surface by 4 feet as applied to STP.

Preliminary FAA study indicates that the above mentioned structure would: have no effect on any existing or proposed arrival, departure, or en route instrument/visual flight rules (IFR/ VFR) minimum flight altitudes.

not exceed traffic pattern airspace

have no physical or electromagnetic effect on the operation of air navigation and communications facilities.

have no effect on any airspace and routes used by the military.

Details of the proposed structure were circularized for public comment. There were no letters of objection received during the comment period.

The proposed structure proximity to the airport was considered and found to be acceptable.

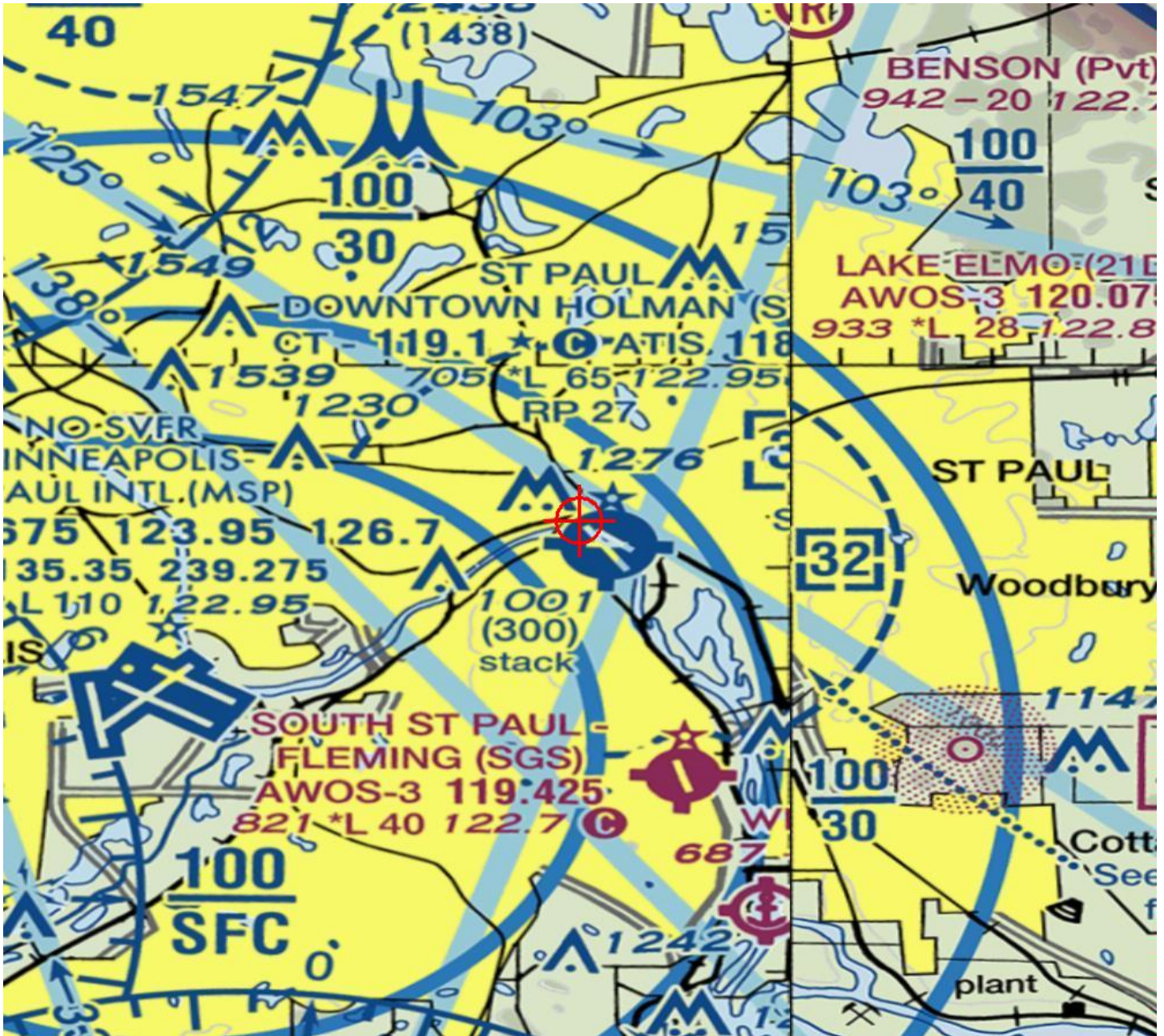
The impact on arrival, departure and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of this structure.

The aeronautical study disclosed that the structure, at a height of 808 feet above mean sea level (AMSL), would have no adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

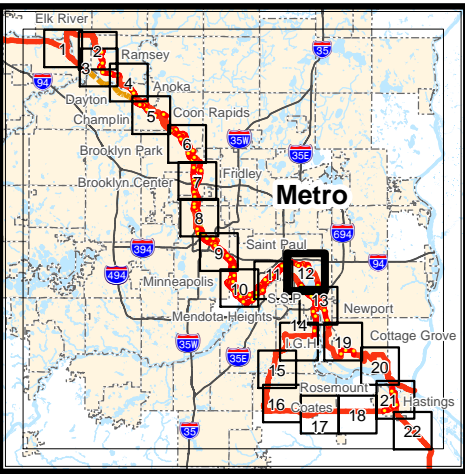
Therefore, it is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.







**Bruce Vento Bicycle and Pedestrian Bridge location; connection to Miss. River Trail/US Bicycle Rout 45.**



## St. Paul East Metro Map Inset 12 Mississippi River Trail Bikeway U.S. Bicycle Route (USBR) 45

### Details on MRT Route:

- MRT Route on Road
- MRT Route on Existing Roads with Limitations (shoulder width, sightlines, surface)
- MRT Route on Existing Trails

### Existing Recreation Facilities:

- Fishing Opportunities
- Water Access Site
- Existing Federal, State and Regional Bikeable Trails
- State and Regional Parks
- Mississippi National River and Recreation Area (MNRRA)
- Federal and State Forests
- National Wildlife Refuge

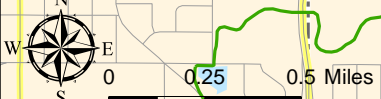
### Basemap Features:

- Major Road with 4+ Bikeable Shoulders
- Railroad
- Interstate Highways
- Other Roads
- US Highways
- State Highways
- County Roads
- Cities
- Open Water



March 2015

MRT Info on MNDOT Website:  
<http://www.dot.state.mn.us/bike/mrt/index.html>  
 Alternative Format:  
<http://www.dot.state.mn.us/bike/ada.html>  
 Disclaimer:  
<http://www.dot.state.mn.us/information/disclaimer.html>





# City of Saint Paul

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

## Signature Copy

**Resolution: RES 16-1053**

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**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