



Application

04786 - 2016 Multiuse Trails and Bicycle Facilities

05313 - Robert Street Trail Connections

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/15/2016 1:18 PM

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## Primary Contact

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

**Phone:\*** 952-891-7159  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** DAKOTA COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:** County Government

**Organization Website:**

**Address:** TRANSPORTATION DEPT  
14955 GALAXIE AVE

\* APPLE VALLEY Minnesota 55124  
City State/Province Postal Code/Zip

**County:** Dakota

**Phone:\*** 952-891-7100  
Ext.

**Fax:**

**PeopleSoft Vendor Number** 0000002621A15

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## Project Information

**Project Name** Dakota County Robert Street Trail Connection

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

**Jurisdictional Agency (If Different than the Applicant):**

The Robert Street Trail Connection of the River to River Regional Greenway will eliminate an important gap in the local and regional non-motorized transportation system. The trail connection will support movement on the RBTN corridor in this area across Robert Street, a 4-lane state trunk highway that functions as a minor arterial. With ADTs of 21,000 and an antiquated roadway design, the highway has long been identified as one of the highest accident prone highways in the state. A key component of the improvement project is the connection to the planned Robert Street Underpass to support pedestrians, bicyclists, and transit in the corridor. The City of West St. Paul has secured \$2,000,000 in State Bonding funds for the grade separated crossing. This application will fund trail connections from Wentworth Ave. to the crossing location. Wentworth is a RBTN Tier 2 alignment.

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

The Dakota County Robert Street Trail Connection would allow the RBTN and the 8-mile River to River Regional Greenway to circumvent the barrier of Robert Street. This would support regional transportation as the River to River Greenway connects Lilydale, Mendota Heights, West St. Paul and South St. Paul, as well as provides connections through other greenways to downtown St. Paul.

The connection also serves the local transportation network as it supports the proposed mixed-use, pedestrian-oriented redevelopment area intended to be West St. Paul's new town center. The City of West St. Paul has been planning and implementing the transformation of the Robert Street Corridor since it adopted the Robert Street Renaissance Plan in 2001. Improvements are underway to improve the corridor's infrastructure, safety, and aesthetics. Nearby communities destinations that

will benefit from improved connections include the Wentworth Library, YMCA, City Hall, Sport Dome, Sports Complex, Thompson County Park, and local parks.

*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)**

River to River Greenway, West St. Paul, Livingston from Wentworth to Robert and Crawford Drive from Robert to Wentworth ? Construct multi-use trail

**Project Length (Miles)**

0.6

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## 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**

\$656,000.00

**Match Amount**

\$164,000.00

*Minimum of 20% of project total*

**Project Total**

\$820,000.00

**Match Percentage**

20.0%

*Minimum of 20%*

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

**Source of Match Funds**

Dakota County CIP

*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.*

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## Project Information

**County, City, or Lead Agency**

Dakota County

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

55118

**(Approximate) Begin Construction Date**

05/01/2020

**(Approximate) End Construction Date**

06/30/2021

**Name of Trail/Ped Facility:**

Dakota County Robert Street Trail Connection

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

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

**From:**  
**(Intersection or Address)** Wentworth Avenue at Livingston Avenue

**To:**  
**(Intersection or Address)** Robert Street at Livingston Avenue

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

**Or At:** and Crawford Drive at Robert Street to Wentworth Avenue at  
approximately Marthaler Lane

**Primary Types of Work** Grade, Aggregate Base, Bituminous Base, Bituminous  
Surface, Multi-use trail, Pedestrian Ramps, Lighting, Retaining  
Wall, Wayfinding, Signage

*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.:** N/A

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

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**Specific Roadway Elements**

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$35,000.00
Removals (approx. 5% of total cost)	\$35,000.00
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)	\$50,000.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$100,000.00
Bridge	\$0.00
Retaining Walls	\$200,000.00

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	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$420,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$250,000.00
Sidewalk Construction	\$50,000.00
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	\$0.00
Bicycle and Pedestrian Contingencies	\$100,000.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$400,000.00</b>

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## 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	\$820,000.00
Construction Cost Total	\$820,000.00
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.

Goal: Healthy Environment (pg. 66)

Objectives: C) Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles. (pg. 66) D) Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under represented populations. (pg. 66)

Strategies: 1) Regional transportation partners will plan and implement a transportation system that considers the needs of all potential users, including children, senior citizens, and persons with disabilities, and that promotes active lifestyles and cohesive communities. A special emphasis should be placed on promoting the environmental and health benefits of alternatives to single-occupancy vehicle travel. (pg. 2.12

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

Goal: Access to Destinations (pg. 62)

Objectives: D) Increase transit ridership and the share of trips taken using transit, bicycling and walking. (pg. 62) E) Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations. (pg. 62)

Goal: Leveraging Transportation Investment to Guide Land Use (pg. 70)

Objectives: C - Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (pg. 70)

Strategies: 2) Local governments should include bicycle and pedestrian elements in local comprehensive plans. (pg. 2.15)



Goal: Competitive Economy (pg. 64)

Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies: 1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users. (pg. 2.11)

2) The Council and its partners will invest in regional transit and bicycle systems that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors. (pg. 2.11)

*(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.*

-City of West St. Paul Comprehensive Plan (2010)  
pages 59-60; 79-80

- City of West St. Paul Pedestrian and Bicycle  
Master Plan (2011) pages 22, 26, 27, 28

-Robert Street Improvements Grade Separated  
Trail Crossing Feasibility Study

-Robert Street Improvements Pedestrian  
Connectivity Study (2011) pages 2 and 3

-Dakota County Comprehensive Plan general  
policies applying to this corridor on pages 3.1.12,  
3.4.3, 3.4.3, 3.4.14, 4.1.12, 4.2.14, and 4.3.14.

**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

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment Yes

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 1468526573265\_Robert St Crossing\_RBTN.pdf

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## Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 30852

Existing Employment Within One Mile (Integer Only) 9997

Upload the "Population Summary" map 1468526788843\_Robert St Crossing\_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):

Project located in Area of Concentrated Poverty: Yes

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 Robert Street Crossings Project is located in an area of concentrated poverty, as seen in the Socio-Econ map. Low-income populations are more likely to need alternatives to personal vehicle transportation. Currently, the River to River Greenway along Wentworth Avenue, an RBTN route, does not have a safe crossing at Robert Street. This project proposes the addition of off-street multi-use trails to lead to a planned below-grade crossing under Robert Street, serving pedestrians and bicyclists.

In addition to being in located in an area of concentrated poverty, the proposed trail is in the heart of the community's commercial, employment, and transit district. Its automobile-oriented design is a significant barrier to all who need to regularly walk or bike through it, particularly for children, the elderly, and disabled. The construction of trails will provide a safe and pleasant means of traversing the corridor. The project will also connect surrounding residential neighborhoods to local trails, public transit, and local businesses. It serves public and recreational facilities like the Wentworth Library, West St. Paul Sports Complex, West St. Paul Dome, and City Hall.

The project will also provide a much needed connection for underserved populations, such as children, the elderly, and disabled populations, by providing safe, off-street facilities that connect to community facilities such as the West St. Paul Sports Complex and the commercial centers of Marie Avenue and Robert Street.

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

1468596035828\_Robert St Crossing\_Socio-Economic.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
West St. Paul	0.617

## 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) 0.617

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

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

The project provides an important, regional non-motorized transportation link by closing the most significant gap for the River to River Greenway, an eight-mile corridor extending from South St. Paul through West St. Paul and Mendota Heights to Lilydale. This section of the River to River Greenway also directly serves the RBTN corridor identified for Wentworth Avenue. Eliminating this gap will allow users to safely and easily travel on the River to River Greenway and connect to other Dakota County Regional Trails, including the 26-mile Mississippi River Regional Trail that extends between St. Paul and Hastings and the Big Rivers Regional Trail that connects Lilydale to Eagan.

This project also addresses the barrier that circumventing Robert Street poses for regional and local non-motorized transportation. Robert Street is a four-lane roadway with an ADT of 25,000 (2010) and posted speed limit of 35 mph. The connection to the planned Robert Street underpass will enhance the connectivity and safety of Dakota County Trail System and the Regional Bicycle Transportation Network as established by the Metropolitan Council.

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## Measure B: Project Improvements

Robert Street is a 4-lane State Trunk Highway that functions as a minor arterial with a posted speed limit of 35 mph and ADT of 21,300 (2014). Robert Street has long been identified by MnDOT as one of the highest accident prone highways in the state. Crash data shows three pedestrian/vehicle and one bicycle/vehicle crashes in this area along Robert Street between 2011-2015. All crossings of Robert Street are at-grade and are a safety issue, particularly given its automobile oriented design.

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

The City of West St. Paul's Robert Street Improvement project seeks to improve the overall function of the corridor, support the commercial and employment districts, and establish stronger connections to the surrounding residential neighborhoods. Improving safety and reducing conflicts between all modes of transportation is key and will be addressed through Dakota County's construction of the connection to the planned Robert Street underpass. This project will provide connections to the only grade separated crossing between St. Paul and Highway 110, a stretch of more than 3 miles. The location was selected, in part because of its ability to serve the 8-mile River to River Regional Greenway, support the RBTN Tier 2 designation of Wentworth Avenue, connect local destinations like the Wentworth Library, and support the transformation of Robert and Wentworth into the community's town center.

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## Measure A: Multimodal Elements



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

The currently automobile-oriented design of Robert Street poses a challenge to pedestrians and users of transit. Pedestrians and cyclists must traverse numerous driveways and often have incomplete connections to the surrounding neighborhoods. The Robert Street corridor currently has two transit routes, and is a planned, future transitway. West St. Paul's federally funded Robert Street project seeks to transform the area into a mixed-use, pedestrian-oriented corridor that supports all modes of transportation. The establishment of trails for the planned Robert Street underpass will support pedestrian mobility across the corridor and improve accessibility for transit. The multi-use trail connections proposed for this project will include features which will enhance the experience of pedestrians as well as bicyclists. These include wayfinding signs, benches, and trees for shade.

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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**

06/01/2018

**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:**

06/01/2018

**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**

100%

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

Yes

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 09/01/2018

**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 06/01/2018

**10)Letting**

Anticipated Letting Date

11/01/2018

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## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$820,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$820,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

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## Other Attachments

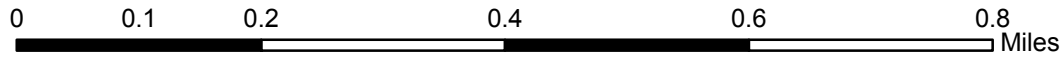
File Name	Description	File Size
Dakota County Resolution June 21 2016.pdf	Dakota County Resolution	178 KB
DC Robert St Crossing.pdf	1-2) Project Maps 3-4) Google Street Views 5) MnDOT Letter 6-7) West St. Paul Letter 8-9) Dakota County Resolution	2.3 MB

# Project to RBTN Orientation



NCompass Technologies

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



Created: 7/12/2016  
LandscapeRSA1



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

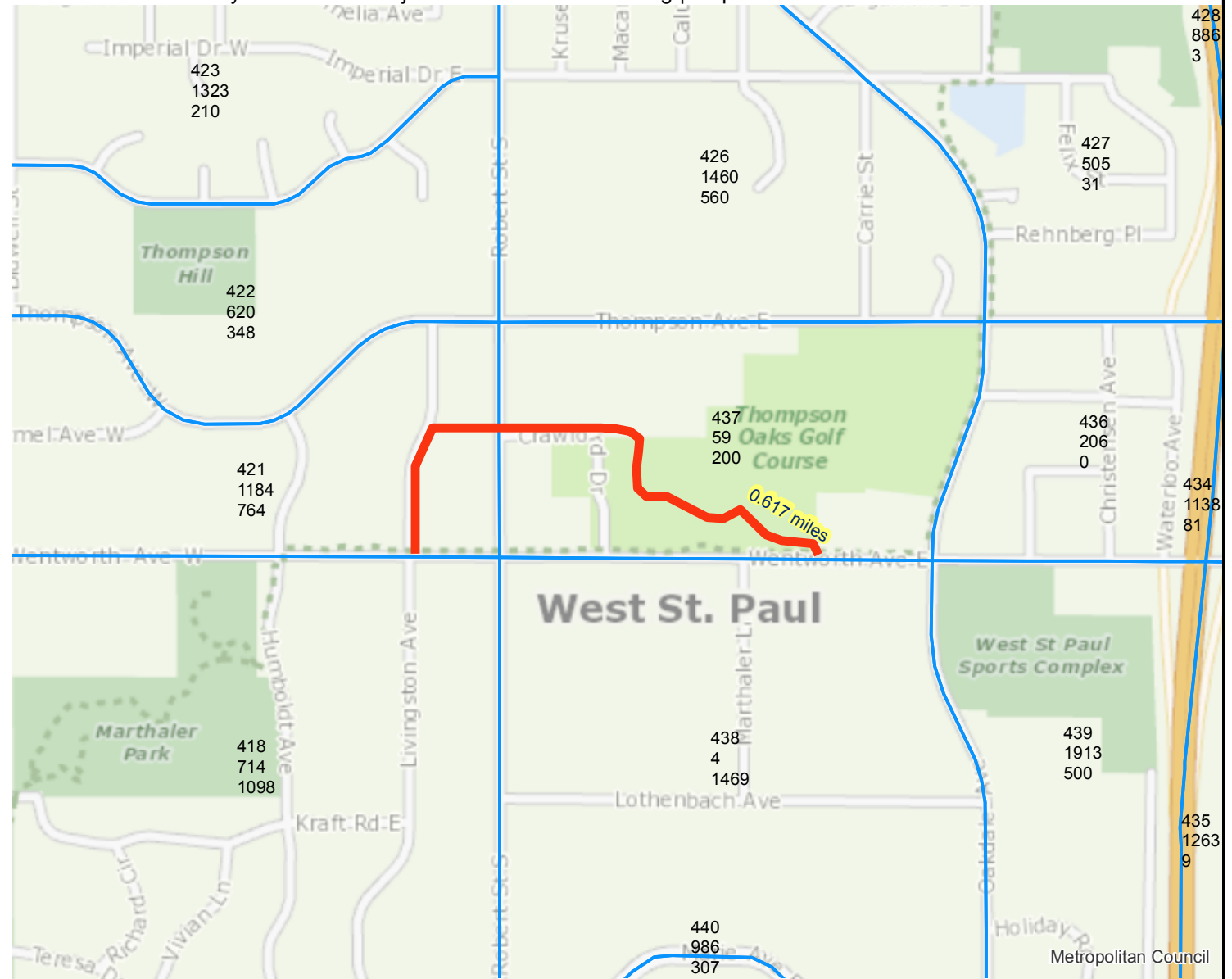


# Population Summary

Multiuse Trails and Bicycle Facilities Project: Robert Street Crossing | Map ID: 1466700641282

## Results

Within ONE Mile of project:  
 Total Population: 30852  
 Total Employment: 9997



- Project
- 2010 TAZ



Created: 6/23/2016  
 LandscapeRSA4



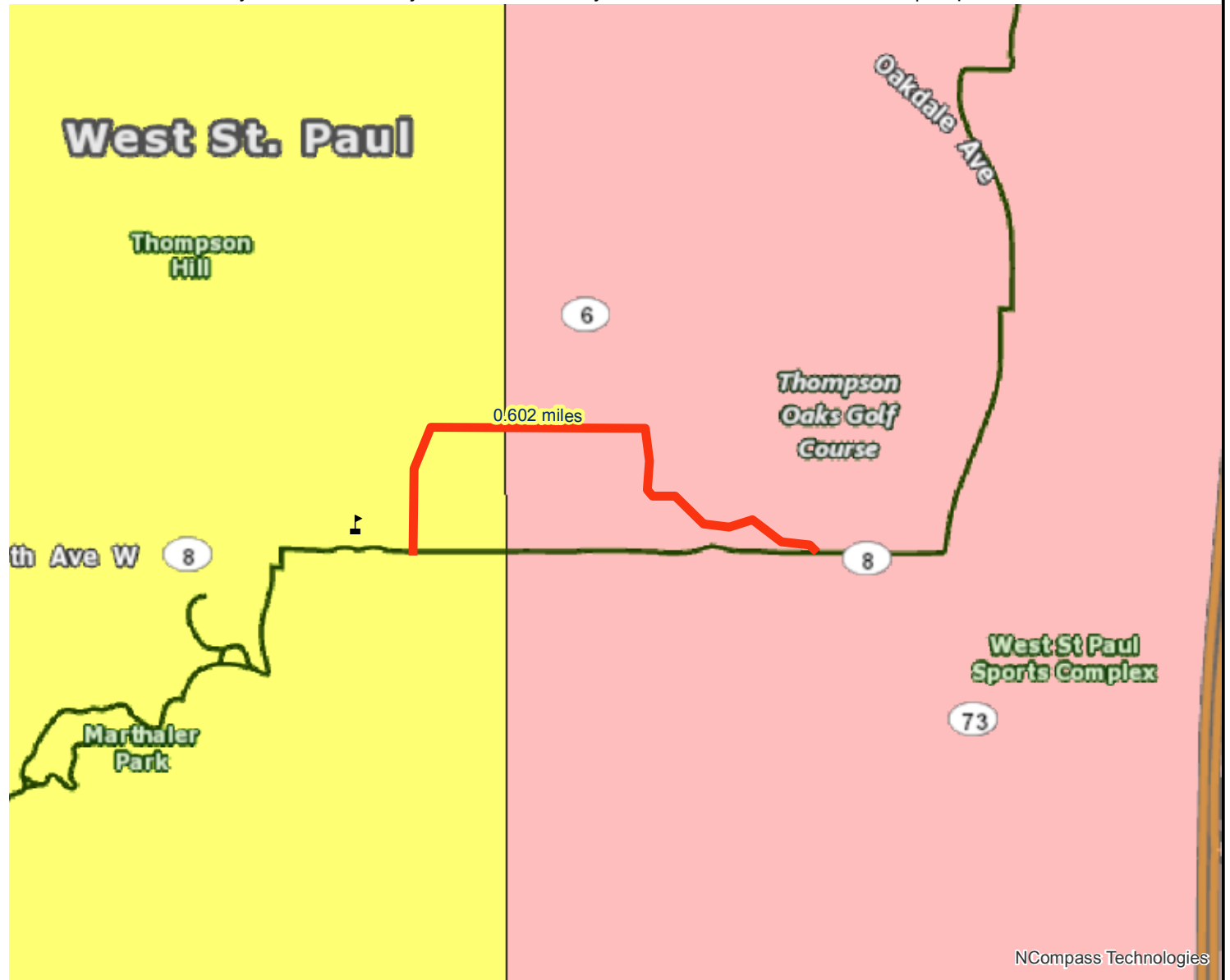
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Metropolitan Council

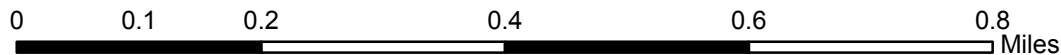
Results

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



NCompass Technologies

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



Created: 7/12/2016  
LandscapeRSA2



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**BOARD OF COUNTY COMMISSIONERS  
DAKOTA COUNTY, MINNESOTA**

June 21, 2016  
Motion by Commissioner Workman

Resolution No. 16-337  
Second by Commissioner Holberg

**Approval Of Grant Application Submittals For Transportation Advisory Board 2016 Federal Funding Solicitation Process**

WHEREAS, the Transportation Advisory Board (TAB) is requesting project submittals for federal funding under the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, these federal programs fund up to 80 percent of project construction costs; and

WHEREAS, federal funding of projects reduces the burden local taxpayers for regional improvements; and

WHEREAS, non-federal funds must be at least 20 percent of the project costs; and

WHEREAS, project submittals are due on July 15, 2016; and

WHEREAS, all projects proposed are consistent with the adopted Dakota County Comprehensive Plan; and

WHEREAS, subject to federal funding award, the Dakota County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting.

NOW, THEREFORE, BE IT RESOLVED, That the Dakota County Board of Commissioners hereby approves the following County led projects for submittal to the TAB for federal funding:

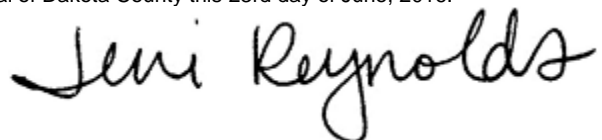
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 55 to TH 3 (Robert Street) in Eagan and Inver Grove Heights
4. CSAH 32 (Cliff Road) at its intersection with CSAH 31 (Pilot Knob Road) in Eagan
5. CSAH 23 (Foliage Avenue) from CSAH 86 (280th Street) to County Road 96 (320th Street) in Greenvale Township
6. CSAH 50 (202nd Street) from Holyoke Avenue to CSAH 23 (Cedar Avenue) in Lakeville
7. CSAH 86 (280th Street) from CSAH 23 (Galaxie Avenue) to TH 3 in Eureka, Greenvale, Castle Rock, and Waterford Townships
8. Minnesota River Greenway – Eagan Gap Segment in Eagan
9. River to River Greenway – TH 149 Underpass in Mendota Heights
10. River to River Greenway – Robert Street Crossing Connections in West St Paul
11. North Creek Greenway – CSAH 42 Underpass east of Flagstaff in Apple Valley; and

**STATE OF MINNESOTA  
County of Dakota**

	<b>VOTE</b>
<b>Slavik</b>	Yes
<b>Gaylord</b>	Yes
<b>Egan</b>	Yes
<b>Schouweiler</b>	Yes
<b>Workman</b>	Yes
<b>Holberg</b>	Yes
<b>Gerlach</b>	Yes

I, Jennifer Reynolds, Clerk to the Board of the County of Dakota, State of Minnesota, do hereby certify that I have compared the foregoing copy of a resolution with the original minutes of the proceedings of the Board of County Commissioners, Dakota County, Minnesota, at their session held on the 21st day of June, 2016, now on file in the County Administration Department, and have found the same to be a true and correct copy thereof.

Witness my hand and official seal of Dakota County this 23rd day of June, 2016.



Clerk to the Board

- 12. CSAH 14 - Southview Boulevard from 20th Avenue to 3rd Avenue and 3rd Avenue from Southview Boulevard to Marie Avenue in South St. Paul; and

BE IT FURTHER RESOLVED, That the Dakota County Board of Commissioners hereby supports the following submittals by others:

- 13. 117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 – Lead Agency: Inver Grove Heights
- 14. Orange Line Extension – Lead Agency: Metro Transit
- 15. CSAH 73 (Oakdale Avenue) from CSAH 14 (Mendota Road) to CSAH 8 (Wentworth Avenue) – Lead Agency: West St. Paul
- 16. TH 149 (Dodd Road) from Mendota Heights Road to Decorah Lane and from Maple Street to Smith Avenue – Lead Agency: Mendota Heights
- 17. North Creek Greenway – Farmington Gap – Lead Agency: Farmington
- 18. CSAH 8 (Wentworth Avenue) from CSAH 63 (Delaware Avenue) to Humboldt Avenue – Lead Agency: West St. Paul
- 19. CSAH 8 (Wentworth Avenue) from TH 52 to 15th Avenue – Lead Agency: South St Paul; and

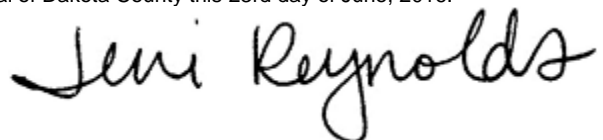
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota County transportation cost share policies.

**STATE OF MINNESOTA  
County of Dakota**

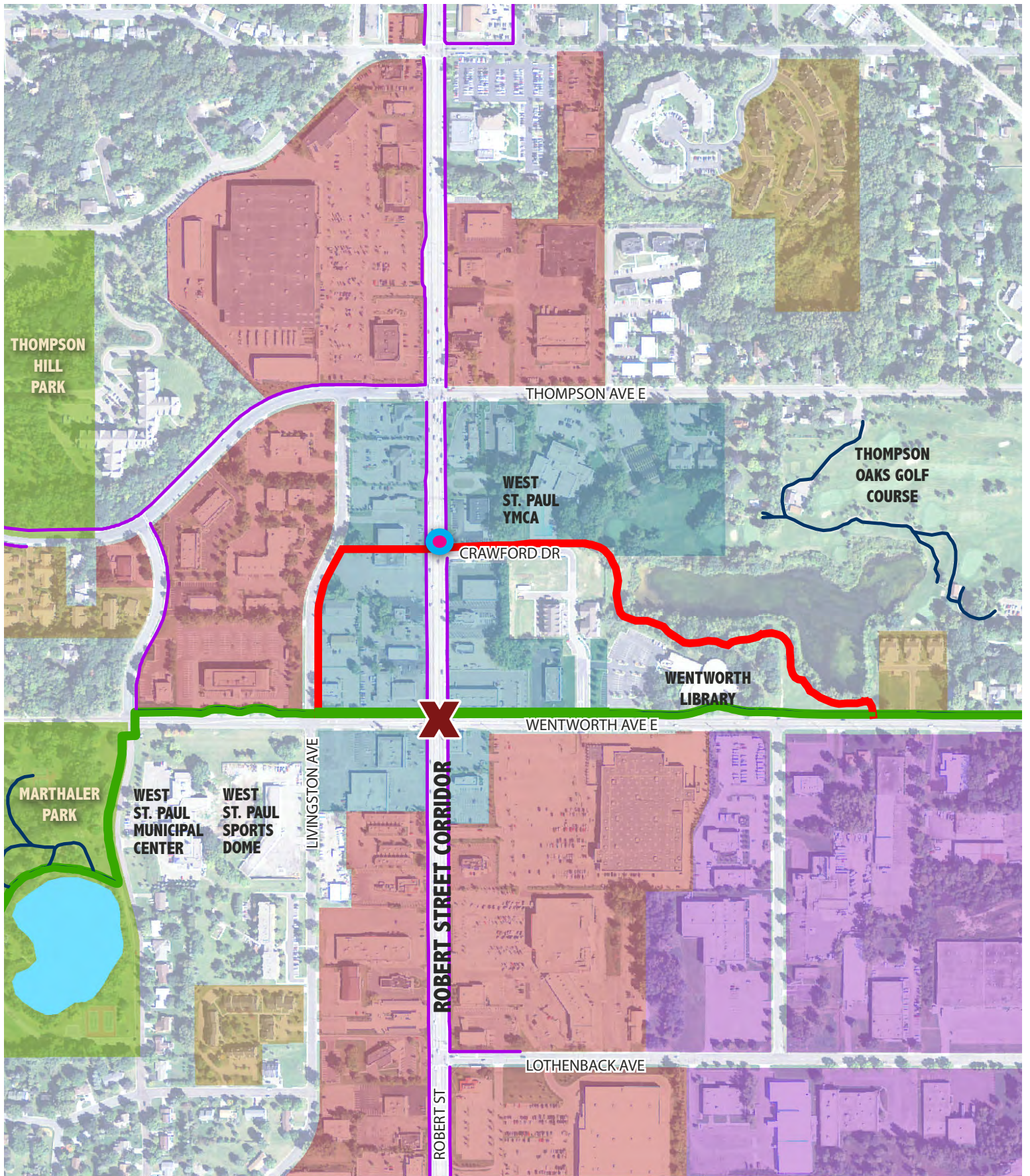
	<b>VOTE</b>
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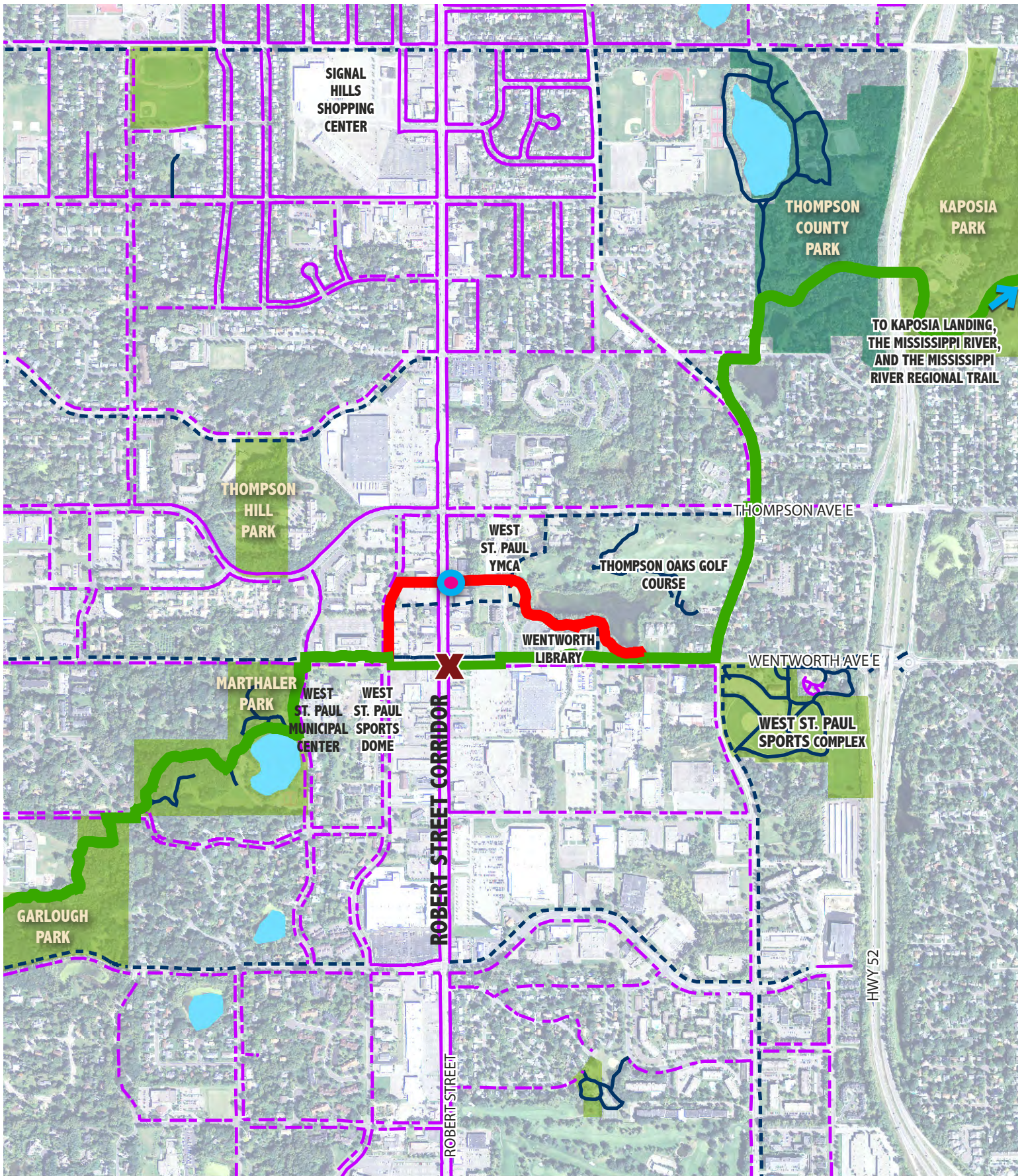


Clerk to the Board



- Proposed Trail
- Existing River to River Greenway
- Existing Sidewalk
- Existing Local Trail
- Planned Underpass
- X Barrier
- Commercial
- Industrial-Employment
- Mixed Use
- Multi-family Residential
- City Park

## DAKOTA COUNTY ROBERT STREET TRAIL CONNECTION PROJECT SUMMARY



- █ Proposed Trail
- █ Existing River to River Greenway
- - - Existing Sidewalk
- - - Existing Local Trail
- - - Proposed Sidewalk
- - - Proposed Local Trail
- Planned Underpass
- █ City Park
- █ Regional/County Park
- X Barrier

**DAKOTA COUNTY ROBERT STREET TRAIL CONNECTION**  
PROJECT CONTEXT

**Wentworth at Livingston**



**Wentworth at Trail Connection**



Robert St at Wentworth Ave





## Minnesota Department of Transportation

Metro District  
1500 West County Road B-2  
Roseville, MN 5511

July 8, 2016

Brian K. Sorenson  
Assistant County Engineer  
Dakota County Transportation Department  
14955 Galaxie Avenue  
Apple Valley, MN 55124

RE: Regional Solicitation Application for the River to River Greenway – Robert St Crossing Connection project

Dear Mr. Sorenson:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the River to River Greenway - Robert St Crossing Connection project impacts MnDOT right of way on Robert St (US952) in West St Paul.

MnDOT, as the agency with jurisdiction over Robert St (US952), would allow the improvements included in the application for River to River Greenway - Robert St Crossing Connection project. Details of any future maintenance agreement with the County will be determined during project development to define how the improvements will be maintained; however, ped/bike amenities that impact MnDOT right of way are normally owned and maintained by the local agency.

This project currently has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

A handwritten signature in blue ink that reads "Scott McBride".

Scott McBride, P.E.  
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council  
Jon Solberg, MnDOT Metro District – South Area Manager

An Equal Opportunity Employer



June 28, 2016

Holly Anderson  
Dakota County Transportation Dept.  
14955 Galaxie Avenue, 3<sup>rd</sup> Floor  
Apple Valley, MN 55124

Re: Project Request for Dakota County's 2017-2021 CIP

Dear Ms. Anderson:

Thank you for the opportunity to request future projects within the city limits of West St. Paul for the Dakota County 2017-2021 CIP. City staff has evaluated the condition of all Dakota County roads, trails, & other facilities within the City and have the following recommendations for inclusion in the upcoming CIP.

Transportation Projects:

- Roundabout construction at Wentworth (CSAH 8) and Oakdale Ave. (CSAH 73) in 2017.
- Intersection improvements at Oakdale Ave. (CSAH 73) and Thompson Ave. (CSAH 6) with construction scheduled for 2018.
- Reconstruction of Wentworth Ave. (CSAH 8) from Delaware Ave. (CSAH 63) to Livingston Ave. including trails, with construction scheduled for 2019.

Mill & Overlays:

- Delaware Ave. (CSAH 63) from Marie Ave. to Dodd Rd. (TH 149) in 2017. Includes repair/replacement of sanitary and storm sewer structures/castings as necessary.
- Oakdale Ave. (CSAH 73) from Wentworth Ave. (CSAH 8) to Annapolis St. in 2017. Includes repair/replacement of sanitary and storm sewer structures/castings as necessary.
- Butler Ave. (CSAH 4) from Delaware Ave. (CSAH 63) to Robert Street in 2018 or 2019. Includes repair/replacement of sanitary and storm sewer structures/castings as necessary.

Trail Projects:

- Oakdale Ave. (CSAH 73) from Mendota Rd. to Wentworth Ave. (CSAH 8) in the next few years. We appreciated Dakota County continuing to apply for federal funding for this project and will be ready with the City's cost share should the application be granted.



- Thompson Ave. (CSAH 6) from Robert St. to Oakdale Ave. (CSAH 73). Timeline and placement will be dependent on the redevelopment of the Thompson Oaks Golf Course property. The anticipated construction year is 2018.
- River to River Greenway crossing of Robert Street. We understand Dakota County is leading a study to look at grade separation versus at-grade crossing of Robert Street. The crossing would be influenced by the redevelopment of the Thompson Oaks Golf Course property and in conjunction with the trail along Thompson Ave. (CSAH 6). The anticipated construction year is 2018.

Thank you for the opportunity to submit projects for future County participation. If you have any questions, please contact me at 651-552-4130 or at [rbeckwith@wspmn.gov](mailto:rbeckwith@wspmn.gov).

Sincerely,



Ross Beckwith, P.E.  
City Engineer/Public Works & Parks Dir.

c: Matt Fulton, City Manager

**BOARD OF COUNTY COMMISSIONERS  
DAKOTA COUNTY, MINNESOTA**

June 21, 2016  
Motion by Commissioner Workman

Resolution No. 16-337  
Second by Commissioner Holberg

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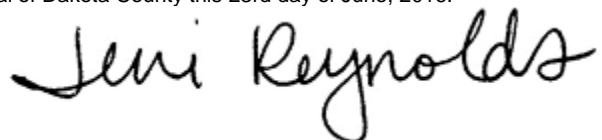
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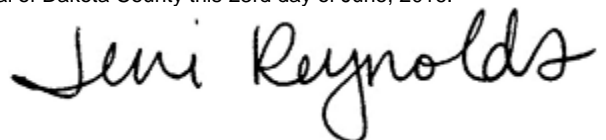
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