



Application

04787 - 2016 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

05331 - Wentworth Avenue Sidewalk Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/15/2016 8:04 AM

Primary Contact

Name:* Mr. Christopher Edwin Hartzell
Salutation First Name Middle Name Last Name

Title: City Engineer

Department: Engineering

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Address: 125 3rd Ave. N.

* South St. Paul Minnesota 55075
City State/Province Postal Code/Zip

Phone:* 651-554-3210
Phone Ext.

Fax:

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

Organization Information

Name: SOUTH ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

125 3RD AVE N

*

SO ST PAUL

Minnesota

55075

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

612-450-8704

Ext.

Fax:

PeopleSoft Vendor Number

0000020997A1

Project Information

Project Name

South St. Paul Wentworth Avenue Sidewalk Improvement Project

Primary County where the Project is Located

Dakota

Jurisdictional Agency (If Different than the Applicant):

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

The Wentworth Avenue Improvement Project proposes roadway corridor improvements along 0.6 miles of CSAH 8, a B Minor Arterial in South St. Paul. The project extends eastward along Wentworth Avenue (CSAH 8) from Trunk Highway 52 to 15th Avenue. The proposed improvements would add a 6-foot sidewalk to the south side of the roadway, completing the pedestrian network in this high demand area. A 4 foot boulevard will be created between the street and the sidewalk to provide an additional buffer and improve the pedestrian experience. All improvements are proposed within the existing CSAH 8 right-of-way. The City of South St. Paul and Dakota County are coordinating on the Wentworth Avenue Improvement Project to eliminate the high priority gap in the non-motorized system and to capitalize on the recent improvements made under Highway 52 to facilitate multimodal movement. The installation of a sidewalk is important in connecting residential neighborhoods to local schools and area parks. It also will provide a connection to the West St. Paul Sports Complex just to the east of Highway 52. While there are not transit stops on Wentworth, the improvement project does facilitate access to nearby routes on Thompson, Smith, and Oakdale.

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)

CSAH 8, South St. Paul, from Trunk Highway 52 to 15th Avenue- Construct Sidewalk, ADA Pedestrian Ramps

Project Length (Miles)

0.6

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$287,200.00

Match Amount

\$71,800.00

Minimum of 20% of project total

Project Total

\$359,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of South St. Paul Capital Improvement Plan

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

Preferred Program Year

Select one: 2020

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

Additional Program Years: 2019

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

Project Information

County, City, or Lead Agency City of South St. Paul

Zip Code where Majority of Work is Being Performed 55075

(Approximate) Begin Construction Date 05/01/2019

(Approximate) End Construction Date 10/31/2019

Name of Trail/Ped Facility: South St. Paul Wentworth Avenue Sidewalk Improvement Project

(i.e., CEDAR LAKE TRAIL)

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

From: Intersection TH 52 & CSAH 8 (Wentworth Avenue)
(Intersection or Address)

To: Intersection of CSAH 8 (Wentworth Avenue) & 15th Avenue
(Intersection or Address)

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

Or At:

Primary Types of Work Aggregate Base, Sidewalk, Pedestrian Ramps, Retaining Wall

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 N/A
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$13,500.00
Removals (approx. 5% of total cost)	\$28,500.00
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	\$10,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$52,000.00
Bridge	\$0.00
Retaining Walls	\$35,000.00
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
Totals	\$139,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$150,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$7,500.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$2,500.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$60,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$220,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$359,000.00
Construction Cost Total	\$359,000.00
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.

The City adopted the South St. Paul Bicycle and Pedestrian Plan in December of 2014. The plan identifies CSAH 8/Wentworth Avenue as one of the highest priority for future arterial sidewalks in order to complete the sidewalk network within the city (pg 44-47; 94). The sidewalk facilities would also create an important connection to West St. Paul. The plan sets a goal for this gap in existing sidewalks to be completed within the next 10 years (pg. 49).

The criteria set out within this document are generally supported by the goals and policies of the South St. Paul 2030 Comprehensive Plan, adopted in 2008. It identifies establishing a system of attractive trails and sidewalks in the City to offer alternative means of transportation and recreation for residents and visitors as a goal of the City (pg. 32).

The Dakota County 2030 Transportation Plan identifies CSAH 8 as having "high pedestrian demand" for the length of the proposed project (pg. 5-49).

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

Requirements - Bicycle and Pedestrian Facilities Projects

1.All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

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

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

Safe Routes to School projects only:

3.All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

4.All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Requirements - Bicycle and Pedestrian Facilities Projects

Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment:	29904
Existing Post-Secondary Enrollment:	0
Upload Map	1468444902215_Wentworth_Regional Economy.pdf

Measure A: Usage

Existing Population Within One-Half Mile	14013
Upload Map	1468444958599_Wenworth_Population Summary.pdf

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

Project located in Area of Concentrated Poverty:

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

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:

The Wentworth Avenue Improvement Project is located in an area above the regional average for population in poverty or population of color. The half-mile surrounding the project also encompasses a senior living facility, public school facilities, several public parks, and the West St. Paul Sports Complex. Because of these features, the important linkages to West St. Paul and the Dakota County Regional Greenway system, and the lack of east-west pedestrian facilities across the city, this corridor has been identified as a high priority for improved facilities for pedestrians.

The Wentworth Avenue Improvement Project will provide benefits for low-income populations, children, elderly, and disabled populations through a variety of features. These populations are less likely to drive a vehicle and require safe alternatives to driving, such as walking or using transit. New, well designed sidewalks on the south side of Wentworth Avenue will give access to the corridor for pedestrians, especially for vulnerable populations such as children, the elderly, and the disabled. A four foot boulevard will buffer the sidewalk from the traffic to lend even more security.

The proposed project is not anticipated to negatively impact low-income populations, people of color, or children, the elderly, and disabled populations in the long-term. Short-term impacts from construction activities such as increased noise and dust may impact these populations more than the general population. Standard construction mitigation measures such as limiting hours of construction and using materials which minimize dust will be utilized in compliance with the City of South St. Paul and Dakota County's 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.

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
South St. Paul	0.624
	1

Total Project Length

Total Project Length (Total Population)	0.6
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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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.624
Total Housing Score	0

Measure A: Gaps, Barriers and Continuity/Connections

The Wentworth Avenue Improvement Project will create eliminate a priority gap in the city's pedestrian network. It will establish 6' wide, ADA-compliant pedestrian facilities for the 0.6 mile corridor.

As seen in the "RBTN Evaluation and Major Barriers" map, the project connects RBTN Tier 1 corridors. This project creates an east/west pedestrian connection to West St. Paul's pedestrian and bicycle facilities along Wentworth Avenue. These connect with Oakdale Avenue, the River to River Greenway Trail Corridor, and the West St. Paul Sports Complex, all of which are important community facilities.

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

The roundabout intersections at TH 52 and Wentworth Avenue were recently installed and include pedestrian facilities. This project will enable South St. Paul residents to safely reach and cross the barrier of TH 52, which is a 4-lane grade separated highway with a speed limit of 55 mph and an average daily traffic count of 50,000. The nearest parallel crossing to TH 52 is Thompson Avenue E, which is 0.3 miles to the north. Thompson Avenue E has an average daily traffic count of 6,200 vehicles and a sidewalk on the northern side; this sidewalk is of varying quality for the length of the corridor.

Measure B: Project Improvements

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

The primary goal of this project is to provide off-street sidewalk facilities for pedestrians where none currently exist. Wentworth Avenue between TH 52 and 15th Avenue has been identified by both Dakota County and South St. Paul as a high priority for the installation of pedestrian facilities. Currently, the corridor has no sidewalks and pedestrians must travel on the shoulder of the road. Although there were not any crashes reported between 2011 and 2015 involving pedestrians or bicyclists, safety will improve by providing pedestrians with their own dedicated facility.

The six-foot sidewalk on the south side of the road will provide enough room for pedestrians to move comfortably. The project will also install a four-foot boulevard between the sidewalk and the road, creating an added level of safety and comfort for pedestrian users. These features will increase the safety of pedestrians, since pedestrians will no longer be forced to travel in the roadway.

Measure A: Multimodal Elements and Connections

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

The Wentworth Avenue Improvement Project will add pedestrian facilities to the underserved corridor. Although there are not any transit stops on Wentworth Avenue in the project corridor, a comprehensive pedestrian network is essential to access local transit stops on nearby roads, such as Thompson Avenue E, 12th Avenue, and Oakdale Avenue. If transit demand in the area grows, this project would establish the pedestrian infrastructure necessary to support transit stops along Wentworth Avenue.

The six-foot sidewalk on the south side of the road will provide enough room for pedestrians to move comfortably. The project will also install a four-foot boulevard between the sidewalk and the road, creating an added level of safety and comfort for pedestrian users. These features will increase the safety of pedestrians, since pedestrians will no longer be forced to travel in the roadway. All of these features will increase the accessibility of all users in the corridor.

Transit Projects Not Requiring Construction

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

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

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

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

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

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

01/31/2018

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:

01/31/2018

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 Yes

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

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

80%

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

50%

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

30%

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

0%

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

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

100%

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

100%

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

75%

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

50%

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

25%

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

0%

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

0%

Anticipated date or date of acquisition

01/31/2019

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

Yes

100%

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

100%

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

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

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

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

Yes

100%

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

100%

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

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion 03/31/2019

10) Letting

Anticipated Letting Date 05/01/2019

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$359,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$359,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
Attachment 1_Project Maps_SSP Wentworth.pdf	Project Summary Map and Project Context Map of proposed sidewalk improvements	5.5 MB
Attachment 2_Streeview_SSP Wentworth_Facing East at 20th.pdf	Google Streetview of Wentworth Avenue at 20th Street, showing lack of existing pedestrian facilities and need for sidewalk improvements to the corridor	957 KB
Attachment 3_Letter of Support_MnDOT_SSP Wentworth.pdf	Letter of support from MnDOT regarding the South St. Paul Wentworth Avenue Sidewalk Improvement Project.	107 KB
Attachment 4_Resolution of Support_Dakota County_SSP Wentworth.pdf	Resolution of Support from the Dakota County Board to support the application of the South St. Paul Wentworth Avenue Sidewalk Improvements project (among other projects within the County).	177 KB
Attachment 5_RBTN Map_SSP Wentworth.pdf	Web-generated map through the Met Council showing the RBTN in relation to the project area	158 KB

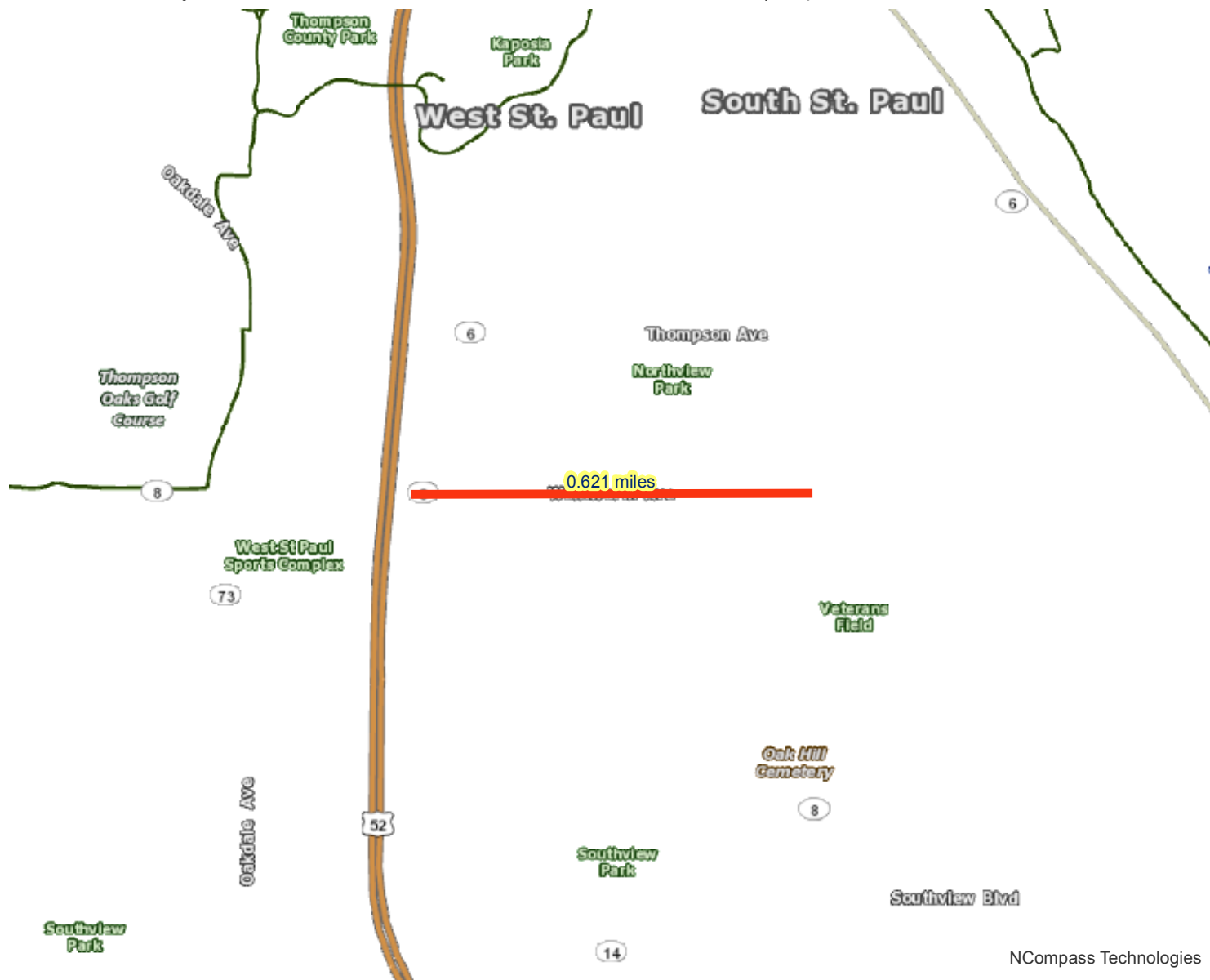
Regional Economy

Results

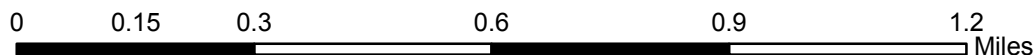
WITHIN ONE MI of project:

Total Population: 29904
Total Employment: 13500
Mfg and Dist Employment: 3184

Postsecondary Students:
0



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



Created: 7/12/2016
LandscapeRSA5



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



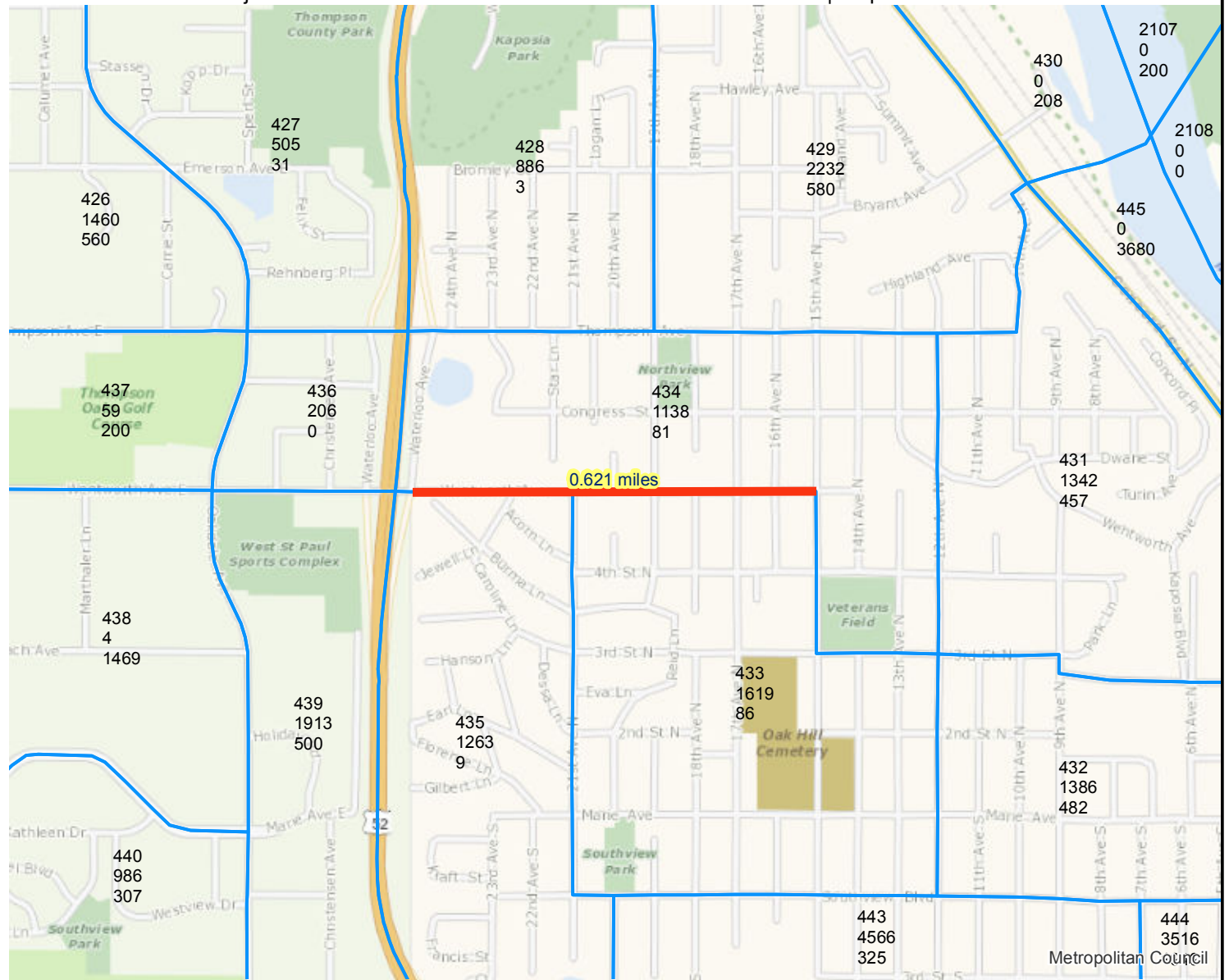
NCompass Technologies

Population Summary

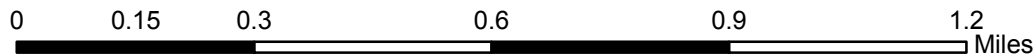
Pedestrian Facilities Project: South St. Paul Wentworth Avenue Sidewalk Extension | Map ID: 1468352886177

Results

Within HALF Mile of project:
 Total Population: 14013
 Total Employment: 4458



- Project
- 2010 TAZ



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 LandscapeRSA4

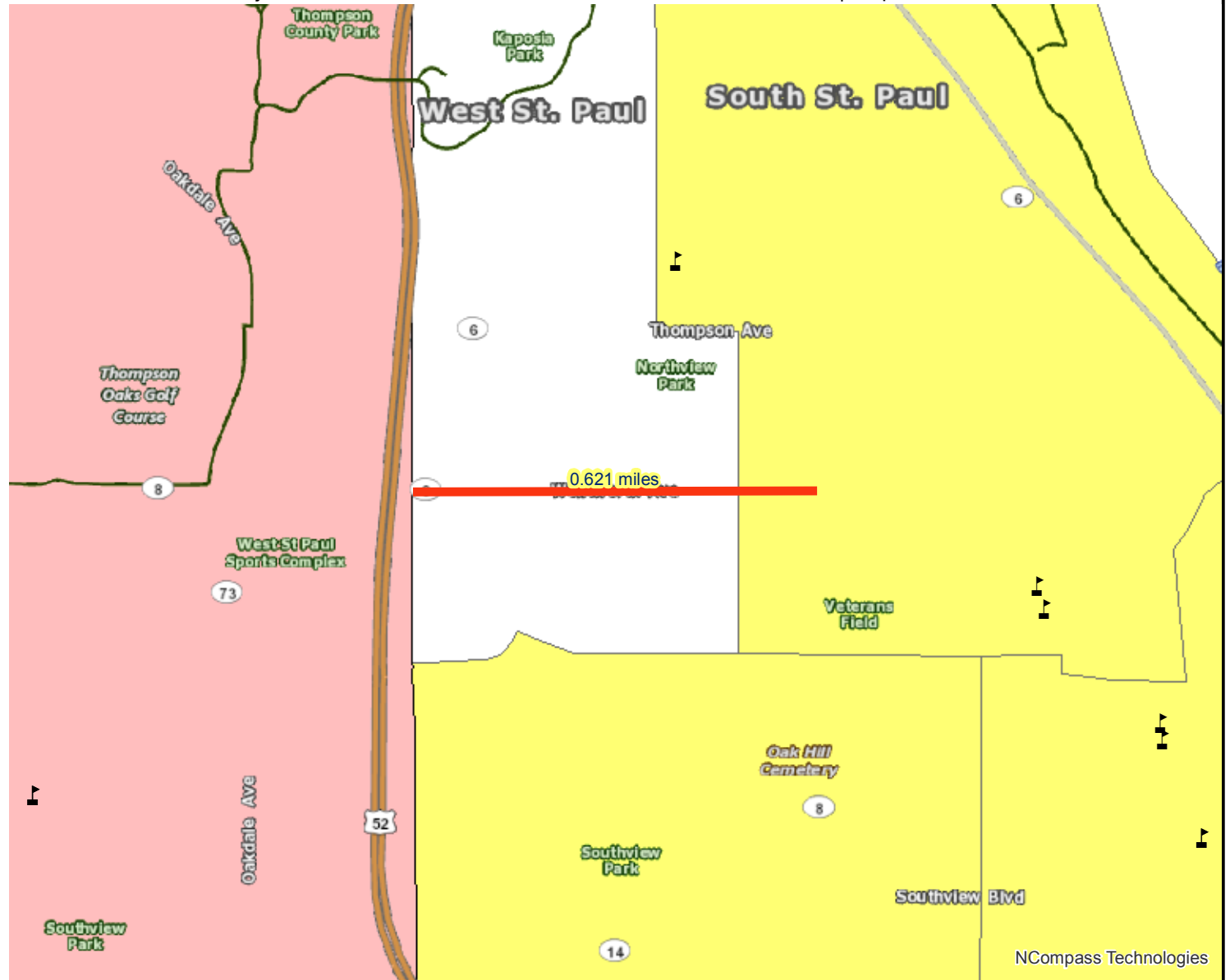


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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

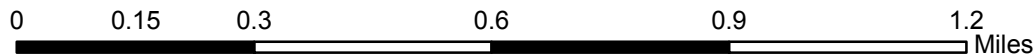


Results

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



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

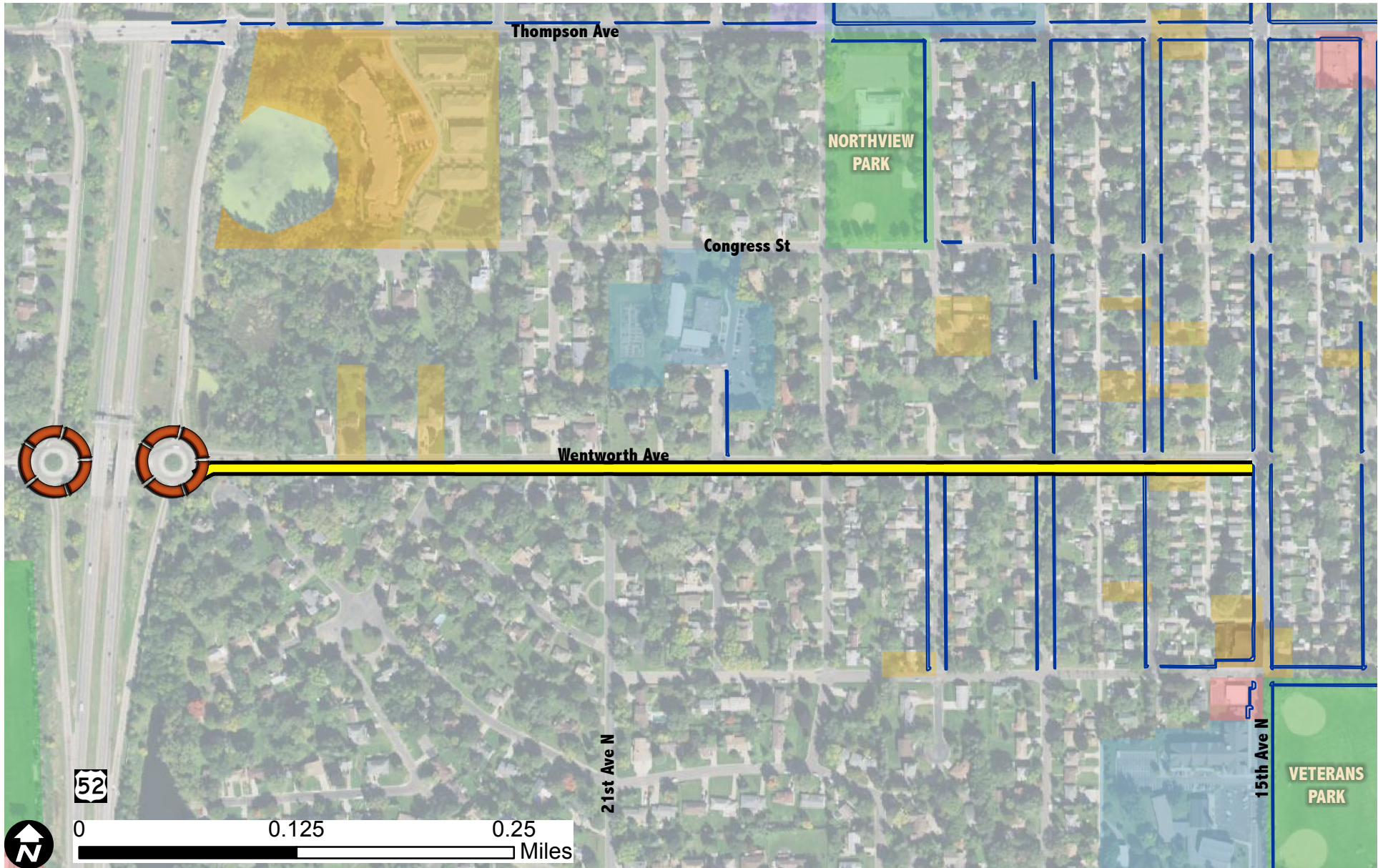


Created: 7/12/2016
LandscapeRSA2






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




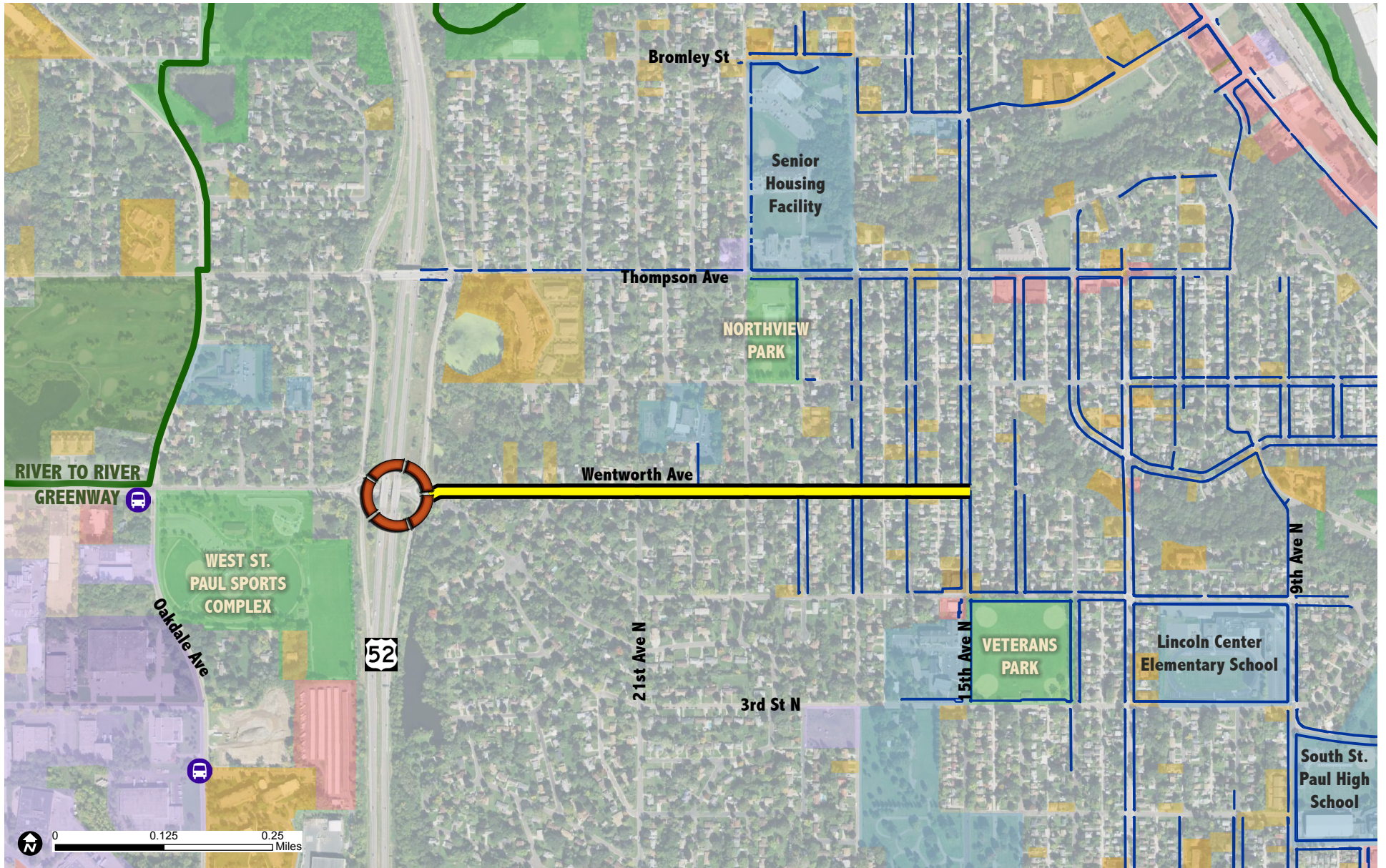
LEGEND

-  Proposed Sidewalk
-  Existing Sidewalks
-  Newly Installed Traffic Circle

Land Use 2010

- | | |
|--|--|
|  Single Family Attached |  Mixed Use Residential |
|  Multifamily |  Mixed Use Industrial |
|  Office |  Mixed Use Commercial and Other |
|  Retail and Other Commercial |  Industrial and Utility |
|  Park, Recreational or Preserve |  Extractive |
|  Golf Course |  Institutional |













South St. Paul Wentworth Avenue Sidewalk Extension
Project Summary



LEGEND

-  Proposed Sidewalk
-  Regional Trail
-  Existing Sidewalks
-  Bus Stop
-  Newly Installed Traffic Circle

Land Use 2010

- | | |
|--|---|
|  Single Family Attached |  Mixed Use Residential |
|  Multifamily |  Mixed Use Industrial |
|  Office |  Mixed Use Commercial and Other |
|  Retail and Other Commercial |  Industrial and Utility |
|  Park, Recreational or Preserve |  Extractive |
|  Golf Course |  Institutional |

South St. Paul Wentworth Avenue Sidewalk Extension

Project Context



Westworth Ave

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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 CSAH 8 (Wentworth Ave) 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 CSAH 8 (Wentworth Ave) project from TH 52 to 15th Ave, impacts MnDOT right of way on US 52.

MnDOT, as the agency with jurisdiction over US 52, would allow the improvements included in the application to construct pedestrian and bike facilities on CSAH 8 (Wentworth Ave) 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 R. McBride".

Scott McBride, P.E.
Metro District Engineer

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

An Equal Opportunity Employer



**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:

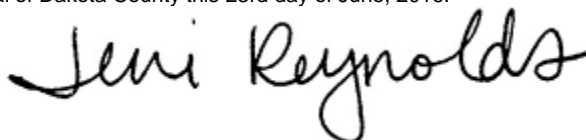
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH) 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**

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	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

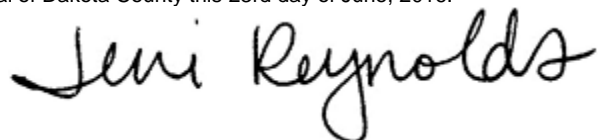
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota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

STATE OF MINNESOTA
County of Dakota

	VOTE
Slavik	Yes
Gaylord	Yes
Egan	Yes
Schouweiler	Yes
Workman	Yes
Holberg	Yes
Gerlach	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.

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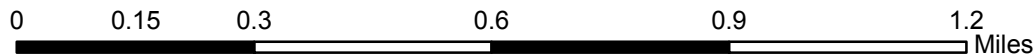
Clerk to the Board

Project to RBTN Orientation

Pedestrian Facilities Project: South St. Paul Wentworth Avenue Sidewalk Extension | Map ID: 1468352886177



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



Created: 7/12/2016
LandscapeRSA1



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