



Application

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

05412 - CSAH 14 Sidewalk Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted  
Submitted Date: 07/15/2016 1:17 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 CSAH 14 Sidewalk Improvements

**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 CSAH 14 Sidewalk Improvement Project proposes sidewalk improvements, streetscaping, and roadway corridor improvements along 1.9 miles of CSAH 14 (Southview Boulevard), a Major Collector in South St. Paul. The project extends eastward from the intersection of Southview Boulevard and 20th Avenue to Southview Boulevard and 3rd Avenue, and then turns north to the intersection of Marie Avenue and 3rd Avenue. The project proposes upgrading pedestrian facilities for the entire corridor, establishing 6' ADA compliant sidewalks on each side. In addition to these facilities, a flex-space boulevard will buffer the sidewalk from vehicle traffic. Depending on the section of the corridor, this boulevard may be used for landscaping, sidewalk furniture, bus bays, or on-street parking. Streetscaping improvements such as planters, trees, benches and trash receptacles, artwork, wayfinding, and pedestrian lighting are proposed throughout the corridor. All improvements are proposed within the existing CSAH 14 right-of-way.

The project will reduce vehicle traffic to one lane in each direction, with on-street parking facilities and bus bays established. Several intersections will be improved with curb bump-outs and crosswalks to improve pedestrian visibility and decrease crossing distances. Increased roadway lighting and pedestrian lighting will also improve safety for both vehicles and pedestrians alike.

The City of South St. Paul is applying for the project with the support of Dakota County . Both entities will work together on the improvements throughout the corridor.

*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 14 (Southview Boulevard), South St. Paul, 20th Avenue to 3rd Avenue, Construct sidewalk and streetscaping

Project Length (Miles) 1.2

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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 \$1,000,000.00

Match Amount \$3,700,000.00

*Minimum of 20% of project total*

Project Total \$4,700,000.00

Match Percentage 78.72%

*Minimum of 20%*

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

Source of Match Funds

Dakota County and City of South St. Paul Capital Improvement Program Funds

*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 55075

(Approximate) Begin Construction Date 05/01/2020

(Approximate) End Construction Date 11/30/2021

Name of Trail/Ped Facility: Dakota County CSAH 14 Sidewalk Improvement Project

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

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

From: Intersection of Southview Boulevard (CSAH 14) and 20th Avenue S  
(Intersection or Address)

To: Intersection of 3rd Avenue (CSAH 14) and Marie 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**

Grade, Sidewalks, Pedestrian Ramps, Lighting, Bituminous Surface, Signal Removal

*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

**Specific Roadway Elements****CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$115,000.00
Removals (approx. 5% of total cost)	\$115,000.00
Roadway (grading, borrow, etc.)	\$50,000.00
Roadway (aggregates and paving)	\$520,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$170,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$700,000.00
Traffic Control	\$70,000.00
Striping	\$25,000.00
Signing	\$25,000.00
Lighting	\$190,000.00
Turf - Erosion & Landscaping	\$20,000.00
Bridge	\$0.00
Retaining Walls	\$520,000.00
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	\$505,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$3,025,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$385,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$130,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$1,000,000.00
Wayfinding	\$50,000.00
Bicycle and Pedestrian Contingencies	\$25,000.00
Other Bicycle and Pedestrian Elements	\$25,000.00
<b>Totals</b>	<b>\$1,615,000.00</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	\$60,000.00
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>\$60,000.00</b>

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## Transit Operating Costs

<b>Number of Platform hours</b>	0
<b>Cost Per Platform hour (full loaded Cost)</b>	\$0.00

<b>Subtotal</b>	\$0.00
<b>Other Costs - Administration, Overhead,etc.</b>	\$0.00

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## Totals

<b>Total Cost</b>	\$4,700,000.00
<b>Construction Cost Total</b>	\$4,700,000.00
<b>Transit Operating Cost Total</b>	\$0.00

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## 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 of South St. Paul adopted the Southview Hill Area Study in April 2014. The study identifies several transportation needs and approaches for the Southview Hill area that are integrated into the proposed CSAH 14 (Southview Blvd & 3rd Ave) Improvement Project. Priorities for the corridor, as identified by the study, include:

- Creative placemaking along Southview Boulevard (pg. 31-32)

- Street lighting for roadways and pedestrians (pg. 32-33)

- Installation of site furnishings and public realm seating (pg. 33-34)

- Increase connectivity for pedestrian, bicycle, and multi-modal networks (pg. 38-39)

- Enhance pedestrian safety through effective intersection design (pg. 39-42)

**List the applicable documents and pages:**

The City also adopted the South St. Paul Bicycle and Pedestrian Plan in December of 2014. The plan identified the intersections of Southview Blvd and 13th Ave S, and Southview Blvd and 9th Ave S as needing improved intersection treatment for pedestrians and bicyclists (pg. 63-64). The Southview Hill Area has been identified as having the highest demand for pedestrian facilities in the City (pg. 18-19). It also identified a need for bike lanes and bike boulevards identified parallel to the proposed project, on Marie Avenue and 3rd Street S (pg. 54). The plan designated that all improvements should meet the following standards (pg. 48):

- Sidewalk widths should be five-feet or wider

-Improvements at intersections should utilize curb extensions wherever possible to improve pedestrian crossing conditions

-Lighting for pedestrians and vehicles should be emphasized

-Wayfinding facilities for pedestrians should be implemented at a systematic level

In 2010, the South St. Paul School District, Dakota County, and the City of South St. Paul developed the Safe Routes to School Comprehensive Plan for Lincoln Center Elementary School. The plan raised specific concerns about pedestrian safety, especially for children, at the intersection of Southview Boulevard and 12th Avenue S (pg. 10). To address this concern, the plan recommended investigating the feasibility of crossing improvements at Southview Boulevard and 12th Avenue, including traffic calming measures (pg. 20).

The criteria set out in these documents are generally supported by the goals 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 (pg. 32).

*(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 Jobs and Post-Secondary Education

Existing Employment:	12395
Existing Post-Secondary Enrollment:	0
Upload Map	1468521471890_Southview_Regional Economy.pdf

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### Measure A: Usage

Existing Population Within One-Half Mile	17205
Upload Map	1468521501421_Southview_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:

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 CSAH 14 Sidewalk 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 56 unit senior living community, four public housing properties, public school facilities, a public library, and residential areas with children. Because of these features as well as commercial services within the corridor, this area has been identified as needing improved facilities for pedestrians and transit users.

The CSAH 14 Sidewalk Improvement Project will provide benefits for the low-income populations, people of color, and children, elderly, and disabled populations in the area through a variety of features. Public transit facilities along CSAH 14 (Southview Boulevard) will be enhanced by streamlining bus facilities and adding bus bays at the intersections of 12th Avenue and Southview Boulevard and 8th Avenue and Southview Boulevard. A benefit is provided to those who lack transportation independence with improved accessibility to transit stops and destinations such as jobs, public housing, schools, public library, and grocery/retail stores.

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

Wider and improved sidewalks on both sides of CSAH 14 will make pedestrian facilities safer and more accessible, especially for vulnerable populations such as children, the elderly, and the disabled. These improvements will make the entire corridor ADA compliant, which was identified as an issue within the South St. Paul Bicycle and Pedestrian Plan. Other concerns included obstructed and heaving sidewalks, inadequate walkway width, lack of rest areas and transit shelters for inclement weather conditions. To address these issues, the project will also include

reducing roadway width and adding intersection bumpouts for pedestrian visibility and safety. Other pedestrian-focused amenities such as pedestrian level lighting and street furniture will benefit these populations as well as general users.

The proposed CSAH 14 Sidewalk Improvement Project is not anticipated to negatively impact low-income populations, people of color, children, the elderly, and disabled populations in the long-term. Short-term impacts from construction activities such as increased noise, dust, and inaccessible facilities 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 Dakota County standards.

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

**Upload Map**

1468521536156\_Southview\_Socio Economic Conditions.pdf

### Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
South St. Paul	1.185
	1

### Total Project Length

Total Project Length (Total Population)	1.2
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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)	1.185
Total Housing Score	0

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### Measure A: Gaps, Barriers and Continuity/Connections

The CSAH 14 Sidewalk Improvement Project will establish 6 foot wide, ADA-compliant pedestrian facilities on both sides of the entire 1.9 mile corridor. The project provides important improvements to gaps within the existing network of pedestrian facilities.

As seen in the RBTN Evaluation and Major Barriers map, the project is located in a Tier 1 Bicycle Transport Corridor. Marie Avenue, one block north of CSAH 14, is designated by the City's Bicycle and Pedestrian Plan as the primary east-west bicycle route connecting the city to the Mississippi River Regional Trail and surrounding communities.

The current pedestrian system in the project area is a barrier. Heaving/obstructed sidewalks and inadequate width (less than one foot in areas) make it difficult for pedestrian access. CSAH 14 does not currently have facilities to accommodate bicyclists. Proposed improvements will encourage bicycle travel along Marie Avenue; however, the project's narrowing of driving lanes and reduced street parking also allow CSAH 14 to safely accommodate bicyclists on the roadway.

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

Other improvements that fill this gap in the bicycle and pedestrian system include:

- ADA ramps
- Pedestrian lighting
- Bumpouts to decrease crossing distances
- Removal of parking to increase sight distance at intersections
- Amenity Zone with 4 feet to 8 feet of additional

pedestrian space for trees, benches, lighting and bus shelters

- Vehicle access closures

The proposed streetscape design clearly delineates pedestrian areas and separates them from the roadway. Streetscape amenities define important pedestrian nodes along the corridor to connect north/south pedestrian routes.

The proposed project will also help increase pedestrian visibility along CSAH 14, which is considered a Major Collector by the 2030 Comprehensive Plan. According to MnDOT's traffic counts, in 2011 CSAH 14 had 10,700 average daily traffic, with a speed limit of 30 mph through most of the project area. The project will allow for the continued flow of vehicle traffic while improving facilities for pedestrian and transit users.

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## **Measure B: Project Improvements**

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

Four bicyclist/vehicle and two pedestrian/vehicle crashes were reported along the CSAH 14 (Southview Blvd & 3rd Ave) corridor from 2011-2015. The primary goals of this project are to improve sight distance and visibility for motor vehicles and pedestrians, reduce pedestrian exposure, improve pedestrian access and mobility, and encourage walking by enhancing aesthetics. The project anticipates accomplishing these goals by providing improved curb ramps along the 18-block corridor with ADA compliant grades and truncated domes. The existing 44-foot wide roadway is reduced by eliminating on-street parking at various locations and providing parking bays and curb extensions on segments where parking will remain. This will reduce exposure and improve sight lines between bicyclists/pedestrians and motor vehicles. Deficiencies in the existing pedestrian access route will be mitigated by providing a continuous link of no less than five feet in width throughout the entire corridor. Access management strategies are implemented to eliminate redundant private access. It is anticipated that more than eight accesses will be closed or consolidated, reducing the amount of pedestrian/vehicle and bicyclist/vehicle conflict points.

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## Measure A: Multimodal Elements and Connections

Metro Transit Bus Route 68, has designated stops throughout the CSAH 14 (Southview Boulevard and 3rd Avenue) Improvement Project area. Route 68 provides a key link for South St. Paul residents to local businesses and to the Minneapolis-St. Paul public transportation system through the Metro Transit Robert Street Station. Metro Transit Bus Route 71, located within ½ mile of the project area also provides an additional connection to public transportation users.

Transit services within the project area are adequate, but the accessibility to, spacing of and quality of bus stops are in need of improvement. The existing corridor has nearly 50% more transit stops than recommended by Metro Transit for a corridor of its size. The proposed project will consolidate these bus stops along CSAH 14 to reduce bus travel time and better concentrate transit activity at key pedestrian nodes. Additional transit facility amenities will also be provided, including bus shelters and bus bays at integral intersections: Southview Boulevard & 8th Avenue and Southview Boulevard & 12th Avenue.

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

Bicycle facilities are not proposed as part of this project, however, Marie Avenue, one block north of CSAH 14, is identified within the City's Bicycle and Pedestrian Plan as an east-west bicycle route in this area. The Marie Avenue bicycle route connects the City to the Mississippi River Regional Trail and surrounding communities. The project will allow this designation to remain intact as the lower traffic volumes along Marie Avenue provide a safer environment for bicyclists to travel adjacent to vehicle traffic. Therefore the improvements proposed along CSAH 14 are intended to better facilitate bicyclists traveling to and from the designated bicycle route on Marie Avenue.



Bicyclists still choosing to travel along Southview Boulevard before entering onto the designated bicycle route will be accommodated by a 5 foot striped shoulder and a continuous sidewalk network with ADA compliant ramps and truncated domes.

The proposed project will safely integrate all modes of transportation through a variety of improvements proposed for the roadway and behind the curb. The existing 44 foot two-lane undivided roadway is narrowed to better utilize the 60 feet of available right-of-way. 11 foot travel lanes are implemented and on-street parking is eliminated at many locations. This will facilitate mobility and safety for vehicles and transit buses. Curb extensions are provided to extend the sidewalk and corners where parking will remain. This reduces the pedestrian crossing distance and improves the ability of pedestrians and motorists to see one another.

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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**

06/30/2017

**4)Review of Section 106 Historic Resources (10 Percent of Points)**

**No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge**

Yes

100%

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

80%

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

40%

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

0%

**Anticipated date or date of completion of historic/archeological review:**

**Project is located on an identified historic bridge**

**5)Review of Section 4f/6f Resources (10 Percent of Points)**

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?  
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

**No Section 4f/6f resources located in the project area**

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 05/01/2017

**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 10/31/2017

**10)Letting**

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,700,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,700,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
Attachment 1_Project Map_DC CSAH 14 Sidewalks.pdf	Project Map showing the proposed improvements for Dakota County CSAH 14 Sidewalk Improvement Project	3.2 MB
Attachment 2_Streetview_DC CSAH 14 Sidewalks_CSAH 14 Facing East at 19th.pdf	Google Streetview of project corridor at CSAH 14 (Southview Boulevard) and 20th Street.	1.2 MB
Attachment 3_Streetview_DC CSAH 14 Sidewalks_Southview & 3rd.pdf	Google Streetview of project corridor at intersection of Southview Boulevard and 3rd Street, where CSAH 14 turns north	1.7 MB
Attachment 4_Letter of Support_City of South St. Paul_DC CSAH 14 Sidewalks.pdf	Letter of Support from the City of South St. Paul supporting the Dakota County CSAH 14 Sidewalk Improvement Project as proposed.	62 KB
Attachment 5_Resolution of Support_Dakota County_DC CSAH 14 Sidewalks.pdf	Resolution from Dakota County Board supporting the persual of regional solicitation for the Dakota County CSAH 14 Sidewalk Improvement Project.	177 KB
Attachment 6_RBTN Web Map_DC CSAH 14 Sidewalks.pdf	Web-generated map through Met Council showing the RBTN in relation to the project site	177 KB
Attachment 7_Concept Plans_DC CSAH 14 Sidewalks.pdf	Concept plans for Dakota County CSAH 14 Sidewalk Improvements Project	3.9 MB

# Regional Economy

Pedestrian Facilities Project: Dakota County CSAH 14 Sidewalk Improvement Project | Map ID: 1468520689342

## Results

WITHIN ONE MI of project:

Total Population: 29810  
 Total Employment: 12395  
 Mfg and Dist Employment: 4272

Postsecondary Students:  
 0



NCompass Technologies

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



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 LandscapeRSA5



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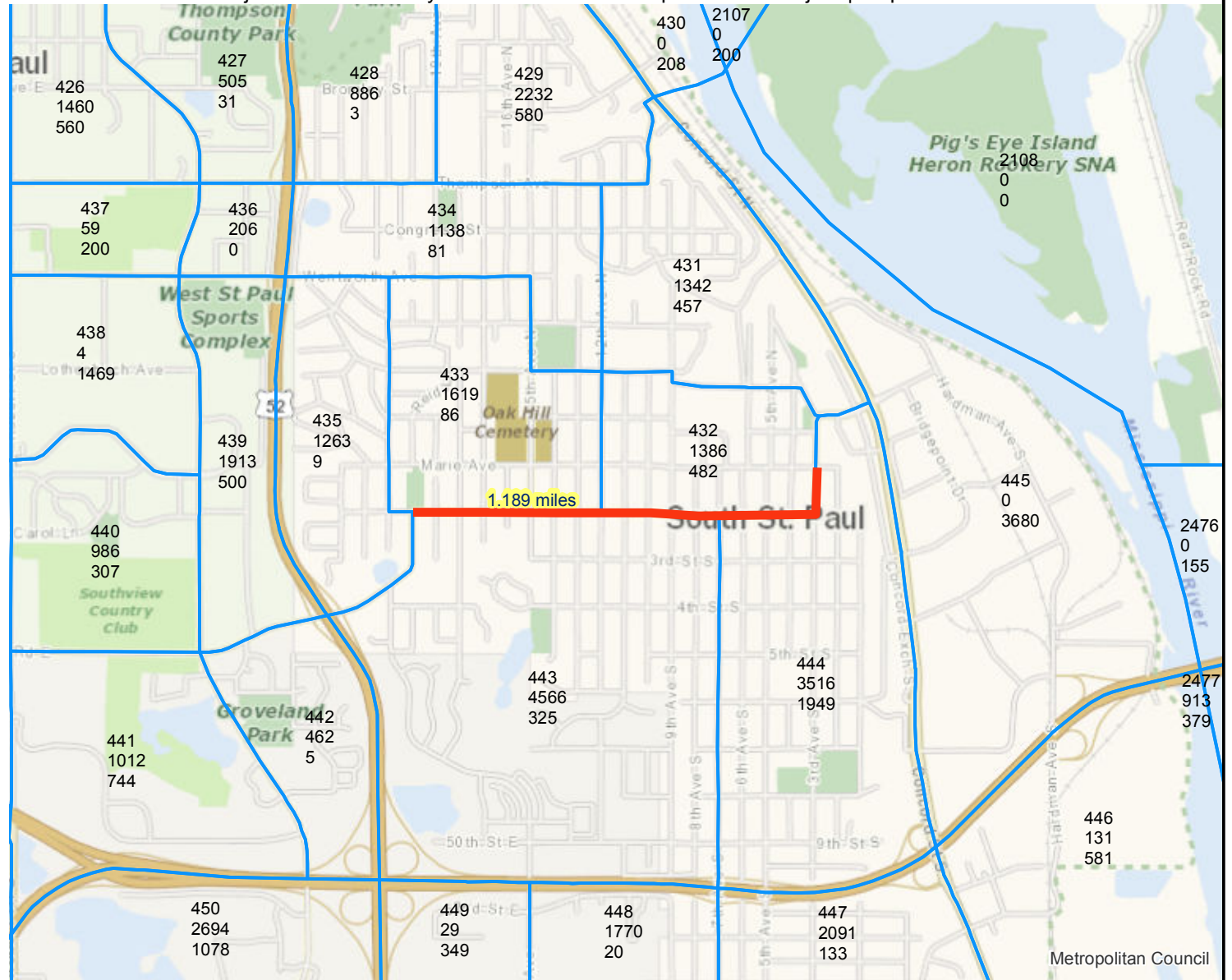


# Population Summary

Pedestrian Facilities Project: Dakota County CSAH 14 Sidewalk Improvement Project | Map ID: 1468520689342

## Results

Within HALF Mile of project:  
 Total Population: 17205  
 Total Employment: 7574



- Project
- 2010 TAZ



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 LandscapeRSA4

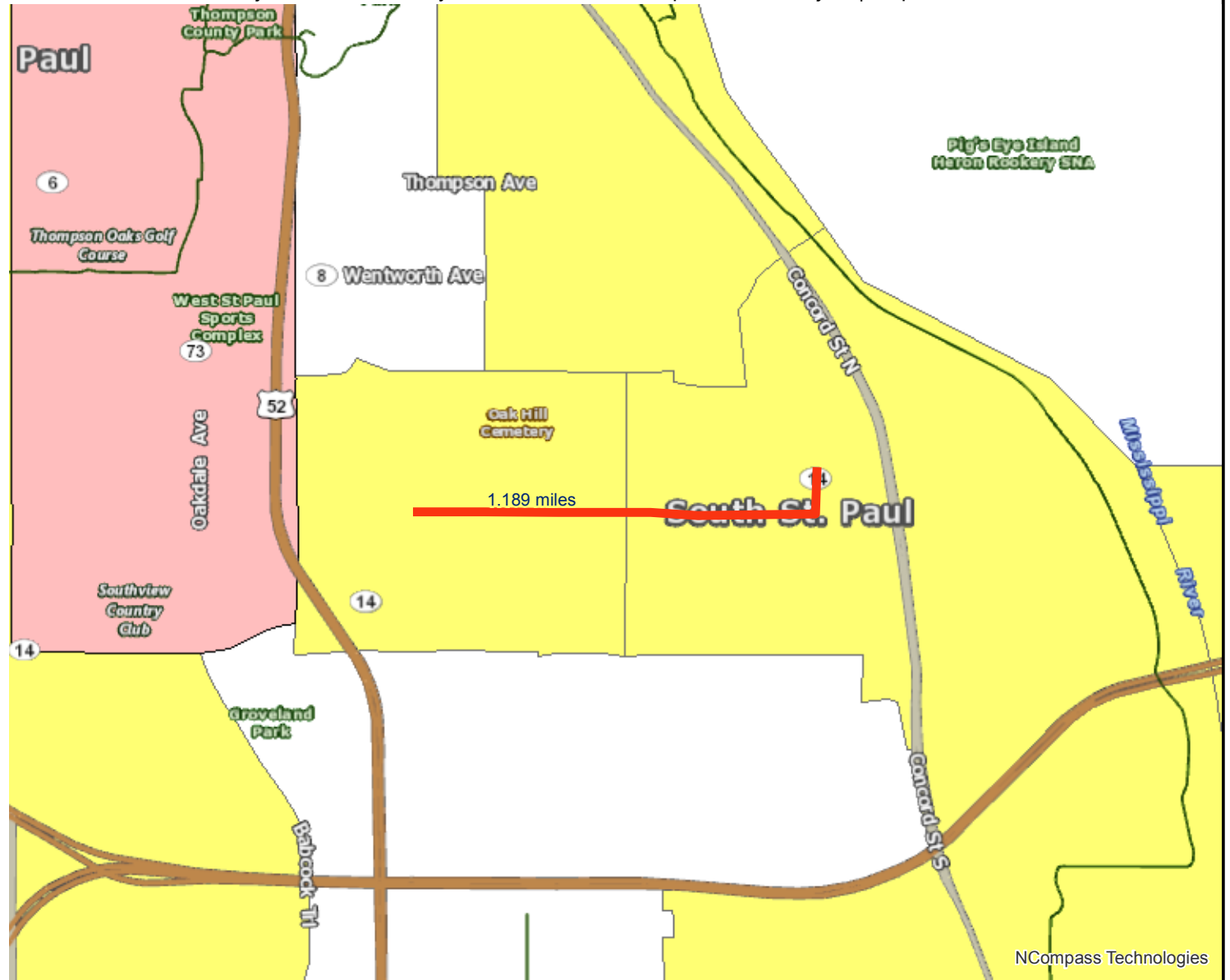


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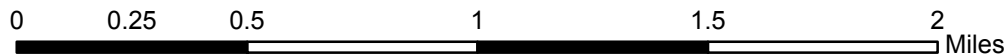


Results

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



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



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LandscapeRSA2

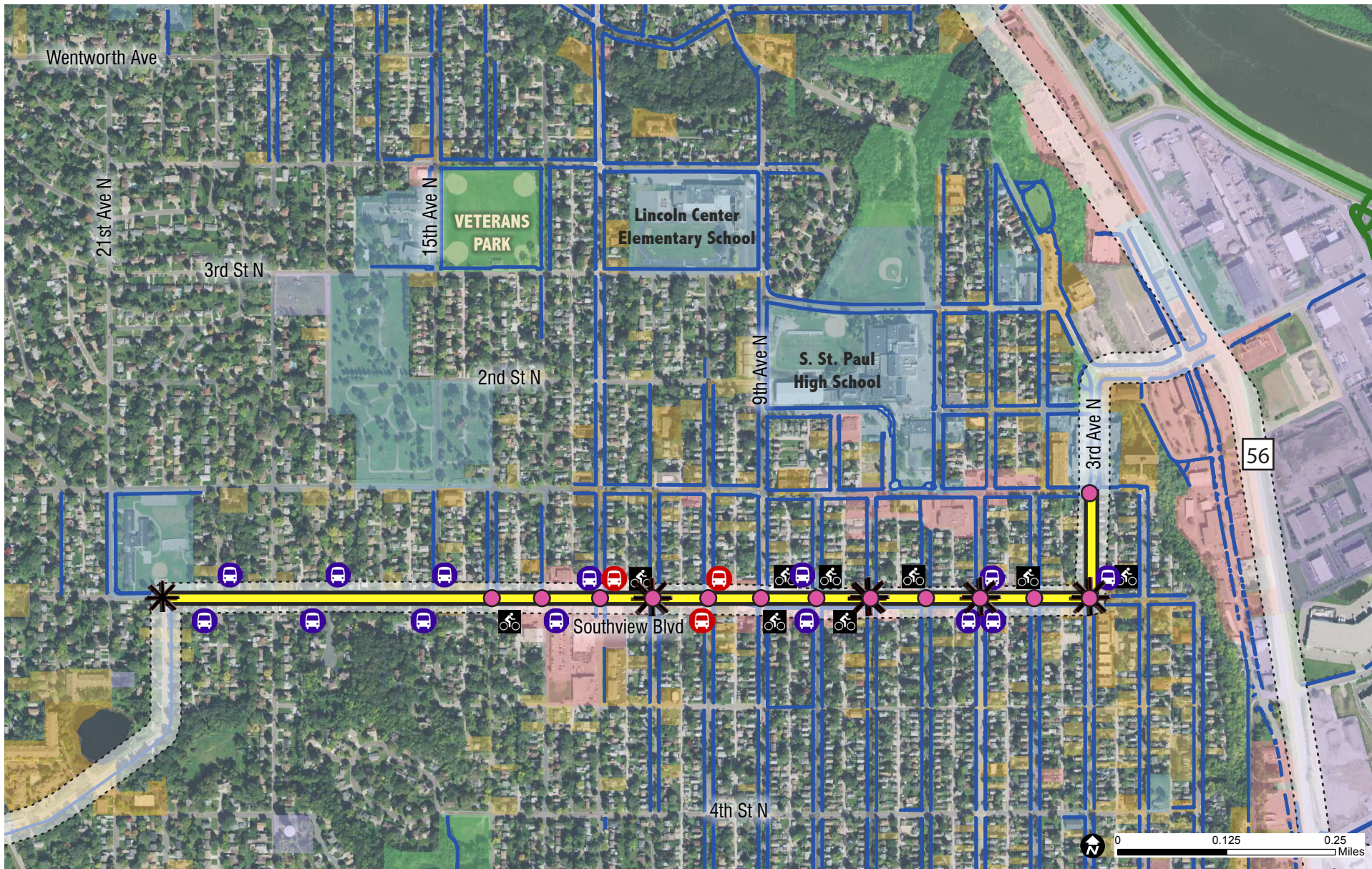


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NCompass Technologies

















**LEGEND**

-  Proposed Sidewalk Improvements
-  Existing Sidewalks
-  Pedestrian Crossing Improvements
-  Bike Parking
-  Regional Bicycle Transportation Network
-  Bus Stop
-  Bus Bay
-  Bumpouts

**Land Use 2010**

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

**Dakota County CSAH 14  
Sidewalk Improvements  
Project Area**











July 12, 2016

Mr. Mark Krebsbach, P.E.  
Dakota County Engineer  
Western Service Center  
14955 Galaxie Avenue South  
Apple Valley, MN 55124

RE: Regional Solicitation Application letter of support for the Southview Boulevard (CSAH 14) Improvements project.

Dear Mr. Krebsbach:

Thank you for requesting a letter of support from the City of South St. Paul for the Metropolitan Council Transportation Advisory Board (TAB) 2016 Regional Solicitation. The City of South St. Paul is supportive of Dakota County's application for federal funding for the pedestrian facility (sidewalks, streetscaping, and ADA) improvements of CSAH 14 from 20<sup>th</sup> Avenue South to 3<sup>rd</sup> Avenue South and 3<sup>rd</sup> Avenue South from Southview Boulevard to Marie Avenue. This project is a joint effort between the City of South St. Paul and Dakota County.

The City of South St. Paul is aware of and understands the proposed project will affect Dakota county state Aid Highway (CSAH) 14. The County and City has an agreement that defines how the improvements will be maintained for the project's useful life.

The City of South St. Paul supports this project for federal funding and understands that an approved cost sharing agreement will have to be executed between the City and County for the improvements directly related to CSAH 14, consistent with the current County cost participation policy. Thank you for making us aware of this application effort and opportunity to provide support.

Sincerely,

Chris Hartzell, PE  
South St. Paul City Engineer

cc: Brian Sorenson, Assistant Dakota County Engineer – email only  
John Sass, Dakota County Transportation – email only  
Matt Parent, Dakota County Transportation – email only

**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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**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:

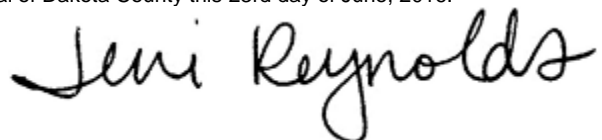
1. 179th Street Extension from ½ mile west of County State Aid Highway (CSAH) 31 to CSAH 31 and the existing 179th Street intersection with Flagstaff Avenue in Lakeville
2. CSAH 9 (Dodd Boulevard) from Heritage Way to CSAH 50 in Lakeville
3. CSAH 26 (Lone Oak Road/70th Street) from Trunk Highway (TH)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

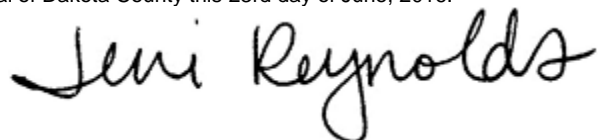
BE IT FURTHER RESOLVED, That, subject to federal funding award of the city led projects, the Dakota County Board of Commissioners will provide the local match for regional greenway projects, and for non-greenway projects will provide Dakota County’s share of the matching funds consistent with Dakota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

**STATE OF MINNESOTA**  
**County of Dakota**

	<b>VOTE</b>
<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

# Project to RBTN Orientation



NCompass Technologies

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



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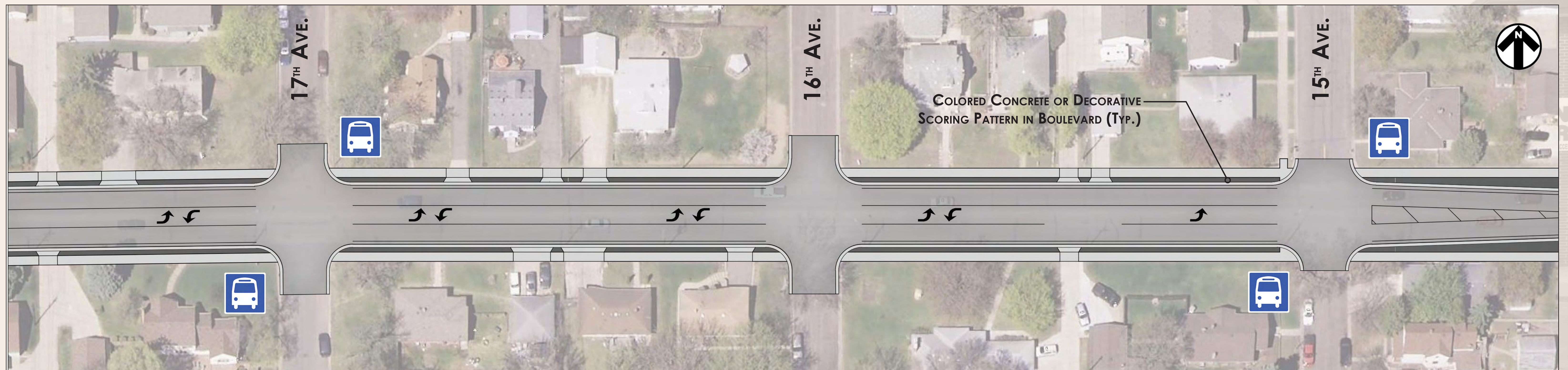
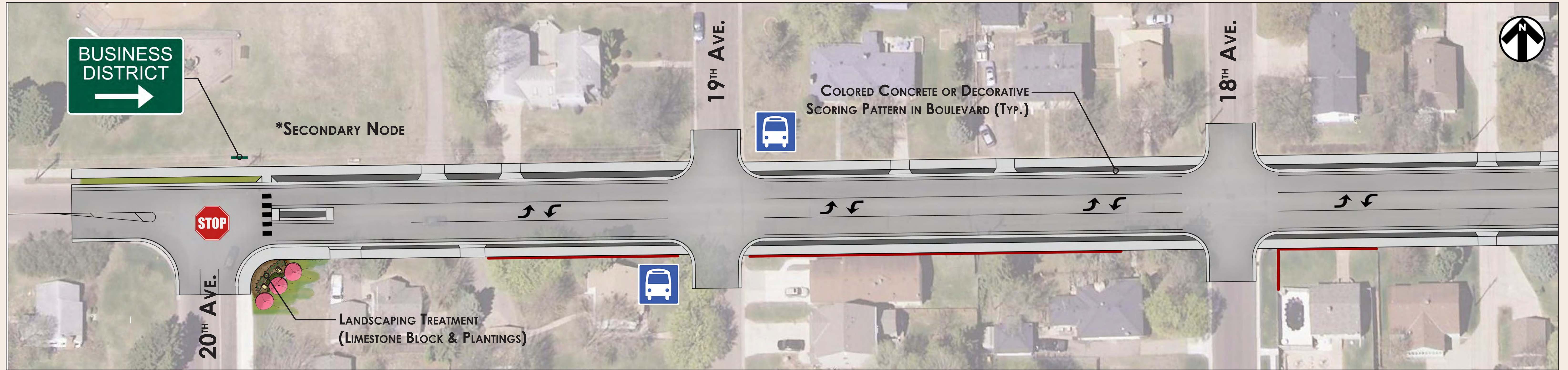






# Final Concept Layout 20<sup>th</sup> Avenue - 15<sup>th</sup> Avenue

LEGEND			
	DECORATIVE BARRIER WALL		TRANSIT STOP
	EXISTING RETAINING WALL		TRANSIT SHELTER
	PROPOSED STREETLIGHT		
	ALL-WAY STOP		



NOTE: DRIVEWAY LOCATIONS AND CONFIGURATIONS TO BE REVIEWED WITH PROPERTY OWNER INPUT DURING FINAL DESIGN

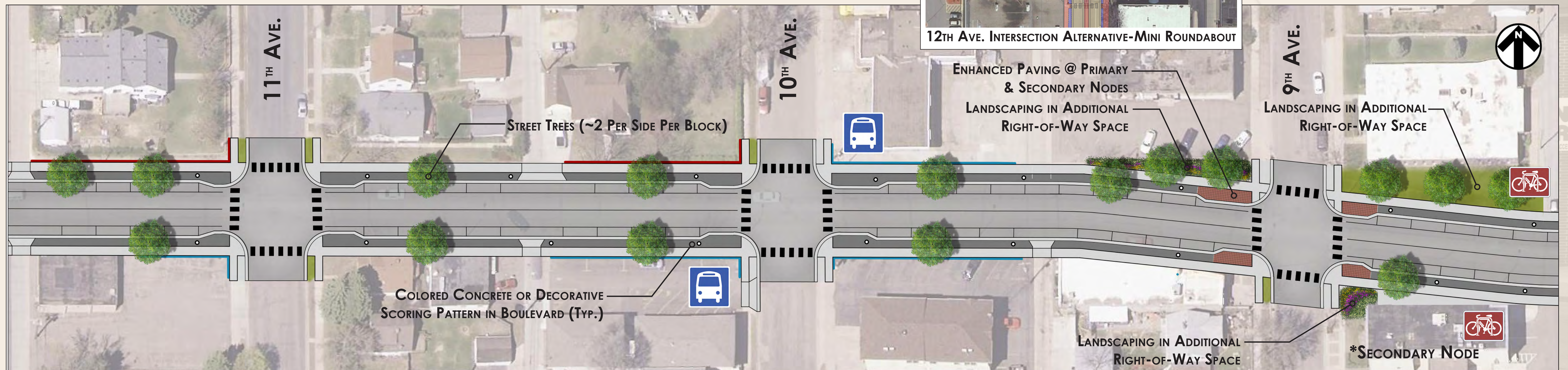
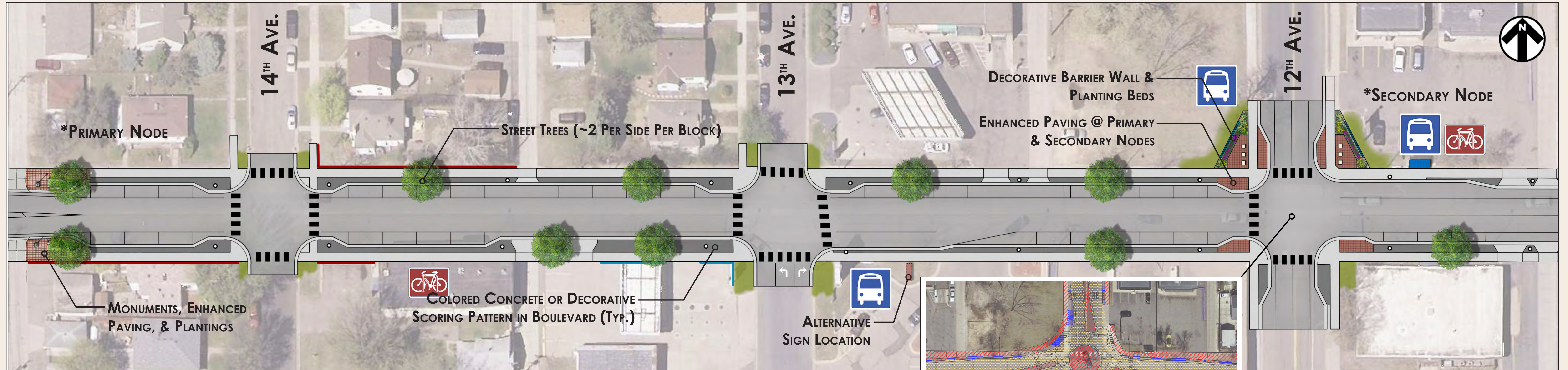
FEBRUARY 1, 2016





# Final Concept Layout 14<sup>th</sup> Avenue - 9<sup>th</sup> Avenue

LEGEND			
	DECORATIVE BARRIER WALL		TRANSIT STOP
	EXISTING RETAINING WALL		TRANSIT SHELTER
	PROPOSED STREETLIGHT		BIKE PARKING



NOTE: DRIVEWAY LOCATIONS AND CONFIGURATIONS TO BE REVIEWED WITH PROPERTY OWNER INPUT DURING FINAL DESIGN

FEBRUARY 1, 2016

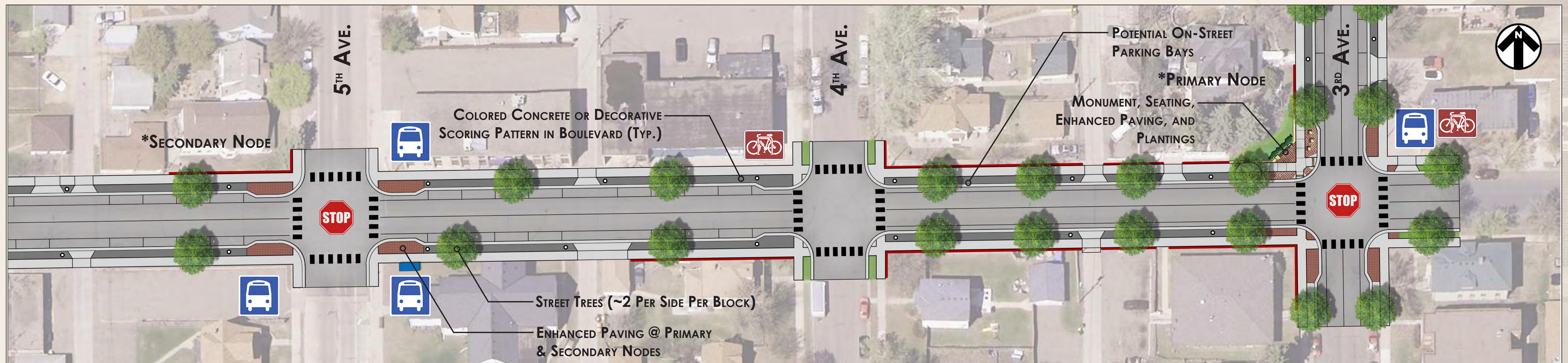
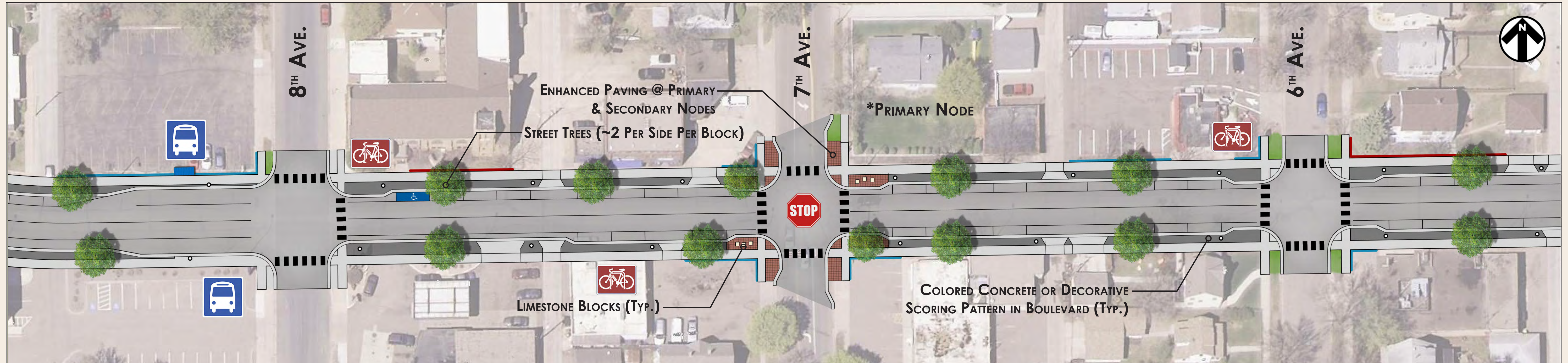




# Final Concept Layout

## 8<sup>th</sup> Avenue - 3<sup>rd</sup> Avenue

LEGEND			
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	EXISTING RETAINING WALL		TRANSIT SHELTER
	PROPOSED STREETLIGHT		BIKE PARKING
	ALL-WAY STOP		



NOTE: DRIVEWAY LOCATIONS AND CONFIGURATIONS TO BE REVIEWED WITH PROPERTY OWNER INPUT DURING FINAL DESIGN

FEBRUARY 1, 2016

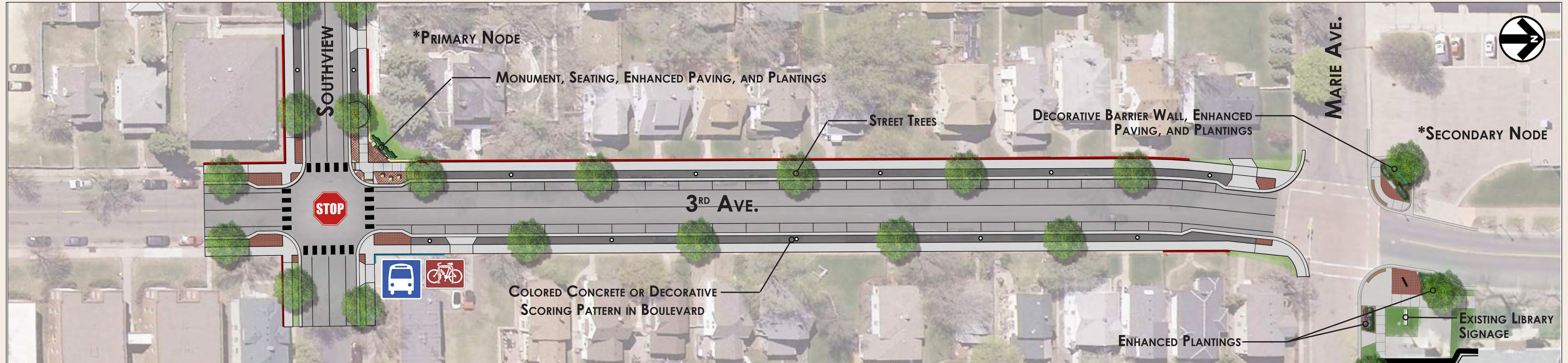




# Final Concept Layout

## 3<sup>rd</sup> Avenue

LEGEND			
	DECORATIVE BARRIER WALL		TRANSIT STOP
	EXISTING RETAINING WALL		TRANSIT SHELTER
	PROPOSED STREETLIGHT		BIKE PARKING
	ALL-WAY STOP		



NOTE: DRIVEWAY LOCATIONS AND CONFIGURATIONS TO BE REVIEWED WITH PROPERTY OWNER INPUT DURING FINAL DESIGN

FEBRUARY 1, 2016