



Application

04751 - 2016 Roadway Expansion

05375 - Troutbrook Road

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 07/15/2016 11:21 AM

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## Primary Contact

**Name:\*** Mark Thomas Finken  
Salutation First Name Middle Name Last Name

**Title:** Engineering Tech Supervisor

**Department:** City of St. Paul / Public Works

**Email:** mark.finken@ci.stpaul.mn.us

**Address:** 1500 City Hall Annex  
25 West Fourth Street

**\*** St. Paul Minnesota 55102-1660  
City State/Province Postal Code/Zip

**Phone:\*** 651-266-6165  
Phone Ext.

**Fax:**

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

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## Organization Information

**Name:** ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

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

\*

ST PAUL

Minnesota

55101

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:\*

651-266-9700

Ext.

Fax:

PeopleSoft Vendor Number

0000003222A22

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## Project Information

Project Name

Troutbrook Extension

Primary County where the Project is Located

Ramsey

Jurisdictional Agency (If Different than the Applicant):

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

Construct new roadway in 80' ROW. This new roadway will connect University Ave at Lafayette Road to a new intersection at Tedesco Street and Kittson Street. This will allow traffic and freight coming north on TH 52 better access to an industrial / office area of the city. When the Lafayette Bridge was reconstructed the northbound ramp was relocated from Lafayette Road to its new location at Tedesco Street. This ramp was relocated in anticipation of this project. This project will also include an off street Bike and Pedestrian Trail on the east side of the roadway. This trail will connect to the new trail on the Lafayette Bridge over the Mississippi River.

*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)

New Construction

Project Length (Miles)

0.26

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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 \$3,754,855.20

Match Amount \$938,713.80

*Minimum of 20% of project total*

Project Total \$4,693,569.00

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 St Paul

*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.*

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## Project Information: Roadway Projects

County, City, or Lead Agency City of St Paul

Functional Class of Road Principal Arterial

Road System MSAS

*TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*

Road/Route No.

*i.e., 53 for CSAH 53*

Name of Road Troutbrook Road

*Example; 1st ST., MAIN AVE*

Zip Code where Majority of Work is Being Performed 55102

(Approximate) Begin Construction Date 03/09/2020

(Approximate) End Construction Date 11/25/2020

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

From:  
(Intersection or Address) University and Lafayette

**To:**  
**(Intersection or Address)**

Kittson and Tedesco

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At**

**Primary Types of Work**

Grade, Agg Base, Bit Base, Bit Surface, Concrete Pavement,  
Sidewalk, Curb and Gutter, Storm Sewer, Lighting Retaining  
Wall, Bike Path

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF,  
SIDEWALK, CURB AND GUTTER, STORM SEWER,  
SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS,  
BRIDGE, PARK AND RIDE, ETC.*

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

**Old Bridge/Culvert No.:**

**New Bridge/Culvert No.:**

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

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**Specific Roadway Elements**

**CONSTRUCTION PROJECT ELEMENTS/COST  
ESTIMATES**

**Cost**

Mobilization (approx. 5% of total cost)	\$220,000.00
Removals (approx. 5% of total cost)	\$85,000.00
Roadway (grading, borrow, etc.)	\$410,500.00
Roadway (aggregates and paving)	\$422,869.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$390,500.00
Ponds	\$50,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$184,500.00
Traffic Control	\$220,000.00
Striping	\$12,550.00
Signing	\$5,000.00
Lighting	\$226,500.00
Turf - Erosion & Landscaping	\$420,000.00
Bridge	\$0.00
Retaining Walls	\$1,205,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$310,000.00
Wetland Mitigation	\$0.00

Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$250,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$4,412,419.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$120,000.00
Sidewalk Construction	\$73,150.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$50,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$10,000.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$28,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$281,150.00</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>

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## 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

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## Totals

Total Cost	\$4,693,569.00
Construction Cost Total	\$4,693,569.00
Transit Operating Cost Total	\$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.

List the goals, objectives, strategies, and associated pages: Freight Improvement, Bike Ped Connectivity

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages: City of St Paul Comp Plan T-2.4 a Kittson Extension

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 elements in more than one funding application 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.

**Roadway Expansion:** \$1,000,000 to \$7,000,000

**Roadway Reconstruction/ Modernization:** \$1,000,000 to \$7,000,000

**Roadway System Management** \$250,000 to \$7,000,000

**Bridges Rehabilitation/ Replacement:** \$1,000,000 to \$7,000,000

**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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## Roadways Including Multimodal Elements

1. All roadway and bridge projects must be identified as a Principal Arterial (Non-Freeway facilities only) or A-Minor Arterial as shown on the latest TAB approved roadway functional classification map.

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

### Roadway Expansion and Reconstruction/Modernization projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

### Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

5. The length of the bridge must equal or exceed 20 feet.

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

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## Requirements - Roadways Including Multimodal Elements

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### Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	Non-Freeway Principal Arterial
Area	0.07
Project Length	0.257
Average Distance	0.2724
Upload Map	1474472662578_RADTroutbrookStPaulREX.pdf

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### Reliever: Relieves a Principle Arterial that is a Freeway Facility

Facility being relieved

Number of hours per day volume exceeds capacity (based on the Congestion Report) 0

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### Reliever: Relives a Principle Arterial that is a Non-Freeway Facility

Facility being relieved East 7th Street

Number of hours per day volume exceeds capacity (based on the table below) 0

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### Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	



4:00am - 5:00am	0
5:00am - 6:00am	0
6:00am - 7:00am	0
7:00am - 8:00am	0
8:00am - 9:00am	0
9:00am - 10:00am	0
10:00am - 11:00am	0
11:00am - 12:00pm	0
12:00pm - 1:00pm	0
1:00pm - 2:00pm	0
2:00pm - 3:00pm	0
3:00pm - 4:00pm	0
4:00pm - 5:00pm	0
5:00pm - 6:00pm	0
6:00pm - 7:00pm	0
7:00pm - 8:00pm	0
8:00pm - 9:00pm	0
9:00pm - 10:00pm	0
10:00pm - 11:00pm	0
11:00pm - 12:00am	0

### Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	71340
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	3313
Existing Students:	22097
Upload Map	1468527532062_Troutbrook Extension Regional Economy Map.pdf

### Measure C: Current Heavy Commercial Traffic

Location:	New Roadway
Current daily heavy commercial traffic volume:	0
Date heavy commercial count taken:	

## Measure D: Freight Elements

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

The Troutbrook Road connection has been planned since early 1980. It is envisioned to connect to Warner Road thus creating a Truck and Motor Vehicle bypass of Downtown. This portion of that vision will alleviate a problem with truck traffic created during the Lafayette Bridge reconstruction. The north exit from HWY 52 was relocated to the East now connecting with East 7th Street by way of Tedesco Street. Trucks going north on Lafayette Road to access an industrial area of the City must now turn right from East 7th to Lafayette Road. Savoy Pizza is the business on this corner. Their building has been hit by a truck and had many near misses by trucks making this turn in the last 2 years. MNDOT has placed temporary barriers to protect the building. This project would give the trucks a much improved option to access this area. This project could also be another piece in completing a Downtown truck bypass as envisioned in the 1980's.

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## Measure A: Current Daily Person Throughput

Location	New Roadway
Current AADT Volume	0
Existing Transit Routes on the Project	5
<i>For New Roadways only, list transit routes that will be moved to the new roadway</i>	
Upload Transit Map	1468587975187_Troutbrook Extension Transit Connection Map.pdf

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	0

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## Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

New Roadway there is no recent modeling.

Forecast (2040) ADT volume

0

### Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

Project located in Area of Concentrated Poverty: 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: Yes

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

1468527454437\_Troutbrook Extension Socio Economic Map.pdf

### Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
City of St Paul	0.257
	0

### Total Project Length

Total Project Length (Total Population) 0.26

### 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)	0.257
Total Housing Score	0

### Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1991.0	0.257	511.687	1991.0
	<b>0</b>	<b>512</b>	<b>1991</b>

### Average Construction Year

Weighted Year	1991.0
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### Total Segment Length (Miles)

Total Segment Length	0.257
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### Measure A: Vehicle Delay Reduction

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles Per Hour)	Total Peak Hour Delay Reduced by the Project (Seconds)	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable:	Synchro or HCM Reports

### Total Delay

Total Peak Hour Delay Reduced	0
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**Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements**

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>

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### Total

Total Emissions Reduced: 0

[Upload Synchro Report](#)

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### Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0	0	0
<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>

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### Total Parallel Roadways

Emissions Reduced on Parallel Roadways 0

[Upload Synchro Report](#)

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### New Roadway Portion:

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	New Roadway. There is no current modeling.
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

## Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

## Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:	New Roadway no recent model
<i>(Limit 700 Characters; approximately 100 words)</i>	
Rationale for Crash Modification Selected:	
<i>(Limit 1400 Characters; approximately 200 words)</i>	
Project Benefit (\$) from B/C Ratio:	0
Worksheet Attachment	

## Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
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Average daily trains: 0  
Crash Risk Exposure eliminated: 0

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## Measure A: Multimodal Elements and Existing Connections

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

An off street bike and Pedestrian trail would be completed along the east and north sides of the new roadway. This trail would be an important piece in connecting the new trail over the Mississippi River on the Lafayette Bridge to the Bruce Vento and Gateway Trail systems. The new trail would be a big step in creating a safe interconnected Regional Trail System. As more phases of this Troutbrook Roadway are completed it could provide better access to Union Depot for Busses. It could also be a potential alignment for the Rushline Transit Corridor to connect to Union Depot in the Future.

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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

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

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 11/23/2016

**3)Environmental Documentation (5 Percent of Points)**

EIS

EA

PM

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

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

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 07/01/2019

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

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

100%

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

80%

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

40%

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

0%

Anticipated date or date of completion of historic/archeological review: 07/03/2017

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** 02/01/2019

**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**

50%

**Construction plans have not been started**

Yes

0%

**Anticipated date or date of completion**

06/03/2019

### **10)Letting**

**Anticipated Letting Date**

02/03/2020

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## **Measure A: Cost Effectiveness**

<b>Total Project Cost (entered in Project Cost Form):</b>	\$4,693,569.00
<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$4,693,569.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

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## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
RES 16-1053 SignatureCopy12-Jul-2016-03-18-08.pdf	City Council Resolution of Support	118 KB

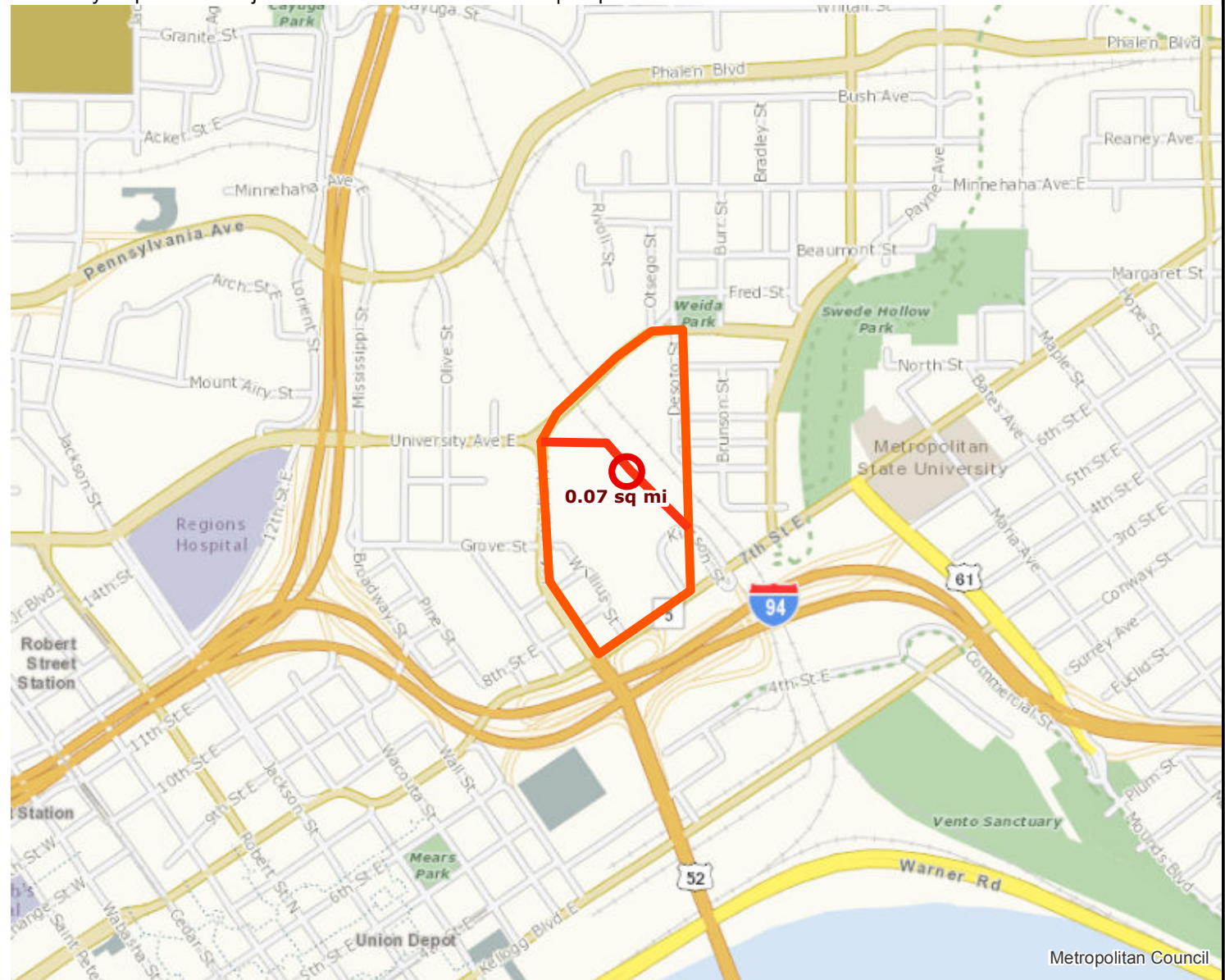
# Roadway Area Definition

Roadway Expansion Project: St Paul Troutbrook 05375 | Map ID: 1471958485041

## Results

Project Length: 0.257 miles

Project Area: 0.07 sq mi



Metropolitan Council

- Project Points
- Principal Arterials
- A Minor Arterials Planned
- Project
- A Minor Arterials
- Principal Arterials Planned



Created: 8/23/2016  
LandscapeRSA1



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



# Regional Economy

Roadway Expansion Project: Troutbrook Extension | Map ID: 1468526377032

## Results

**WITHIN ONE MI** of project:

Totals by City:

### St. Paul

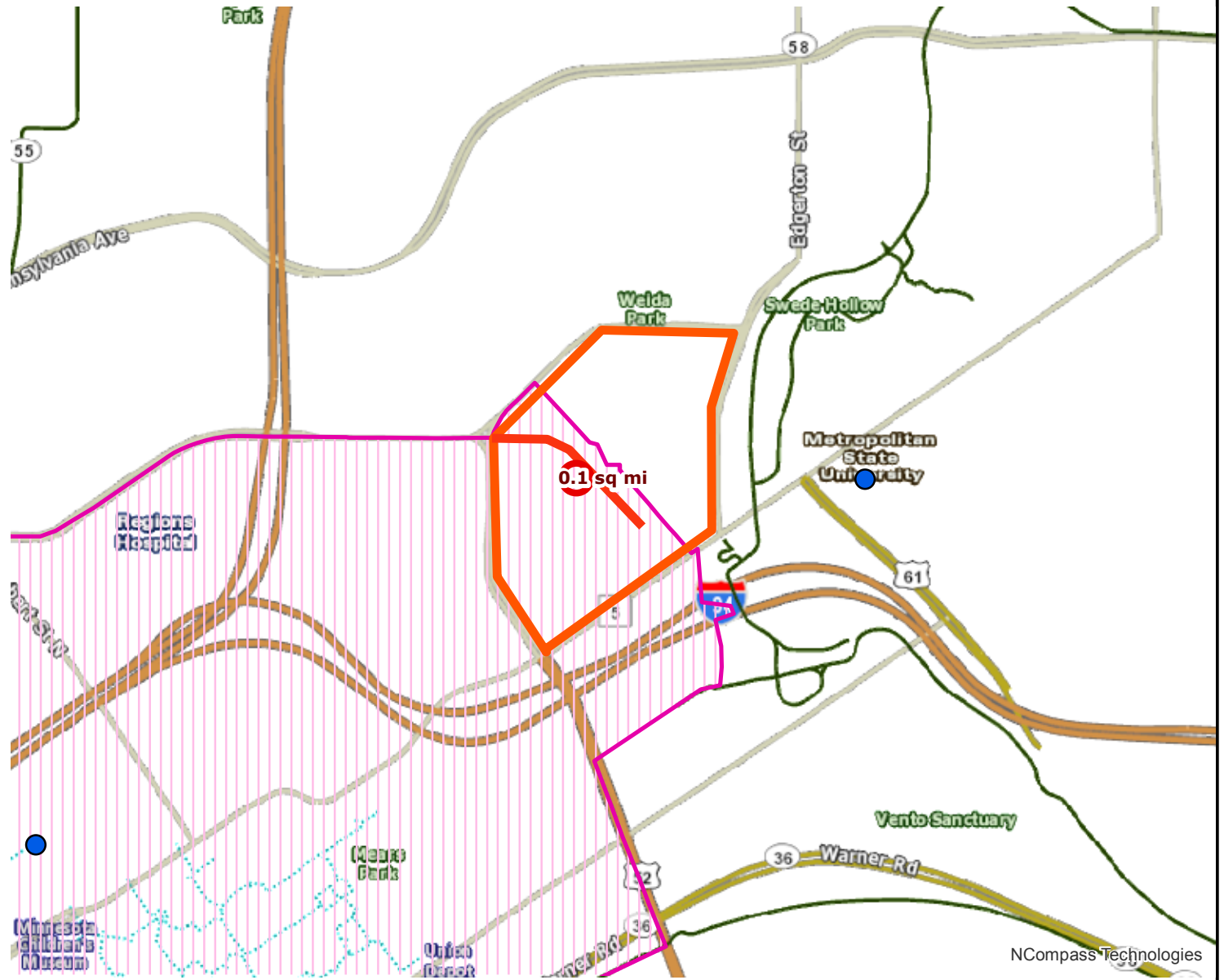
Population: 30888

Employment: 71340

Mfg and Dist Employment: 3313

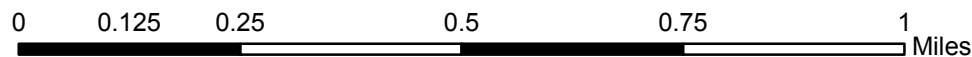
Postsecondary Students:

22097



NCompass Technologies

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



Created: 7/14/2016  
LandscapeRSA5

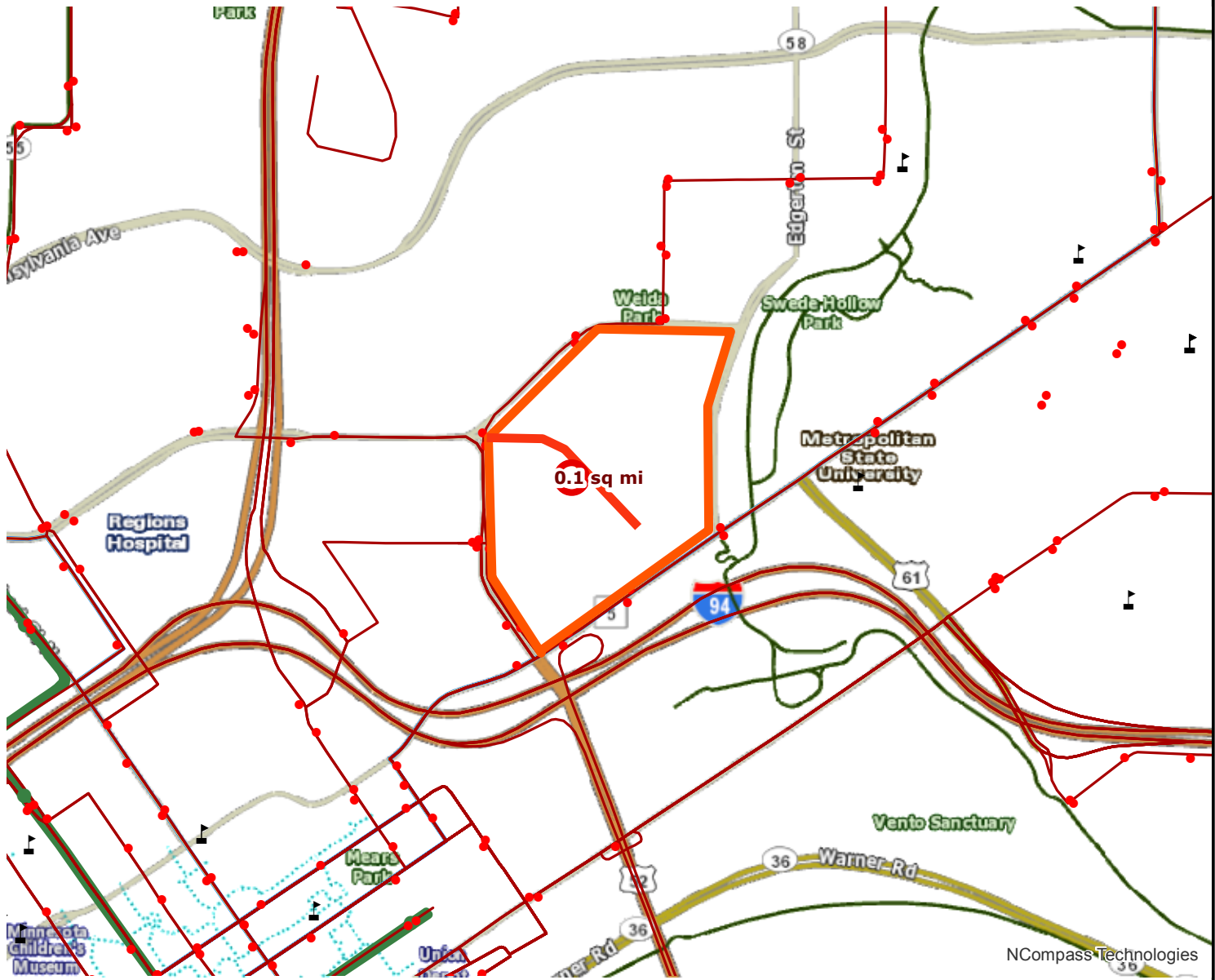


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

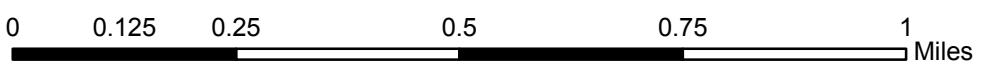


Results

Transit with a Direct Connection to project:  
 53 61 64 74 860  
 \*East 7th  
 \*indicates Planned Alignments



	Project Points		School	<b>Transitway</b>		Green Line
	Project		Light Rail, Green Line		Transit Routes	<b>Planned Alignments</b>
	Active Stop		Arterial BRT			



Created: 7/14/2016  
 LandscapeRSA3



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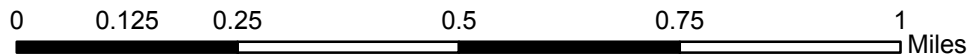
NCompass Technologies

Results

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



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



Created: 7/14/2016  
 LandscapeRSA2



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NCompass Technologies



# City of Saint Paul

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

## Signature Copy

**Resolution: RES 16-1053**

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**File Number: RES 16-1053**

Authorizing the Departments of Public Works and Parks and Recreation to submit 14 project applications for federal funding into the 2016 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a 20% local funding match for any project(s) that get awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit 14 project applications for possible federal transportation funding in years 2020 and 2021 under the Metropolitan Council Regional Solicitation Process, and

WHEREAS, there is a required twenty percent local funding match to any project(s) awarded to an agency under the Regional Solicitation Program, and

WHEREAS, the projects to be submitted by the City under the Metropolitan Council Regional Solicitation are:

- Freight Connection from Pierce Butler to I-94 via Transfer, Ellis and Vandalia
- University Avenue Reconstruction - I35E to Lafayette Road
- Sidewalk Infill, Replacement and ADA Compliance - Area Bounded by Maryland-Case-Forest-Duluth
- Tedesco Street Reconstruction - University Avenue to Payne Avenue
- Como Avenue Trail Construction - Raymond Avenue to Hamline Avenue
- Troutbrook Road Connection - Kittson Street to Lafayette/University
- Eastbound Kellogg Boulevard Bridge near the RiverCentre Ramp
- Johnson Parkway Trail (Grand Round) - Burns Avenue to Phalen Boulevard
- Bruce Vento Bicycle and Pedestrian Bridge - connects Sam Morgan Trail with Bruce Vento Trail
- Pierce Butler East Extension - Grotto to Arundel
- Battle Creek to Sam Morgan Regional Trail Rehabilitation
- Arterial Corridor Management (Snelling and Lexington) - Implement Technology to Improve Traffic Flow & Safety (Fiber Optics, Detection, ADA Upgrades)
- Safe Routes to School (SRTS) - Washington Magnet School Area and Ran-Ham Schools (Cretin, Holy Spirit Elementary and Expo Elementary)
- Lafayette Bridge reconstruction from University to Otsego

WHEREAS, these projects all fall within appropriate funding categories and all meet the conditions and requirements specified for eligibility of federal funding, and so

THEREFORE BE IT RESOLVED, by the Council of the City of Saint Paul to authorize submission of the thirteen project applications for possible award of federal transportation funds through the Metropolitan Council Regional Solicitation Program, and

BE IT FURTHER RESOLVED, by the Council of the City of Saint Paul to authorize the commitment of local funds on a twenty percent match basis for any project(s) awarded federal funding under



the Regional Solicitation Program.

At a meeting of the City Council on 7/6/2016, this Resolution was Passed.

**Yea:** 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Tolbert, City Council President Stark, Councilmember Noecker, and Councilmember Prince

**Nay:** 0

**Absent:** 1 Councilmember Thao

**Vote Attested by** \_\_\_\_\_  
**Council Secretary** Trudy Moloney

**Date** 7/6/2016

**Approved by the Mayor**   
Chris Coleman

**Date** 7/8/2016