



Application

10350 - 2018 Multiuse Trails and Bicycle Facilities

11040 - Fish Hatchery Trail Stabilization and Reconstruction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 07/13/2018 3:49 PM

Primary Contact

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Address: 25 W 4th St
400 City Hall Annex

***:** Saint Paul Minnesota 55102
City State/Province Postal Code/Zip

Phone:* 651-266-6417
Phone Ext.

Fax:

What Grant Programs are you most interested in? Parks Capital Improvement Program Grants

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type: City
Organization Website:
Address: Parks and Recreation
 400 CITY HALL ANNEX
 25 W 4TH ST
 * ST PAUL Minnesota 55102
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-6400
Ext.
Fax:
PeopleSoft Vendor Number 0000003222A15

Project Information

Project Name Fish Hatchery Trail Stabilization and Reconstruction
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located: Saint Paul
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

This project proposes to reconstruct the Fish Hatchery Trail along TH 61 in Saint Paul. The portion of the trail along the highway is supported by an embankment that has failed and destroyed a section of trail. The portion of the trail that connects the highway section to Warner Rd has reached the end of its usable life. The project will include removing the asphalt and base of the old trail, removing portions of the embankment, constructing retaining structures and associated grading, constructing new base and asphalt, landscaping, installing signage, installing lighting, and installing user amenities. Except where constrained by topography, the trail will be constructed 10 feet wide.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

ALONG TH 61, WARNER RD TO PARK ENTRANCE RD
 END, RECONSTRUCT TRAIL FOR BIKES AND PEDS

Project Length (Miles)

1.4

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$2,216,800.00

Match Amount \$554,200.00

Minimum of 20% of project total

Project Total \$2,771,000.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Parks and Trails Legacy Fund, Metro Parks CIP

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

Preferred Program Year

Select one: 2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Saint Paul

Zip Code where Majority of Work is Being Performed 55106

(Approximate) Begin Construction Date 05/01/2023

(Approximate) End Construction Date 05/01/2025

Name of Trail/Ped Facility: Fish Hatchery Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) End of Park Entrance Rd in Battle Creek Park

To:
(Intersection or Address) Fish Hatchery Rd and Warner Rd

*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, RETAINING WALL, BIKE PATH, LIGHTING

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

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 (2015), 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 goals, objectives, and strategies that relate to the project.

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

7.11 - Tier 1 Regional Bicycle Transportation Alignment; 7.17 - Facilitate safe and continuous trips to regional destinations; 7.22 - Tier 1 Alignments "should be given the highest priority for transportation funding"; 7.24 - Reconstruction of Existing Facilities

(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.

List the applicable documents and pages:

Battle Creek Regional Park Joint Master Plan for Development pp. 35-36; Saint Paul Comprehensive Plan, Transportation Chapter, pg. T-18; Saint Paul Bicycle Plan, Figures 3, 4, 6, 7, 8

(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 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.

Multituse 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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Yes

04/21/2010

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

10. The project must be accessible and open to the general public.

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

[Upload Agreement PDF](#)

Check the box to indicate that the project is not in active railroad right-of-way. Yes

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$240,000.00
Removals (approx. 5% of total cost)	\$133,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$108,000.00
Storm Sewer	\$224,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$51,000.00
Traffic Control	\$0.00

Striping	\$13,000.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$80,000.00
Bridge	\$0.00
Retaining Walls	\$324,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$32,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$1,205,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$304,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$564,000.00
Streetscaping	\$22,000.00
Wayfinding	\$65,000.00
Bicycle and Pedestrian Contingencies	\$462,000.00
Other Bicycle and Pedestrian Elements	\$149,000.00
Totals	\$1,566,000.00

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	\$2,771,000.00
Construction Cost Total	\$2,771,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment Yes

Tier 2, RBTN Corridor

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map

1531436983796_Fish Hatchery RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)	30354
Existing Employment Within One Mile (Integer Only)	5609
Upload the "Population Summary" map	1531437062000_Fish Hatchery Job-Pop Map.pdf

Please upload attachment in PDF form.

Measure 2B: Snow and ice control

Maintenance plan or policy for snow-removal for year-round use: Yes

(50 Points)

Response: If yes, please include a link to and/or description of maintenance plan.

Upload Maintenance Plan (if no link is available) 1531436997343_RES 18-803.pdf

Please upload attachment in PDF form.

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The community has been very engaged in this project, especially since the trail was closed. The City of Saint Paul has convened several meetings with the public and other agencies to provide regular updates on the trail. Community members have taken a leadership role in raising awareness of the trail and the need to re-open it. This has been accomplished through social media as well as leading community bike rides along the trail detour. The community would also be engaged before construction begins on this project, particularly seeking input from the Somali community living near the southern end of the project area, and other communities of color in areas north of the project area.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The Fish Hatchery Trail is an important trail in this area of the East Side of Saint Paul. Through its connection to the Sam Morgan Regional Trail, the trail provided a direct, safe connection to downtown, the city's densest concentration of jobs. There is no other way directly connect to downtown for residents in the southeastern portion of Saint Paul. Until it was closed, the trail also provided close access from residential areas for walking, biking, and other trail-based outdoor recreation for people of all ages. For many residents of this area, the Fish Hatchery Trail is one of the few trails that is near their home.

(Limit 2,800 characters; approximately 400 words)

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

This project will reconstruct an existing trail within its current alignment. The trail is adjacent to wetlands. The project will be constructed to minimize any impacts to the wetlands. No other negative externalities are expected with the project.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531437098687_Fish Hatchery ACP Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
St. Paul	1.4	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.4

Affordable Housing Scoring

Total Project Length (Miles) or Population 1.4

Affordable Housing Scoring

Measure A: Gaps, Barriers and Continuity/Connections

Check all that apply:

Gap improvements can be on or off the RBTN and may include the following:

- *Providing a missing link between existing or improved segments of a regional (i.e., RBTN) or local transportation network;*

- *Improving bikeability to better serve all ability and experience levels by:*

- *Providing a safer, more protected on-street facility;*

- *Improving crossings at busy intersections (signals, signage, pavement markings); OR*

- *Improving a bike route or providing a trail parallel to a highway or arterial roadway along a lower-volume neighborhood collector or local street.*

Barrier crossing improvements (on or off the RBTN) can include crossings (over or under) of rivers or streams, railroad corridors, freeways, or multi-lane highways, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. (For new barrier crossing projects, data about the nearest parallel crossing (as described above) must be included in the application to be considered for the full allotment of points under this criterion).

Closes a transportation network gap and/or provides a facility that crosses or circumvents a physical barrier Yes

Improves continuity and/or connections between jurisdictions (on or off the RBTN) (e.g., extending a specific bikeway facility treatment across jurisdictions to improve consistency and inherent bikeability)

Improves Continuity and/or Connections Between Jurisdictions Yes

Response:

The Fish Hatchery Trail is a Tier 1 Alignment and served as the only barrier free bicycle and pedestrian crossing of TH 61 in Saint Paul until it was closed. TH 61 is a four lane highway with a speed limit of 60 MPH and a large barrier for pedestrians and bicyclists moving between the eastern suburbs, the East Side of Saint Paul, and downtown Saint Paul. The trail also connects Battle Creek and its trails operated by Ramsey County, Pig's Eye, and Indian Mounds Regional Parks and the Sam Morgan Regional Trail (another RBTN Tier 1 alignment). The next closest crossing of TH 61 is an at-grade crossing of 8 lanes of the highway 1.2 miles to the north at the intersection of Burns Avenue.

The closest barrier free crossing is 3.25 miles to the south at Bailey Road. The Bailey Road trail crossing connects to the west side of the Mississippi River in this location and does not provide a direct connection to the above regional facilities in Saint Paul. The closing of this trail has had a significant impact in particular on bicycle commuters.

(Limit 2,800 characters; approximately 400 words)

Measure B: Project Improvements

Response:

The Fish Hatchery Trail provided an off-street trail along TH 61, a 60 MPH highway. When the trail was closed in 2016 a 2.5 mile detour was designated. The detour is mostly on-road, with a segment utilizing bike lanes. 124 total crashes along the detour route were reported 2011-2015, including one pedestrian-involved crash. The trail contained no conflict points with automotive traffic when it was open, and so exposure to this risk would be almost completely eliminated by completing this project. Pedestrian-scale lighting will also be added in this project in areas where no lighting currently exists to allow night-time use of the trail, addressing a concern expressed by the community about security on this trail.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

Before it was closed, the Fish Hatchery Trail was heavily used by bicyclists for commuting. For multimodal commuters, re-opening this trail will provide access via other connecting trails to the Route 63 and 70 local buses, and also to the Lower Afton Park and Ride that has a stop for the Route 361 and 365 express buses. The parking lot in Battle Creek Regional Park at the eastern terminus of this trail also allows people to drive to this trail and then use it by bike or on foot.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout

1531498423359_Fish Hatchery Reconstruction Layout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$2,771,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,771,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



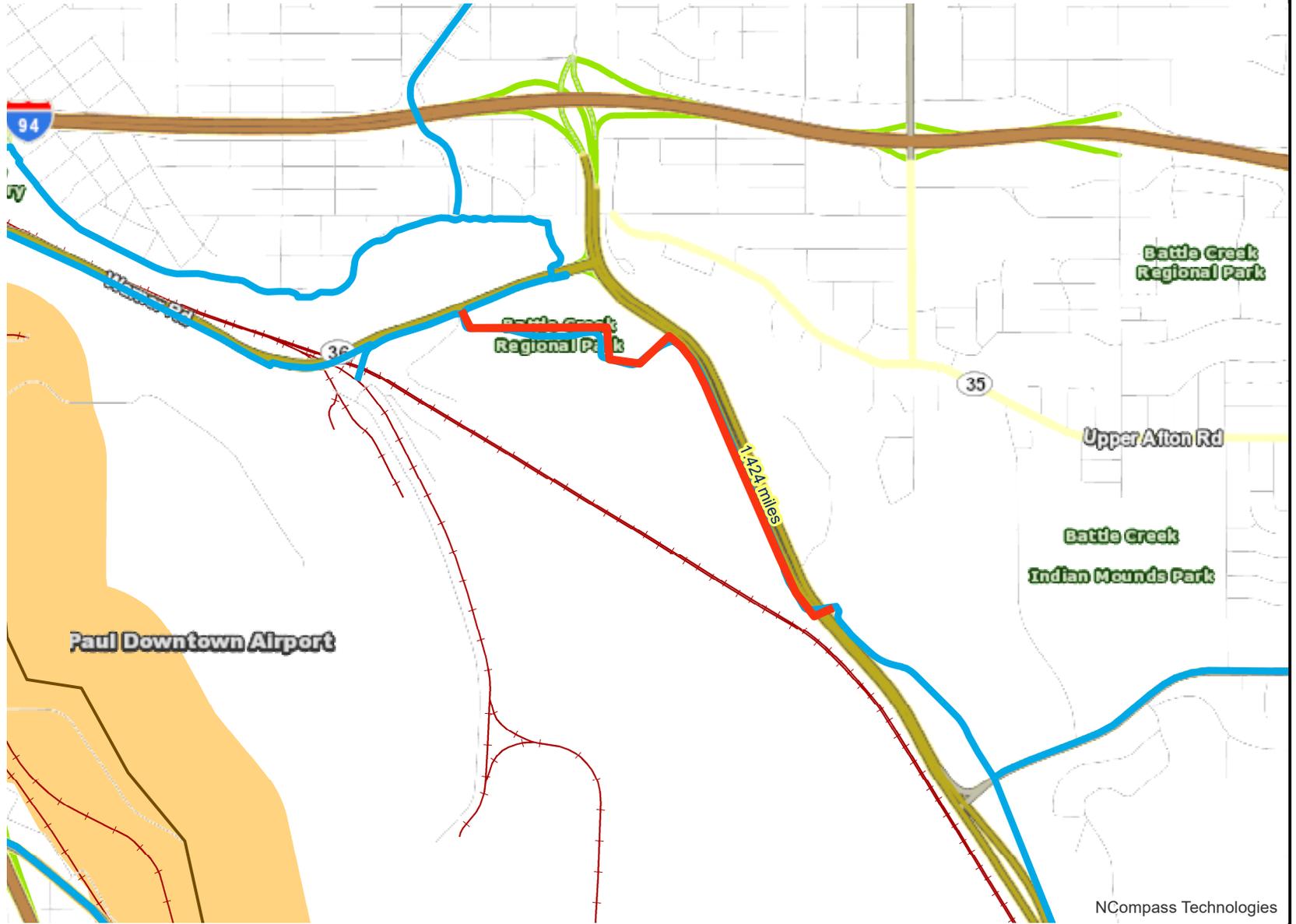
Project before photo

4.4 MB

File Name	Description	File Size
City of St. Paul Regional_Fish Hatchery Trail.pdf	Letter of support from MnDNR	244 KB
Fish Hatchery Crash Type Summary All.pdf	Crash data for all modes	60 KB
Fish Hatchery Crash Type Summary Bike-Ped.pdf	Crash data bicyclists and pedestrians	58 KB
Fish Hatchery Summary.pdf	Project summary	47 KB
Ramsey County Support Fish Hatchery.pdf	Letter of support from Ramsey County	345 KB
Support ltr St. Paul-Fish Hatchery Trail 2018.pdf	Letter of support from MnDOT	468 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Fish Hatchery Trail Reconstruction | Map ID: 1531142890178



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



Created: 7/9/2018
LandscapeRSA6



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



NCompass Technologies

Population/Employment Summary

Multiuse Trails and Bicycle Facilities Project: Fish Hatchery Trail Reconstruction | Map ID: 1531142890178



Results

Within ONE Mile of project:
 Total Population: 30354
 Total Employment: 5609

- Project
- 2010 TAZ



Created: 7/9/2018
 LandscapeRSA4



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





City of Saint Paul

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

Signature Copy

Resolution: RES 18-803

File Number: RES 18-803

Authorizing the Departments of Public Works and Parks and Recreation to submit eleven project applications for federal funding into the 2018 Metropolitan Council Regional Solicitation Program and to authorize the commitment of a twenty percent local funding match plus engineering for any project that is awarded federal funding.

WHEREAS, The Departments of Public Works and Parks and Recreation are proposing to submit eleven project applications for federal funding into the 2018 Metropolitan Council Regional Solicitation Program; and

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

WHEREAS, the City commits to ensuring that all sidewalks and bikeways included in these project applications will be fully open for use and cleared of snow throughout the winter, either by City staff or by adjacent property owners per existing City ordinances; and

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

- Kellogg/3rd Street Bridge Replacement
- Capital City Bikeway - Kellogg Boulevard from Jackson to St. Peter
- Troutbrook Road Connection - Kittson to Lafayette
- West Side Signalized Intersection Control Enhancements
- Sidewalk In-Fill Project - south side of Front Street from Dale to Mackubin
- Safe Routes to School Project - Bruce Vento Elementary School
- Sam Morgan Regional Trail Segment 1 Reconstruction
- Fish Hatchery Trail Stabilization and Reconstruction
- Point Douglas Regional Trail Phase 1 Construction
- Robert Piram Regional Trail Grade Separation at Barge Channel Rd
- HourCAR Expansion and Electrification

WHEREAS, these projects fall within appropriate funding categories and meet the conditions and

requirements specified for eligibility of federal funding; now, therefore, be it

RESOLVED, that the Council of the City of Saint Paul authorizes submission of the project applications for possible award of federal transportation funds through the Metropolitan Council Regional Solicitation Program: and be it

FURTHER RESOLVED, that the Council of the City of Saint Paul authorizes the commitment of local funds on a twenty percent match basis plus engineering for any project awarded federal funding under the Regional Solicitation Program.

At a meeting of the City Council on 7/11/2018, this Resolution was Mayor's Office.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, and Councilmember Henningson

Nay: 0

Absent: 1 Councilmember Thao

Vote Attested by 
Council Secretary _____
Trudy Moloney

Date 7/11/2018

Approved by the Mayor 

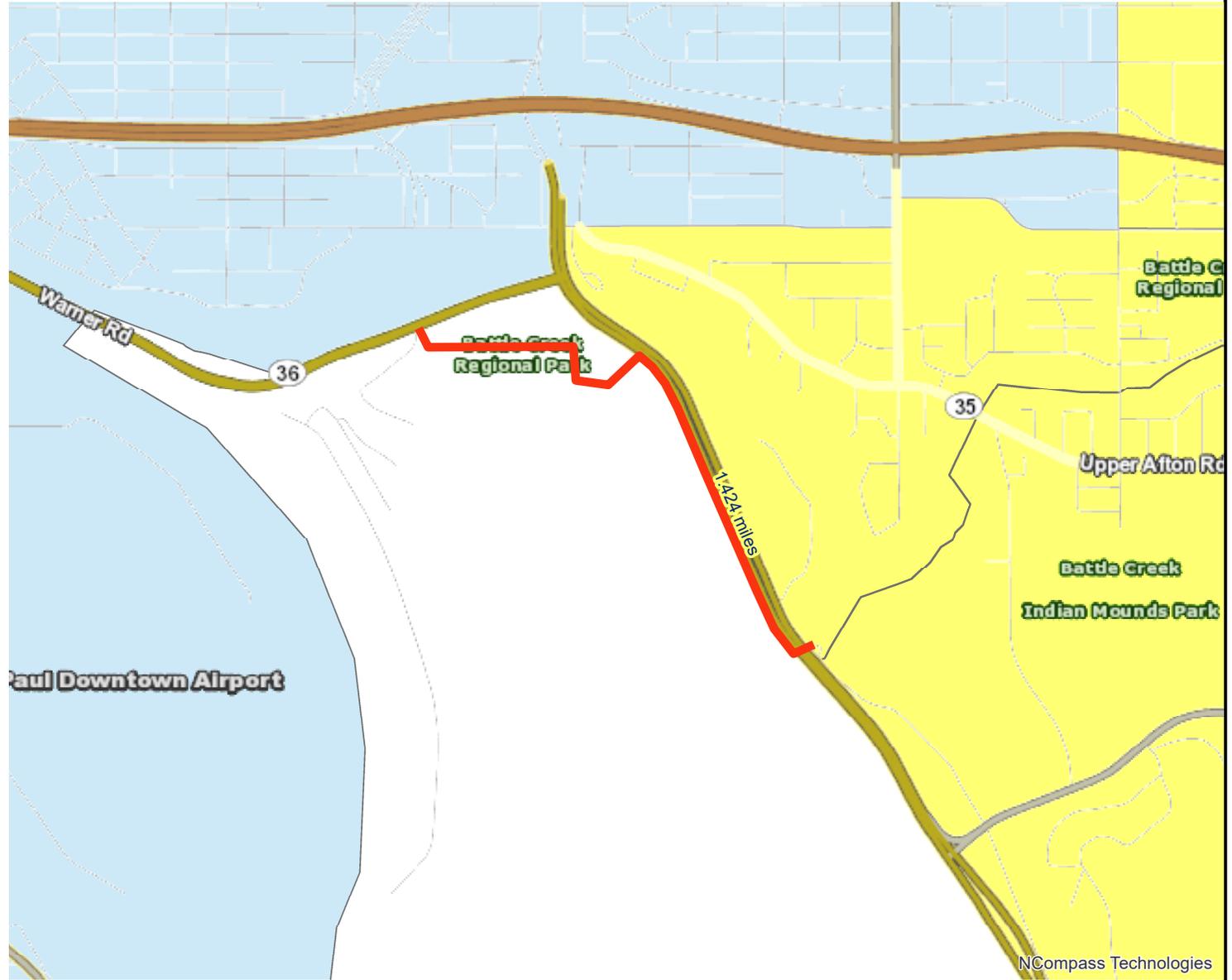
Melvin Carter III

Date _____

Socio-Economic Conditions

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



Created: 7/9/2018
LandscapeRSA2



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



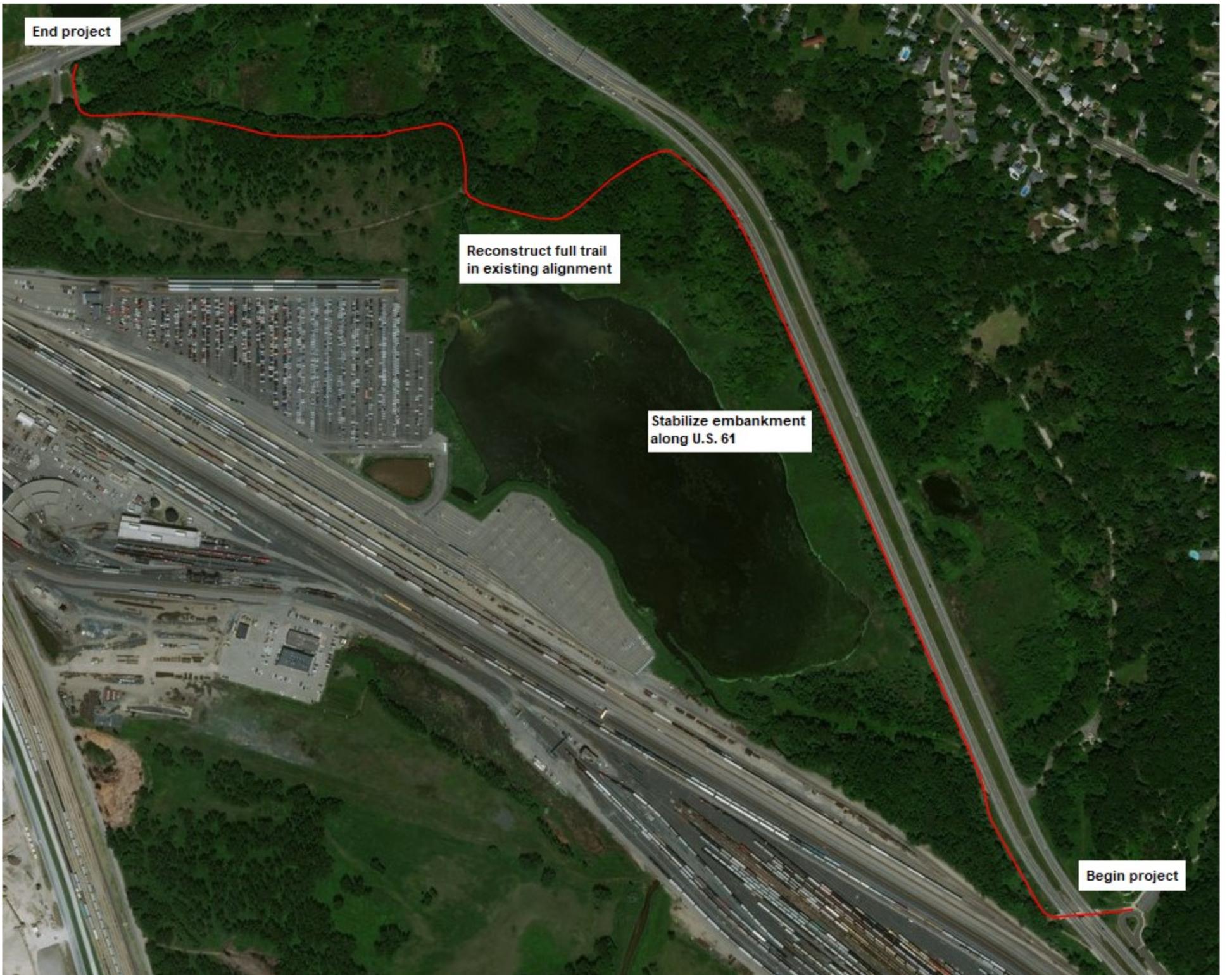
NCompass Technologies

End project

Reconstruct full trail
in existing alignment

Stabilize embankment
along U.S. 61

Begin project



m DEPARTMENT OF
NATURAL RESOURCES

Minnesota Department of Natural Resources
1200 Warner Road
St. Paul, MN 55106

June 10, 2018

Alice Messer
Design and Construction Manager
Department of Parks and Recreation
25 West 4th Street, 400 City Hall Annex
Saint Paul, MN 55102

RE: Regional Solicitation Application for the Fish Hatchery Trail reconstruction project

Dear Ms. Messer:

Thank you for requesting a letter of support from the Minnesota Department of Natural Resources (DNR) for the 2018 Regional Solicitation. The DNR owns land within the northwestern portion of the project's alignment.

The DNR supports efforts to find funding to stabilize the embankment that supports the Fish Hatchery Trail enough to reconstruct and re-open the trail. The DNR supports reconstruction of the trail within its existing footprint. A lease agreement for purposes of a recreational trail (#144-012-0346) was entered between the DNR and the City. Maintenance of the trail across DNR property is the responsibility of the City.

Sincerely,



Keith Parker
Central Region Director

cc: Paul Sawyer, City of St. Paul Parks and Recreation



Crash Type Summary

Fish Hatchery Trail Detour

Report Version 1.0 March 2010

Analysis Years 2011, 2012, 2013, 2014, 2015

Crash Summary:		Number of Vehicles		
		1	2	3+
K - Fatal	0	0	0	0
A - Incapacitating	1	1	0	0
B - Non-Incapacitating	7	1	5	1
C - Possible	29	0	22	7
N - Property Damage	87	10	67	10
X - Not Reported	0	0	0	0
Miscoded	0	0	0	0
Total	124	12	94	18

Surface Condition Summary:	
01 - Dry	86
02 - Wet	18
03 - Snow	7
04 - Slush	4
05 - Ice/Packed Snow	5
Other	2
Unknown/Not Specified	2
Miscoded	0
Total	124

Diagram Summary:	
02 - Sideswipe - Same Dir	16
03 - Left Turn	9
04 - Ran Off Road - Left Side	0
05 - Right Angle	17
06 - Right Turn	2
07 - Ran Off Road - Right Side	4
08 - Head On	3
09 - Sideswipe - Opposing Dir	3
Other	67
Unknown/Not Stated	1
Miscoded	2
Total	124

Intersection Relation Summary:	
01 - Not at Intersection	24
02 - T Intersection	4
03 - Y Intersection	1
04 - 4 Legged Intersection	63
05 - 5 or more Leg Intersection	0
06 - Roundabout/Traffic Circle	0
07 - Intersection Related	28
08 - Alley or Driveway	0
09 - School Crossing	0
10 - RR Crossing	0
11 - Recreational Crossing	0
20 -22 - Interchange	0
Other	1
Unknown/Not Stated	3
Miscoded	0
Total	124

Accident Type Summary	
01 - Motor Vehicle in Transport	102
02 - Parked Vehicle	9
03-04 - Road Equipment	0
05 - Train	0
06 - Bike	0
07 - Pedestrian	1
08-09 - Deer/Animal	0
10-14 - Other/Unknown Collision	2
21-42 - Fixed Object	9
51 - Overturn	1
52-65 - Other Non-Collision	0
Other	0
Unknown/Not Stated	0
Miscoded	0
Total	124

Light Condition Summary:	
01 - Daylight	89
02 - Before Sunrise	3
03 - After Sunset	2
04 - Dark (Street Lights On)	26
05 - Dark (Street Lights Off)	0
06 - Dark (No Street Lights)	0
07 - Dark (Unknown Lighting)	2
Other	0
Unknown/Not Stated	0
Miscoded	2
Total	124

Selection Filter:

WORK AREA: COUNTY_CODE('62') - FILTER: CRASH_YEAR('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst:

Reuben Collins

Notes:



Crash Type Summary

Fish Hatchery Trail Detour

Report Version 1.0 March 2010

Analysis Years 2011

Crash Summary:		Number of Vehicles		
		1	2	3+
K - Fatal	0	0	0	0
A - Incapacitating	0	0	0	0
B - Non-Incapacitating	1	1	0	0
C - Possible	0	0	0	0
N - Property Damage	0	0	0	0
X - Not Reported	0	0	0	0
Miscoded	0	0	0	0
Total	1	1	0	0

Surface Condition Summary:	
01 - Dry	1
02 - Wet	0
03 - Snow	0
04 - Slush	0
05 - Ice/Packed Snow	0
Other	0
Unknown/Not Specified	0
Miscoded	0
Total	1

Diagram Summary:	
02 - Sideswipe - Same Dir	0
03 - Left Turn	0
04 - Ran Off Road - Left Side	0
05 - Right Angle	0
06 - Right Turn	0
07 - Ran Off Road - Right Side	0
08 - Head On	0
09 - Sideswipe - Opposing Dir	0
Other	0
Unknown/Not Stated	0
Miscoded	1
Total	1

Intersection Relation Summary:	
01 - Not at Intersection	0
02 - T Intersection	0
03 - Y Intersection	0
04 - 4 Legged Intersection	1
05 - 5 or more Leg Intersection	0
06 - Roundabout/Traffic Circle	0
07 - Intersection Related	0
08 - Alley or Driveway	0
09 - School Crossing	0
10 - RR Crossing	0
11 - Recreational Crossing	0
20 -22 - Interchange	0
Other	0
Unknown/Not Stated	0
Miscoded	0
Total	1

Accident Type Summary	
01 - Motor Vehicle in Transport	0
02 - Parked Vehicle	0
03-04 - Road Equipment	0
05 - Train	0
06 - Bike	0
07 - Pedestrian	1
08-09 - Deer/Animal	0
10-14 - Other/Unknown Collision	0
21-42 - Fixed Object	0
51 - Overturn	0
52-65 - Other Non-Collision	0
Other	0
Unknown/Not Stated	0
Miscoded	0
Total	1

Light Condition Summary:	
01 - Daylight	0
02 - Before Sunrise	0
03 - After Sunset	0
04 - Dark (Street Lights On)	1
05 - Dark (Street Lights Off)	0
06 - Dark (No Street Lights)	0
07 - Dark (Unknown Lighting)	0
Other	0
Unknown/Not Stated	0
Miscoded	0
Total	1

Selection Filter:

WORK AREA: COUNTY_CODE('62') - FILTER: CRASH_YEAR('2011','2012','2013','2014','2015'), CRASH_TYPE_CODE('06','07') - SPATIAL FILTER APPLIED

Analyst:

Reuben Collins

Notes:

Bike Ped Only Data

The Fish Hatchery Trail is a trail designated as part of the Mississippi River Trail, and is a Tier 1 RBTN Alignment that follows along the west side of Trunk Highway 61 and then through parkland from Battle Creek Regional Park to its connection with the Sam Morgan Regional Trail in Saint Paul. The trail was originally constructed in conjunction with a highway construction project on TH 61 in the 1980s. The portion of the trail along TH 61 is supported by an embankment that has failed due to erosion and water issues. This necessitated closing the trail in 2016. The other segment of trail through parkland has degraded in condition as it has approached the end of its useful life. This project proposes to stabilize the embankment, and then reconstruct the full 1.4 mile length of the trail.

The Fish Hatchery Trail is heavily used for transportation and recreational purposes. It serves as a primary commuter trail for bicyclists into downtown Saint Paul from the East Side of Saint Paul and the East Metro. The closure of the trail has had a tremendously negative impact on the community. There is significant pressure from the community to make permanent repairs to the trail to re-open it.

The construction phase of the project is estimated at \$2,771,000, of which, \$2,216,800 is being requested with this application and \$554,200 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks CIP funding. All design and engineering costs will also be funded by those sources.

This project will re-open a major commuting artery and connecting line between parks of regional significance. That connectivity makes this project a high priority to fund.



July 13, 2018

Alice Messer
Design and Construction Manager
Department of Parks and Recreation
25 West 4th Street, 400 City Hall Annex
Saint Paul, MN 55102

RE: Regional Solicitation Application for the Fish Hatchery Trail reconstruction project

Dear Ms. Messer:

Thank you for requesting a letter of support from Ramsey County Parks and Recreation for the 2018 Regional Solicitation. The County owns and operates Battle Creek Regional Park at the southern terminus of the trail.

The County supports efforts to find funding to stabilize the embankment that supports the Fish Hatchery Trail enough to reconstruct and re-open the trail. The closure of the Fish Hatchery Trail has removed an important trail connection to Battle Creek Regional Park. The project will have no adverse effects to our parkland, and instead will re-establish a recreational connection that will enhance the park.

Ramsey County Parks and Recreation looks forward to actively partnering with the City to negotiate any necessary agreements needed to complete this trail connection.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jon Oyanagi".

Jon Oyanagi
Parks and Recreation Director
Ramsey County



MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

July 10, 2018

Alice Messer
Design and Construction Manager
Department of Parks and Recreation
25 West 4th Street, 400 City Hall Annex
Saint Paul, MN 55102

**Re: Letter of Support for City of Saint Paul
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the Fish
Hatchery Regional Trail Reconstruction Project**

Dear Ms. Messer,

This letter documents MnDOT Metro District's support for Saint Paul's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Fish Hatchery Regional Trail Reconstruction Project.

As proposed, this project could impact MnDOT right-of-way on US 61. As the agency with jurisdiction over US 61, MnDOT will support Saint Paul and will allow the improvements proposed in the application for the Fish Hatchery Regional Trail Reconstruction Project. Details of a future maintenance agreement with the City of Saint Paul will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Saint Paul as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Sheila Kauppi, your North Area Manager, at Sheila.Kauppi@state.mn.us or 651-234-7718.

Sincerely,

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

Scott McBride
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer