



Application

10354 - 2018 Roadway Modernization

10741 - Concord Street (TH 156) Improvements

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 07/13/2018 12:24 PM

Primary Contact

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City State/Province Postal Code/Zip

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Phone Ext.

Fax:

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

Organization Information

Name: SOUTH ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

125 3RD AVE N

*

SO ST PAUL

Minnesota

55075

City

State/Province

Postal Code/Zip

County:

Dakota

Phone:*

612-450-8704

Ext.

Fax:

PeopleSoft Vendor Number

0000020997A1

Project Information

Project Name

Concord Street (TH 156) Improvements

Primary County where the Project is Located

Dakota

Cities or Townships where the Project is Located:

City of South St. Paul

Jurisdictional Agency (If Different than the Applicant):

MnDOT

The project consists of the reconstruction/modernization of Concord Street (TH 156), an A-Minor Arterial Reliever to TH 52, from I-494 to Wentworth Avenue in the City of South St. Paul. The project improvements include: modernization of the roadway and storm drainage, upgrades to traffic signals at Villaume Ave, Armour Ave, and Grand Ave, and multi-modal improvements of bike-able shoulders and continuous sidewalks. The bike-able shoulder facilities will fill a gap in the Regional Bicycle Transportation Network, connecting St. Paul, South St. Paul, and beyond with the Mississippi River Trail and Wakota Bridge across the Mississippi River via existing bike shoulders on Hardman and Verderosa Avenue.

The City has worked with MnDOT to identify the project scope as defined below.

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

Concord Street between I-494 and Armour Avenue will remain a 4-lane, divided roadway section with concrete pavement rehabilitation proposed to improve the existing pavement. Existing sidewalks will be replaced and new sidewalks will be constructed along the east and west sides of Concord Street to create continuous sidewalks throughout the corridor. From Concord Exchange to Grand Ave, the pedestrian route will follow the parallel roadway of Concord Exchange consistent with the City and MnDOT ADA evaluation recommendations. Rehabilitation and spot replacement of storm sewer is proposed to upgrade storm drainage system.

Concord Street between Armour Avenue and Wentworth Avenue will be fully reconstructed to a 2-lane, divided section with bike-able shoulders

along both sides of the roadway. Continuous sidewalks will be added both sides of the corridor. Full replacement of the storm sewer system is proposed. The reduction of roadway width results in the water quality benefit of reduced impervious area.

(Limit 2,800 characters; approximately 400 words)

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

TH 156 (Concord St) from I-494 to Wentworth Avenue, reconstruction with bike-able shoulders and sidewalks

Project Length (Miles)

1.6

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 \$5,000,000.00

Match Amount \$5,557,500.00

Minimum of 20% of project total

Project Total \$10,557,500.00

Match Percentage 52.64%

Minimum of 20%

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

Source of Match Funds City of South St. Paul, MnDOT STIP (SP 1912-59) 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: 2022

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

Additional Program Years: 2020, 2021

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

Project Information-Roadways

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

Functional Class of Road A-Minor Arterial Reliever

Road System TH

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

Road/Route No. 156

i.e., 53 for CSAH 53

Name of Road Concord Street

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55075

(Approximate) Begin Construction Date 05/03/2021

(Approximate) End Construction Date 10/31/2022

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

From:
(Intersection or Address) I-494

To:
(Intersection or Address) Wentworth Avenue

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work

GRADE, AGG BASE, BIT PAVE, CONC PAVE REHAB, CURB AND GUTTER, STORM SEWER, SIGNALS, PED RAMPS, SIDEWALK, RET WALLS

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):

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.

- Goal: Transportation System Stewardship; Objective A. Efficiently preserve and maintain...; Strategy A2...identify cost-effective opportunities to incorporate improvements for safety,...bicycle, and pedestrian facilities; page 2.6

- Goal: Safety and Security; Objective A. Reduce crashes and improve safety and security for all modes...; Strategies B1...incorporate safety and security...throughout processes, B6...provide and improve facilities for safe walking and bicycling...; page 2.7

- Goal: Access to Destinations; Objectives A. Increase the availability for multimodal travel options..., D. Increase...the share of trips taken using transit, bicycling, and walking, E. Improve multimodal travel options for people of all ages and abilities...; Strategies C1...systems that are multimodal and provide connections between modes, C2...provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities..., C15...focus investments on completing Priority Regional Bicycle Transportation Corridors..., C16...provide for [improved] bicycle and pedestrian...continuity between jurisdictions; page 2.8-2.10

- Goal: Competitive Economy; Objectives A. Improve multimodal access to regional job concentrations..., B. Invest in a multimodal transportation system...; Strategies D3...regional transit and bicycle systems that improve connections to jobs and opportunity; page 2.11

- Goal: Healthy Environment; Objectives C. Increase the availability and attractiveness of

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

transit, bicycling, and walking..., D. Provide a transportation system that promotes community cohesion and connectivity...; Strategies E3...implement a transportation system that considers the needs of all potential users..., E5...protect, enhance and mitigate impacts on the cultural and built environments...; page 2.12-13

- Goal: Leveraging Transportation Investments to Guide Land Use; Objective B. Maintain adequate highway...-accessible land to meet existing and future demand for freight movement; Strategy F3...operate, maintain, and rebuild an adequate system of interconnected highways and local roads; page 2.14

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 South St. Paul 2015-2019 Capital Improvement Plan, page 86; City of South St. Paul 2016-2020 Capital Improvement Program, page 112; Metropolitan Council's Draft 2017-2020 Transportation Improvement Program for the Twin Cities Metropolitan Area, page A-16

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 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 Modernization and Spot Mobility: \$1,000,000 to \$7,000,000

Traffic Management Technologies (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 (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

08/11/2017

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

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 and Spot Mobility 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.

Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$385,000.00
Removals (approx. 5% of total cost)	\$682,000.00
Roadway (grading, borrow, etc.)	\$737,500.00

Roadway (aggregates and paving)	\$2,496,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$2,491,000.00
Ponds	\$25,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$583,000.00
Traffic Control	\$50,000.00
Striping	\$14,000.00
Signing	\$50,000.00
Lighting	\$56,000.00
Turf - Erosion & Landscaping	\$452,000.00
Bridge	\$0.00
Retaining Walls	\$357,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$550,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$891,000.00
Other Roadway Elements	\$0.00
Totals	\$9,819,500.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$636,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$32,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$70,000.00
Other Bicycle and Pedestrian Elements	\$0.00

Totals

\$738,000.00

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	\$10,557,500.00
Construction Cost Total	\$10,557,500.00
Transit Operating Cost Total	\$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	TH 52
Adjacent Parallel Corridor Start and End Points:	
Start Point:	I-494
End Point:	Wentworth Avenue
Free-Flow Travel Speed:	60

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed: 60

The Peak-Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): 0%

Upload the "Level of Congestion" map: 1529514419734_Level of Congestion Map.pdf

Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:

(65 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(55 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(45 Points)

Not listed as a priority in the study: Yes

(0 Points)

Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:

(65 Points)

Not listed as a CMSP priority location: Yes

(0 Points)

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

Existing Employment within 1 Mile: 6757

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 2787

Existing Post-Secondary Students within 1 Mile: 0

Upload Map 1529515226156_Regional Economy Map.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1: Yes

Along Tier 2:

Along Tier 3:

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers:

Measure A: Current Daily Person Throughput

Location	Concord Street, South of Armour Avenue
Current AADT Volume	10500
Existing Transit Routes on the Project	71

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map	1529515372953_Transit Connections Map.pdf
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Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	1641.0
Current Daily Person Throughput	15291.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	13200

OR

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

Forecast (2040) ADT volume

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.

Multiple public involvement strategies have been implemented to date for the project including newsletters (2), open houses (2), and specific meetings with area stakeholders (multiple). In spring of 2016 and 2018, over 400 area residents and businesses were mailed a newsletter providing updates on the project and notifying of the upcoming open house. Open houses were held in 2016 and 2018 where residents and business owners were able to comment on the preliminary alternatives being evaluated for Concord Street.

Response:

Additional stakeholder meetings have occurred with area businesses, the City Economic Development Advisory Board, Metro Transit, and Local Issues Group.

Additional project updates have been communicated through the City's facebook page to reach additional audiences.

This multi-pronged approach to public outreach will continue throughout the project development. The City is committed to engaging all members of its community as decisions are made.

(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 project will provide substantial investment and transportation system benefit in traditionally disadvantaged communities, including a community that is above the regional average for population in poverty and population of color. The project will deliver a multi-million dollar investment in a census tract that has not seen significant highway and infrastructure investment in more than 40 years. The project will also improve the integrated, multimodal transportation system for people of all ages, incomes, and abilities in these areas. The project will close the existing gaps in the non-motorized transportation network, both by connecting to the Regional Bicycle Transportation Network and creating continuous sidewalks in the corridor, helping low-income individuals, children, and others that do not have a car access jobs and bus service in the corridor. The improvements will also upgrade the existing facilities to ADA-compliant facilities, benefitting people with disabilities and young children in strollers. The roadway improvements and resurfacing will provide an improved runningway for transit, both for buses and Metro Mobility, improving the ride quality for customers. Beyond the infrastructure benefits, this project will also create a more welcoming environment and improve the comfort and sense of security for all travelers.

(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

Negative impacts will be limited to construction of the proposed project, which will be temporarily disruptive to the surrounding community and travelers in the corridor. Construction-phase impacts can be mitigated through staging and implementing multimodal best management practices.

Response:

(Limit 2,800 characters; approximately 400 words)

Upload Map

1529523586468_SocioEconomic 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
South St. Paul	15789.0	0.95	100.0	94.534
Newport	913.0	0.05	74.0	4.045
St. Paul	0	0	100.0	0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.6

Affordable Housing Scoring

Total Project Length (Miles) or Population	16702.0
Total Housing Score	98.579

Affordable Housing Scoring

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1976	0.45	889.2	555.75
1978	1.15	2274.7	1421.688
	2	3164	1977

Total Project Length

Total Project Length (as entered in "Project Information" form)	1.6
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Average Construction Year

Weighted Year	1977
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Total Segment Length (Miles)

Total Segment Length	1.6
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Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

Replacement/rehabilitation of existing deteriorated pavement. Intersection improvements provide for freight turning movements from Concord Street to regional manufacturing area.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines:

Yes

Addition of a 6-foot shoulder along both sides of Concord Street will provide increased clear zone for traffic. Sidewalk and intersection improvements will expand sight lines at intersections.

Response:

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

Addition of 6-foot shoulder will improve safety for multi-modal users and disable vehicles. Improved intersection geometry will provide access management where possible and accommodate freight turning movements.

Response:

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Access management modifications at Concord Exchange and Bridgepoint Drive are proposed to convert full intersection to three-quarter access to improve safety.

Response:

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

Vertical profile adjustments are anticipated to reduce retaining wall needs and provide better pedestrian connectivity to adjacent properties.

Response:

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

The proposed project includes replacement of existing storm sewer, additional storm sewer capacity to address flooding issues on Concord Street, and stormwater treatment as necessary to meet regulatory guidelines.

Response:

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

The Grand Avenue signal is proposed to be replaced and the signals at Villaume Avenue and Armour Avenue are proposed to be upgraded to accommodate pedestrian/ADA connectivity. The signal at Wentworth Avenue will be evaluated for replacement or removal.

Response:

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

Response:

The proposed project includes constructing a continuous sidewalk network for Concord Street between I-494 and Wentworth Avenue. Sidewalks are currently intermittent and not ADA compliant.

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Reduced by Project (Seconds/Vehicle)	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
0	0	0	0	0		15295273794 06_Congestion_AQ Attachment.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced 0

Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0
0	0	0

Total

Total Emissions Reduced: 0

Upload Synchro Report 1530101194843_Congestion_AQ Attachment.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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 without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0
0	0	0

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report 1530101194843_Congestion_AQ Attachment.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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)

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: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:

CMF ID: 6730 (75%) reduction was used along the Concord Street corridor for fixed object and run-off-road crashes. A crash modification factor of 100% was for at the intersections of Concord Street & Hardman Avenue and Concord Street & Bridgepoint Drive.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

From Wentworth Avenue to Armour Avenue, a six-foot shoulder is being added which will reduce crashes with fixed objects and running off the road. At the intersections of Concord Street & Hardman Avenue and Concord Street & Bridgepoint Drive, minor street left-turn and through movements will be prohibited, which means 100% of the crashes will be reduced that involve minor street vehicles travelling through across Concord Street.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio	\$262,948.00
Worksheet Attachment	1530101421655_Safety Analysis Reports.pdf
<i>Please upload attachment in PDF form.</i>	

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
----------------------	---

Average daily trains: 0

Crash Risk Exposure eliminated: 0

Measure A: Multimodal Elements and Existing Connections

The project area currently includes bus service and intermittent sidewalks, often on one side of the street. The project area is currently served by Route 71, a local bus route that runs from Inver Grove Heights to Little Canada. Bike lanes on Concord currently end in Saint Paul, and there are no continuous sidewalks along the corridor.

The improvements include the construction of bike-able shoulders and a continuous sidewalk network. Where the roadway is being reduced from a 4-lane section to a 2-lane section 6-foot shoulders are proposed on both sides of Concord Street to allow for on-street bike facilities. Between I-494 and Wentworth Avenue, a continuous 6-foot sidewalk is proposed on both sides of the roadway. From Concord Exchange to Grand Avenue pedestrians will utilize the existing sidewalk along the immediately adjacent Concord Exchange. Connections to Concord Street are provided at all intersection streets. The sidewalks will be separated from traffic by a 8-foot boulevard to provide for adequate clear zone and snow storage for all-season use of the facilities.

Response:

The new pedestrian facilities will fill gaps in the existing sidewalk network and provide connections to bus stops and area businesses. The boulevards separating the pedestrians from the bikes and cars in some portions of the corridor will contribute to pedestrian's sense of safety. The narrowing to a 2-lane section between Armour Avenue and Wentworth Avenue will provide shorter crossing distances for pedestrians at existing signal locations providing a safer crossing.

The project area is identified as a Tier 1 corridor in the Regional Bicycle Transportation Network (RBTN), and the new bike shoulders will fill gaps in the existing RBTN. Via the existing bike shoulders

on Hardman and Verderosa Avenues and planned bike shoulders along Concord Street north of Wentworth Avenue as a part of a separate project, the bike shoulders will also provide a connection to the Mississippi River Regional Trail and to the Wakota Bridge across the Mississippi River. This will enhance regional bicycle connectivity and support commuting bicyclists by providing connections to the east, south, and north. The pedestrian and bicycle improvements will allow for easier, safer, and more efficient non-motorized travel in the corridor and beyond.

The proposed project will improve ride quality on buses and provide more and safer options for transit customers boarding and alighting from buses in the corridor.

(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. Yes

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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

07/13/2018

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

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

Yes

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

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

Yes

25%

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

0%

Anticipated date or date of acquisition

12/31/2020

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

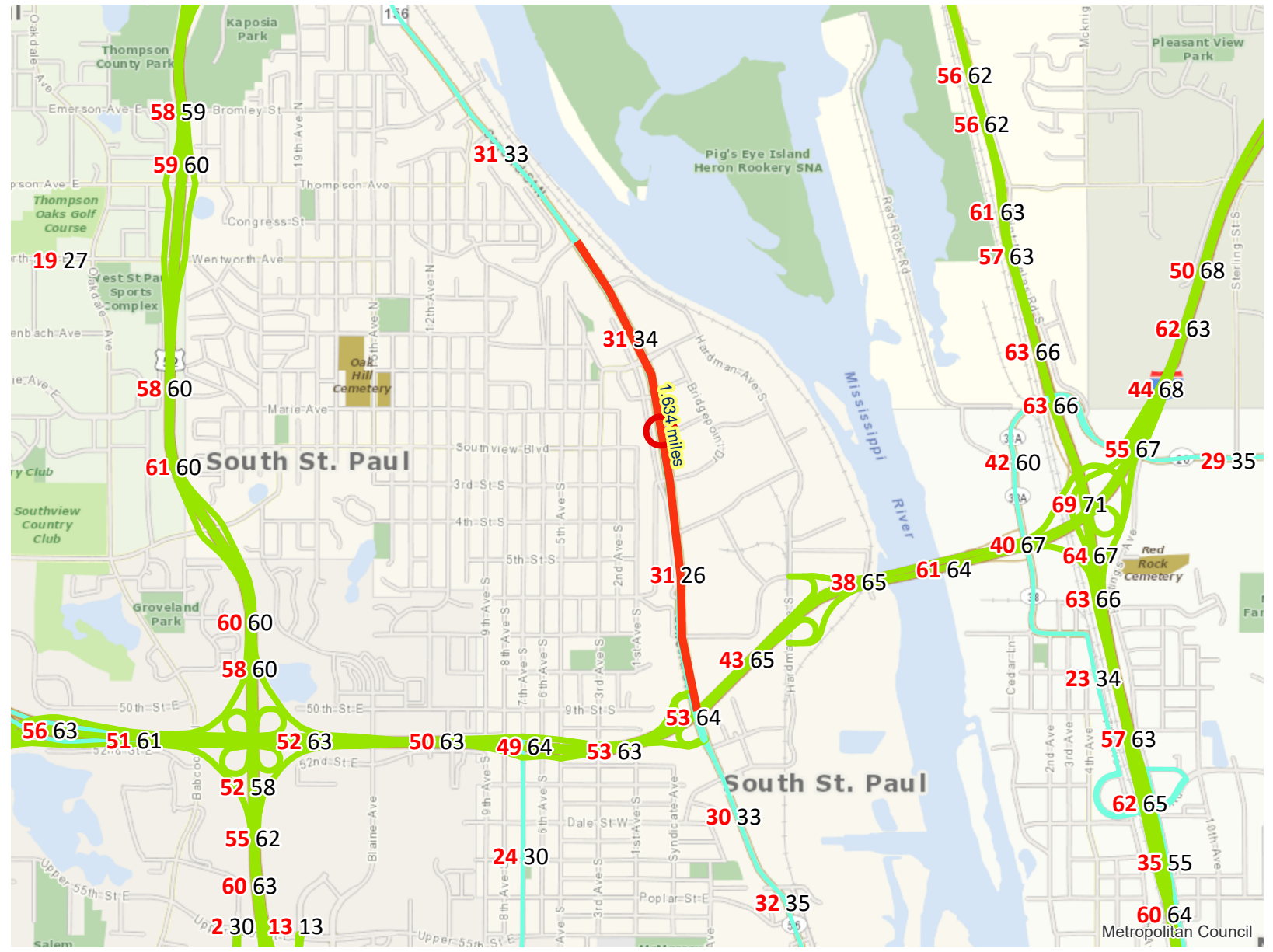
Total Project Cost (entered in Project Cost Form):	\$10,557,500.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$10,557,500.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

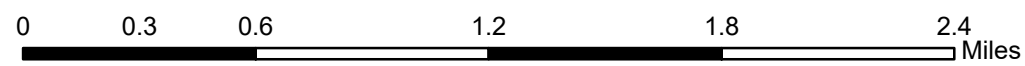
File Name	Description	File Size
Concord Existing Photos.pdf	Existing Conditions Photos	9.2 MB
Concord Street Layouts_I494 to Wentworth.pdf	Project Layout	3.7 MB
Figure from SSP Bike & Ped Plan.pdf	South St. Paul Bicycle & Pedestrian Plan	594 KB
MnDOT Support ltr South St. Paul-Concord Street Improvements.pdf	MnDOT Letter of Support	467 KB
Project Summary Letter.pdf	Project Summary	2.1 MB
RBTN Map.pdf	Regional Bicycle Transportation Network Map	408 KB

Level of Congestion

Roadway Reconstruction/Modernization Project: Concord Street (TH 156) Improvements | Map ID: 1529513838577



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



Created: 6/20/2018
LandscapeRSA1



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



Metropolitan Council

Regional Economy

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Newport

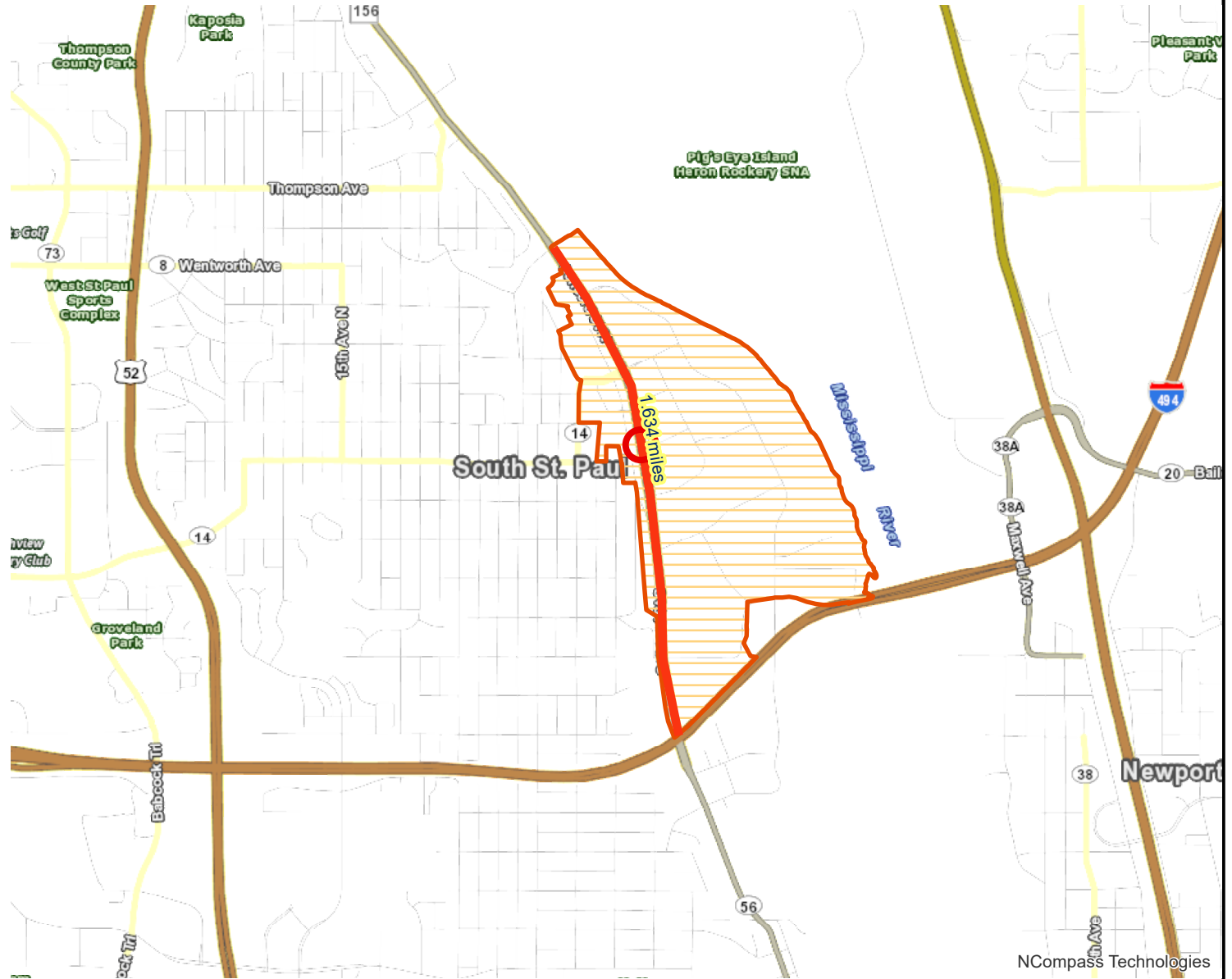
Population: 913
Employment: 471
Mfg and Dist Employment: 276

South St. Paul





Population: 15789
Employment: 6286
Mfg and Dist Employment: 2511

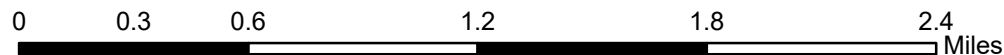
St. Paul

Population: 0
Employment: null
Mfg and Dist Employment: null



NCompass Technologies

-  Project Points
-  Manufacturing/Distribution Centers
-  Project
-  Job Concentration Centers



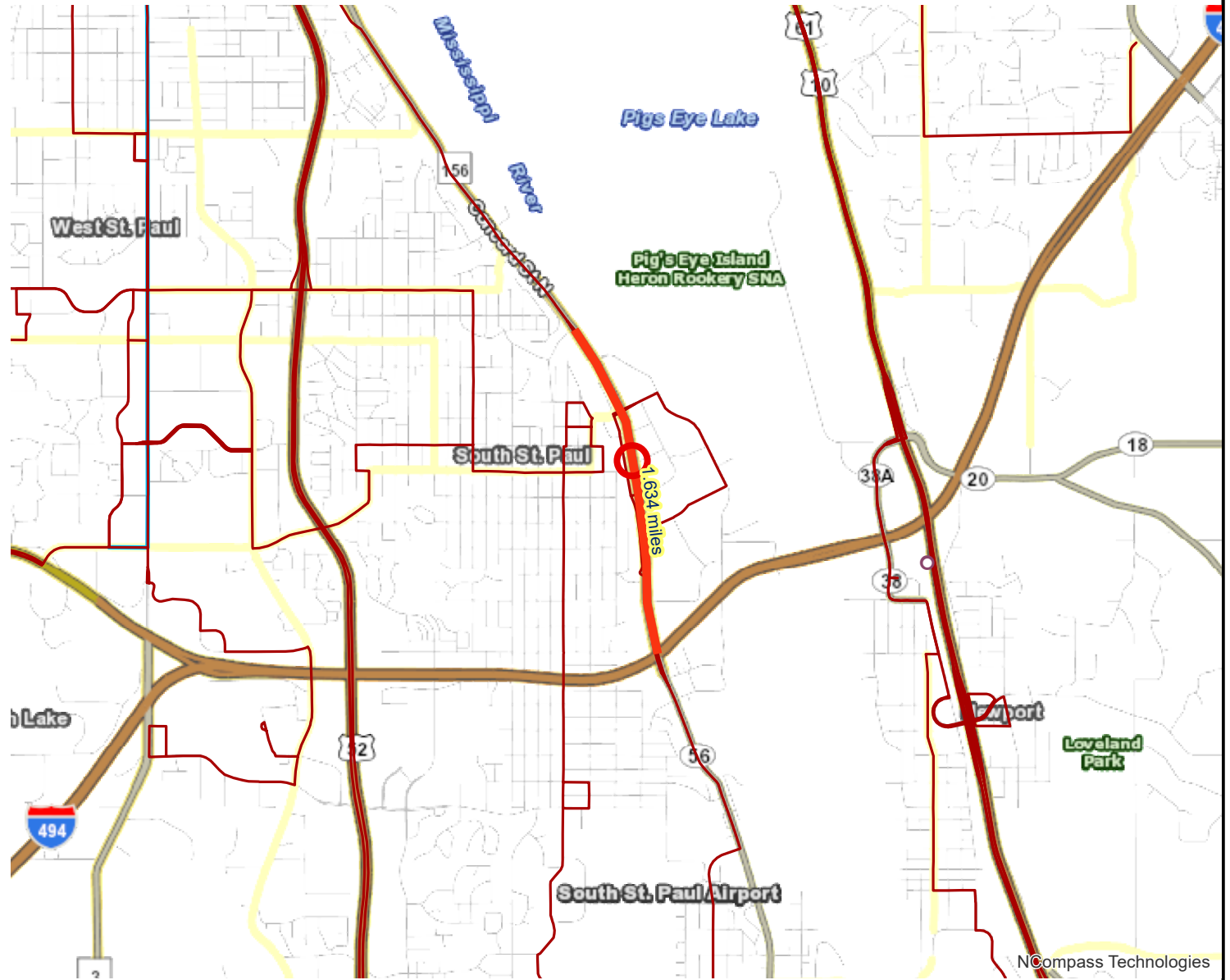
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LandscapeRSA5



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Transit Connections

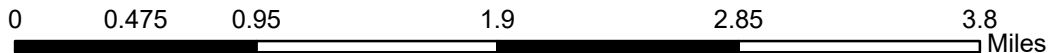


Results

Transit with a Direct Connection to project:
71

**indicates Planned Alignments*

- Project Points
- Project
- Red Rock BRT
- Arterial BRT
- Transit Routes
- Planned Transitway Stations
- Planned Transitway Alignments



Created: 6/20/2018
LandscapeRSA3



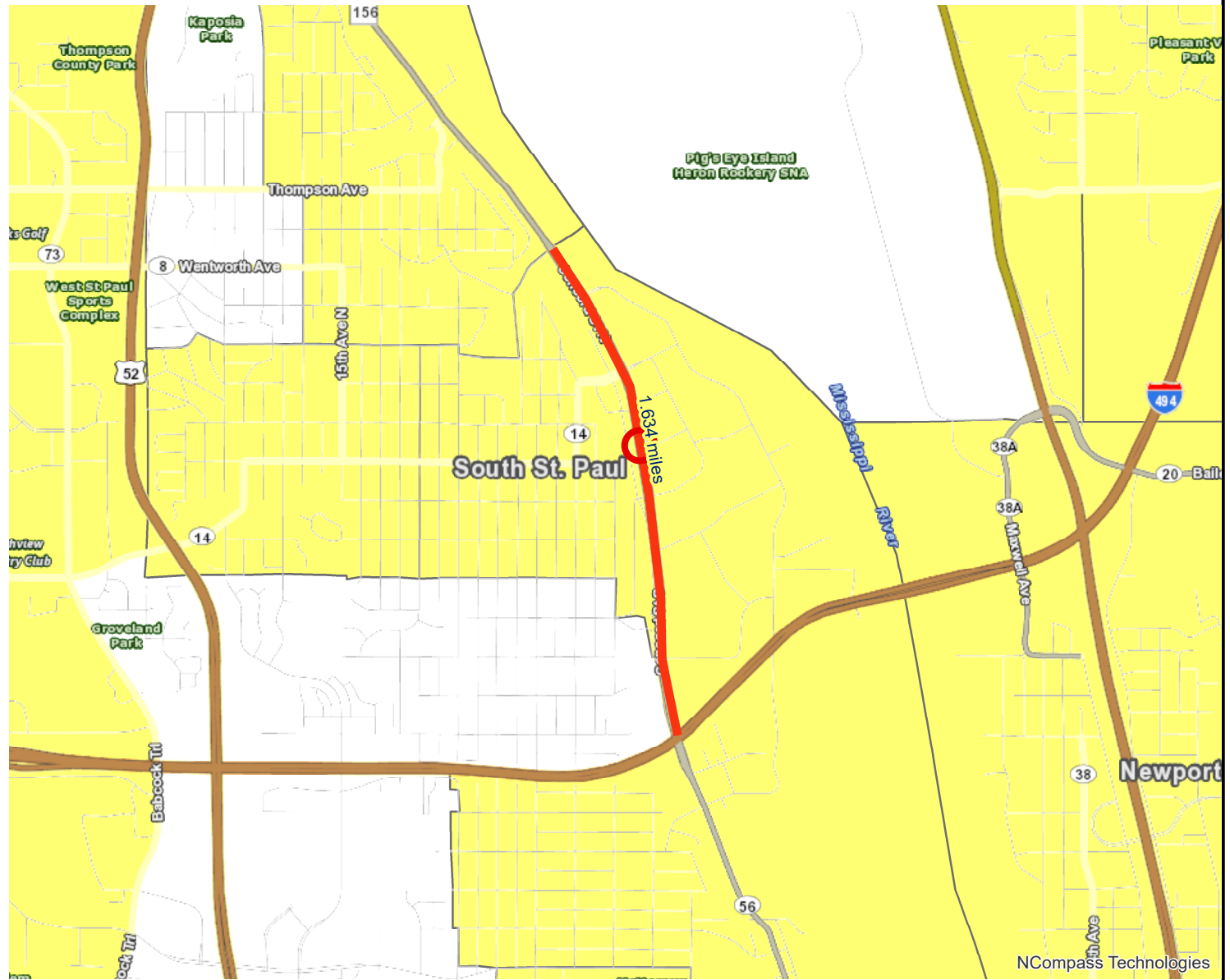
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>








Socio-Economic Conditions

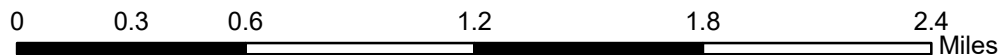
Results

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



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 6/20/2018
LandscapeRSA2



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



Concord Street (TH 156) Improvements City of South St. Paul

No Synchro or HCM analysis was completed for this project.

Concord Street (TH 156) Improvements City of South St. Paul

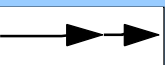
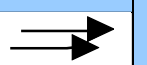
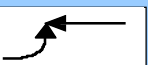


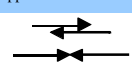
No Synchro or HCM analysis was completed for this project.

Concord Street (TH 156) Improvements City of South St. Paul

No Synchro or HCM analysis was completed for this project.

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	156	Intersection with Bridgepoint Drive	146+00	148+00	South Saint Paul	1/1/2013	12/31/2015
Description of Proposed Work		Restrict minor street through and left-turn movements.					

Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
									

Study Period: Number of Crashes	Fatal	F							
	Personal Injury (PI)	A							
		B							
		C							
	Property Damage	PD			1				1

% Change in Crashes	Fatal	F							
	PI	A							
		B							
		C							
	Property Damage	PD			100%				

Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F							
	PI	A							
		B							
		C							
	Property Damage	PD			1.00				1.00

Year (Safety Improvement Construction) **2018**

Project Cost (exclude Right of Way)	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
\$ 600,000	F			\$ 1,140,000	
Right of Way Costs (optional)	F			\$ 570,000	
Traffic Growth Factor	A			\$ 170,000	
Capital Recovery	B			\$ 83,000	
1. Discount Rate	C			\$ 7,600	\$ (2,536)
2. Project Service Life (n)	PD	1.00	0.33		
Total				\$ (2,536)	

B/C= -0.10

Using present worth values,
B= \$ (61,870)
C= \$ 600,000
 See "Calculations" sheet for amortization.

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	156	Intersection with Hardman Avenue	183+00	184+00	South Saint Paul	1/1/2013	12/31/2015
Description of Proposed Work		Restrict minor street through and left-turn movements.					

Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total

Study Period: Number of Crashes	Fatal	F							
	Personal Injury (PI)	A							
		B							
		C							
	Property Damage	PD	1						1

% Change in Crashes	Fatal	F							
	PI	A							
		B							
		C							
	Property Damage	PD	100%						

**Use Desktop Reference for Crash Reduction Factors*

Change in Crashes = No. of crashes X % change in crashes	Fatal	F							
	PI	A							
		B							
		C							
	Property Damage	PD	1.00						1.00

Year (Safety Improvement Construction) **2018**

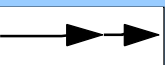
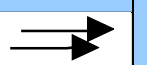
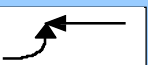


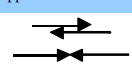
Project Cost (exclude Right of Way)	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
\$ 600,000	F			\$ 1,140,000	
Right of Way Costs (optional)	F			\$ 570,000	
Traffic Growth Factor	A			\$ 170,000	
Capital Recovery	B			\$ 83,000	
1. Discount Rate	C			\$ 7,600	\$ (2,536)
2. Project Service Life (n)	PD	1.00	0.33		
Total				\$ (2,536)	

B/C= -0.10

Using present worth values,
B= \$ (61,870)
C= \$ 600,000
 See "Calculations" sheet for amortization.

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	156	Wentworth Avenue to Armour Avenue	138+00	193+00	South Saint Paul	1/1/2013	12/31/2015
Description of Proposed Work		Add 6-foot shoulder between Wentworth Avenue and Armour Avenue.					

Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
									

Study Period: Number of Crashes	Fatal	F							
	Personal Injury (PI)	A							
		B							
		C							
	Property Damage	PD				2	1		3

% Change in Crashes	Fatal	F							
	PI	A							
		B							
		C							
	Property Damage	PD				75%	75%		

**Use Desktop Reference for Crash Reduction Factors*

Change in Crashes = No. of crashes X % change in crashes	Fatal	F							
	PI	A							
		B							
		C							
	Property Damage	PD				1.50	0.75		2.25

Year (Safety Improvement Construction) **2018**

Project Cost (exclude Right of Way)	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
\$ 600,000	F			\$ 1,140,000	
Right of Way Costs (optional)	F			\$ 570,000	
Traffic Growth Factor	A			\$ 170,000	
Capital Recovery	B			\$ 83,000	
1. Discount Rate	C			\$ 7,600	\$ (5,705)
2. Project Service Life (n)	PD	2.25	0.75		
Total				\$ (5,705)	

B/C= -0.23

Using present worth values,
B= \$ (139,208)
C= \$ 600,000
 See "Calculations" sheet for amortization.



CMF / CRF Details

CMF ID: 6730

Add new paved shoulder

Description: Add a new paved shoulder where there is currently no paved shoulder

Prior Condition: No paved shoulder

Category: Shoulder treatments

Study: [Safety Impacts of Highway Shoulder Attributes in Illinois, Bamzai et al., 2011](#)

Star Quality Rating:  [\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0,25

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 75 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: Fixed object,Head on,Run off road,Sideswipe

Crash Severity: O (property damage only)

Roadway Types: Not specified

Number of Lanes: Multilane

Road Division Type:

Speed Limit: 35-65

Area Type:	Urban
Traffic Volume:	Minimum of 5000 to Maximum of 10000 Annual Average Daily Traffic (AADT)
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Development Details	
Date Range of Data Used:	2000 to 2006
Municipality:	
State:	IL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	NULL crashes
Sample Size (sites):	NULL sites
Sample Size (site-years):	NULL site-years
Sample Size (miles):	NULL miles
Sample Size (mile-years):	NULL mile-years
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun-22-2015
Comments:	This CMF applies to urban multilane highways with 5,000 to 10,000 vehicles per lane daily traffic. This CMF applies to shoulder related crashes, which were defined as fixed object, head-on, run-off-road, sideswipe opposite direction, and sideswipe same direction.

[\[View the Full Study Details\]](#)

Export Detail
Page As A PDF

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

For more information, contact Karen Scurry at karen.scurry@dot.gov

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

Existing Conditions

SI-494 to 6th Street E/Villaume Avenue



6th St E

Villaume Ave

1st Ave S

156

494

9th St E

Google Earth

© 2018 Google

600 ft



Existing Conditions

Concord Street Along Concord Exchange



156

Concord Exchange S

Concord Exchs E 7th St 6th St 4th St

Camber Ave

1st Ave S

Farwell Ave



Existing Conditions

Armour Avenue to North of Camber Avenue



156

Concord St S

Concord Exchange S

Camber Ave

Stockyards Rd

Bridgepoint Dr

Armour Ave

Farwell Ave



600 ft

Existing Conditions

Concord Street to Grand Avenue



Existing Conditions

Concord Street at Hardman Avenue



5th Ave N

Grand Ave W

Hardman Ave N

Concord St N

Concord Exchange N

156

Google Earth

© 2018 Google

3rd St N

600 ft



Existing Conditions

Concord Street at Wentworth Avenue



Google Earth

© 2018 Google

600 ft



Existing Conditions

Concord Street at Villaume Avenue
(Street View)



Existing Conditions

Concord Street at Armour Avenue
(Street View)



Existing Conditions

Concord Street North of Armour Avenue (Street View)



Existing Conditions

Concord Street at Grand Avenue
(Street View)



Existing Conditions

Concord Street at Wentworth Avenue
(Street View)












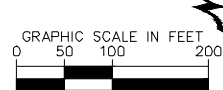


1-494

CONCORD STREET

6TH ST. E.








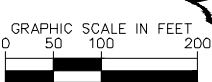


VILLAUME AVE.

LEGEND

	PAVEMENT REPLACEMENT		EXISTING TRAFFIC SIGNAL
	RAISED MEDIANS		EXISTING BUS STOP LOCATION
	WALKS AND TRAILS		
	CONCRETE CURB AND GUTTER		
	LANDSCAPED MEDIAN		
	PAVEMENT REPAIR		



LEGEND

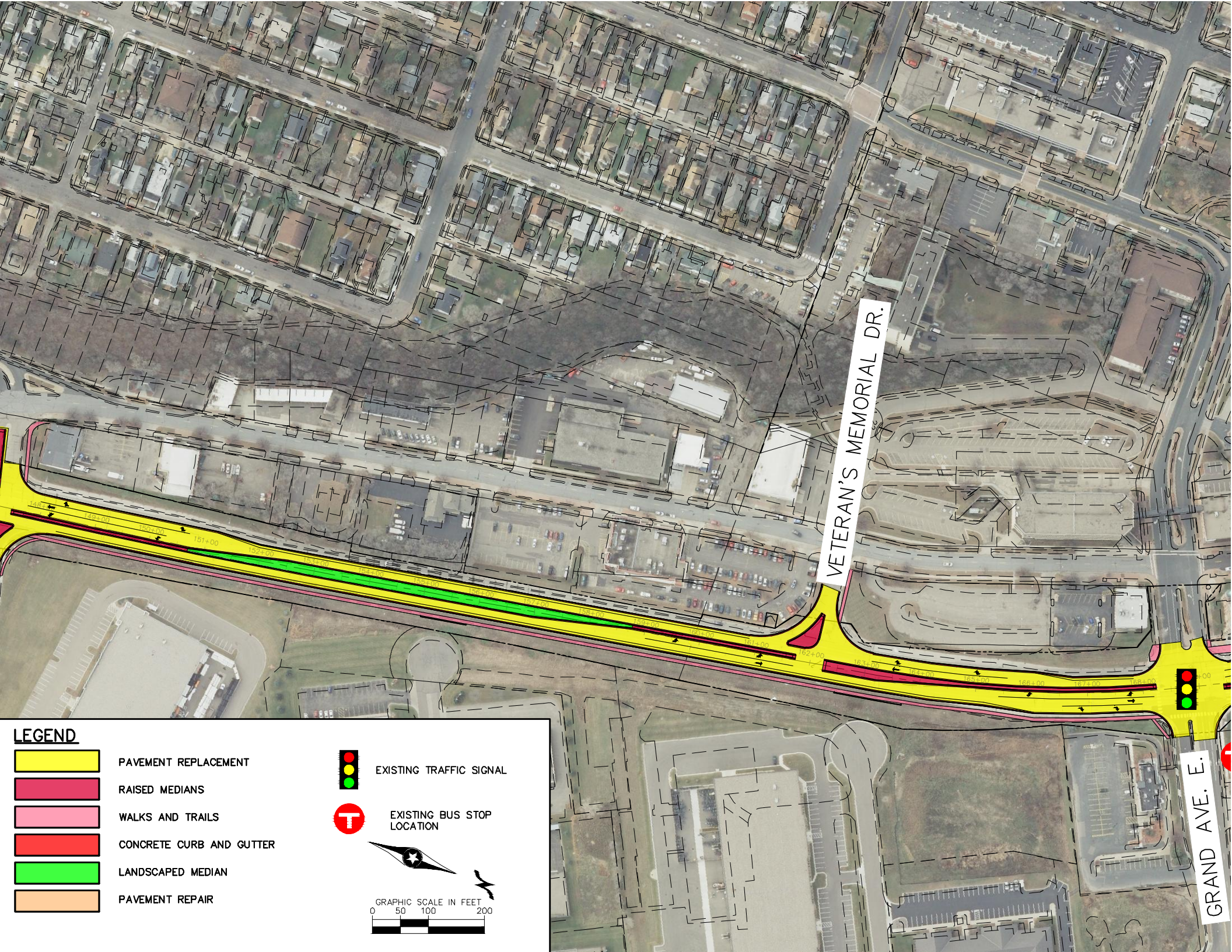
	PAVEMENT REPLACEMENT		EXISTING TRAFFIC SIGNAL
	RAISED MEDIANS		EXISTING BUS STOP LOCATION
	WALKS AND TRAILS		
	CONCRETE CURB AND GUTTER		
	LANDSCAPED MEDIAN		
	PAVEMENT REPAIR		

ARMOUR AVE.

CAMBER AVE.

CONCORD EXCHANGE S.









BRIDGEPOINT DR.

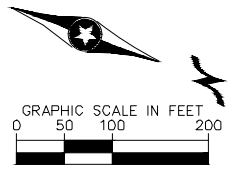


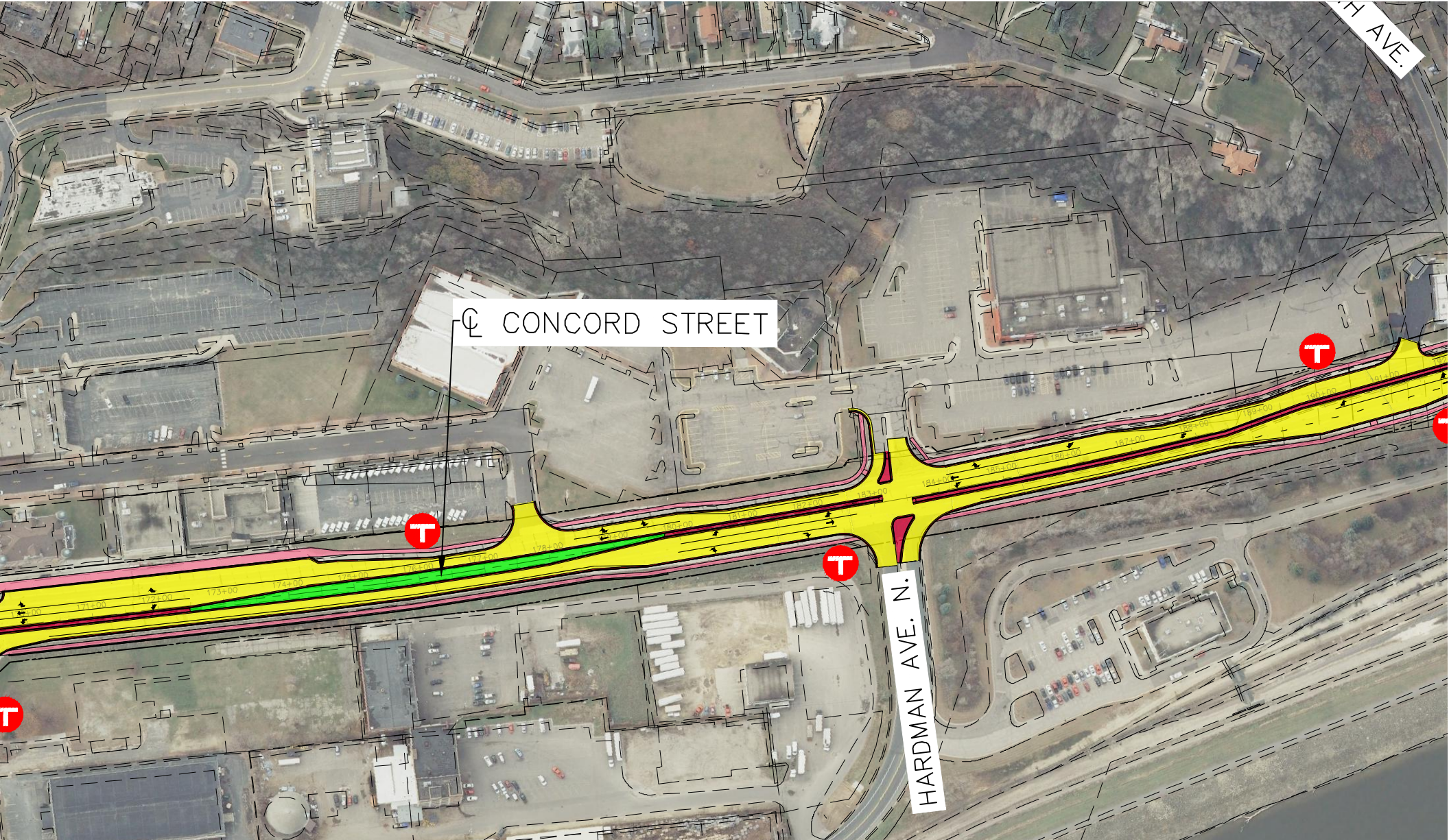
VETERAN'S MEMORIAL DR.

GRAND AVE. E.

LEGEND

-  PAVEMENT REPLACEMENT
-  RAISED MEDIANS
-  WALKS AND TRAILS
-  CONCRETE CURB AND GUTTER
-  LANDSCAPED MEDIAN
-  PAVEMENT REPAIR
-  EXISTING TRAFFIC SIGNAL
-  EXISTING BUS STOP LOCATION













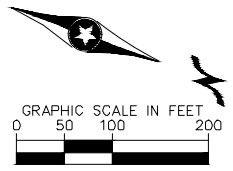
C CONCORD STREET

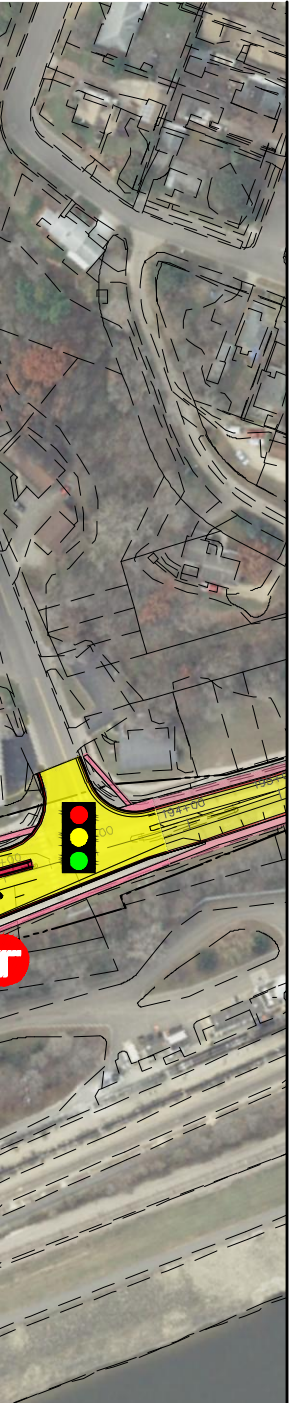
HARDMAN AVE. N.

H AVE.







- LEGEND**
-  PAVEMENT REPLACEMENT
 -  RAISED MEDIANS
 -  WALKS AND TRAILS
 -  CONCRETE CURB AND GUTTER
 -  LANDSCAPED MEDIAN
 -  PAVEMENT REPAIR



-  EXISTING TRAFFIC SIGNAL
-  EXISTING BUS STOP LOCATION

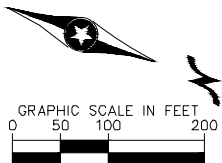


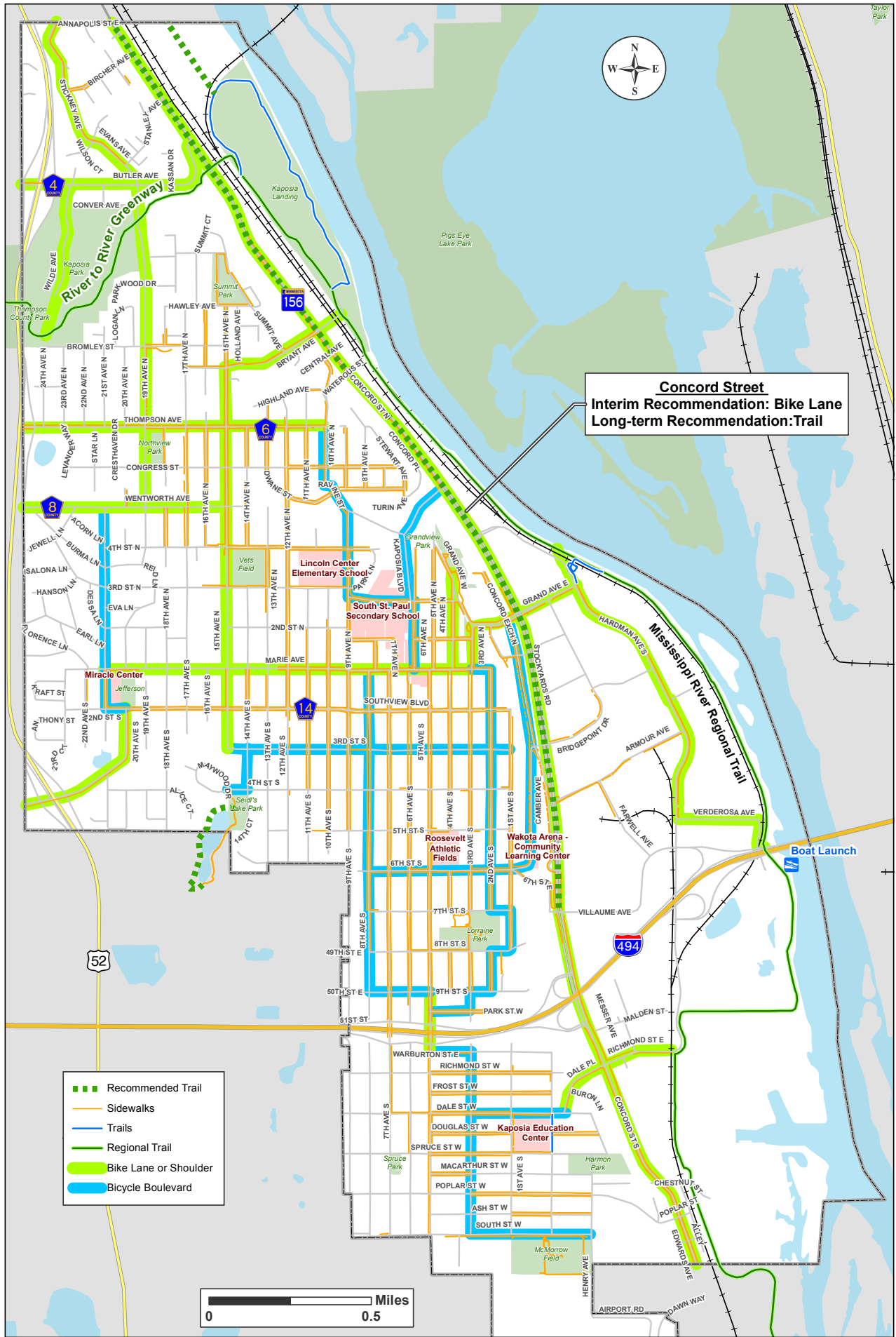


LEGEND

-  PAVEMENT REPLACEMENT
-  RAISED MEDIANS
-  WALKS AND TRAILS
-  CONCRETE CURB AND GUTTER
-  LANDSCAPED MEDIAN
-  PAVEMENT REPAIR

-  EXISTING TRAFFIC SIGNAL
-  EXISTING BUS STOP LOCATION





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South St. Paul Bicycle & Pedestrian Plan

Figure 11: Bicycle Network





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

June 20, 2018

Chris Hartzell, PE
City Engineer, South St. Paul
125 3rd Avenue North
South St. Paul, MN 55075

**Re: Letter of Support for South St. Paul
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for
the Concord Street Improvements Project**

Dear Mr. Hartzell,

This letter documents MnDOT Metro District's support for South St. Paul's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the Concord Street Improvements project.

As proposed, this project would impact MnDOT right-of-way on TH 156. As the agency with jurisdiction over TH 156, MnDOT will support South St. Paul and will allow the improvements proposed in the application for the Concord Street Improvements project. Details of a future maintenance agreement with the City of South St. Paul will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

MnDOT has awarded federal freight funding to this project, and it is being developed in coordination with MnDOT's project SP1912-59. No additional funding from MnDOT is currently committed for this 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. If you have questions or require additional information at this time, please reach out to your Area Manager at Jon.Solberg@state.mn.us or 651-234-7729.

Sincerely,

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

Scott McBride
Metro District Engineer

CC: Jon Solberg, Metro District South Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer

Equal Opportunity Employer

Concord Street (TH 156) Improvements

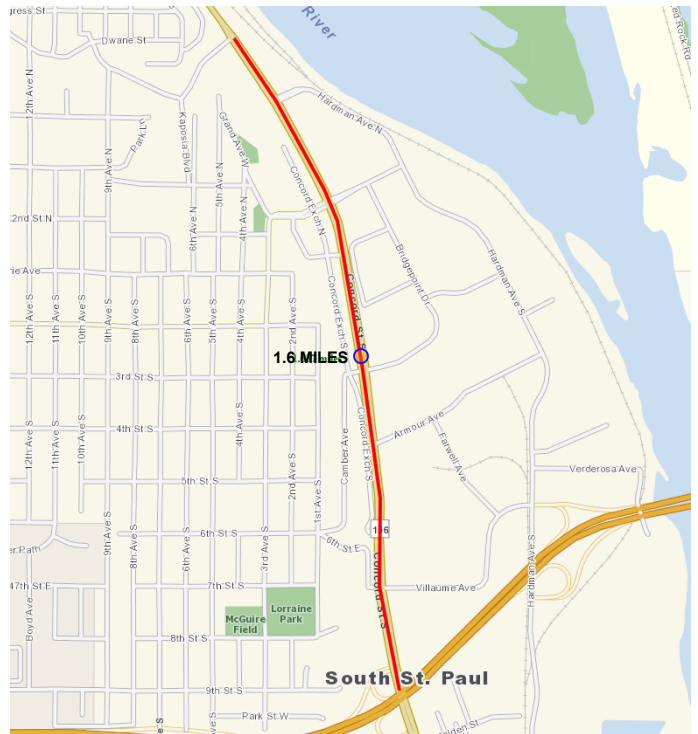
Project Summary

Project Location: City of South St. Paul
I-494 to Wentworth Avenue

Total Project Cost: \$ 10,557,500
Request Award: \$ 5,000,000

Project Description:

The proposed improvements include 1.6 miles of roadway, sidewalk, and storm sewer construction. A concrete pavement rehabilitation is proposed from I-494 to Armour Avenue where the roadway will remain a 4-lane section. Full bituminous reconstruction is proposed from Armour Avenue to Wentworth Avenue where a 2-lane section is proposed. 6-foot bike-able shoulders are proposed in the 2-lane section to safely accommodate on-street bikes. A continuous sidewalk network is proposed along both sides of Concord Street to improve pedestrian safety and connectivity. ADA upgrades will be implemented to accommodate additional pedestrian improvements.



Regional Significance: MnDOT Trunk Highway System (TH 156)
Tier 1 Regional Truck Freight Corridor
Tier 1 Priority Regional Bicycle Transportation Corridor
Connects Southpoint Terminal to I-494
Connects disadvantaged communities to regional manufacturing area

Project Benefits: Improve safety along the corridor

The project includes continuous sidewalks and bike-able shoulders along both sides of Concord Street for pedestrian and bike safety. Access management at minor intersections are proposed to better control traffic movements and increase vehicle safety.

Increase mobility along the corridor

The project will provide bike and pedestrian connectivity throughout the corridor and correct non-ADA compliant sidewalks. Better connections to local businesses and destinations will be provided.

Revitalize the corridor

The project will upgrade the deteriorating roadway, curbs, and sidewalks providing momentum for private redevelopment opportunities with public investment. The last significant improvement to the roadway was in the 1970's when the roadway was designed to function as a highway through the City. This project aims to better promote connections within the City as it redevelops.

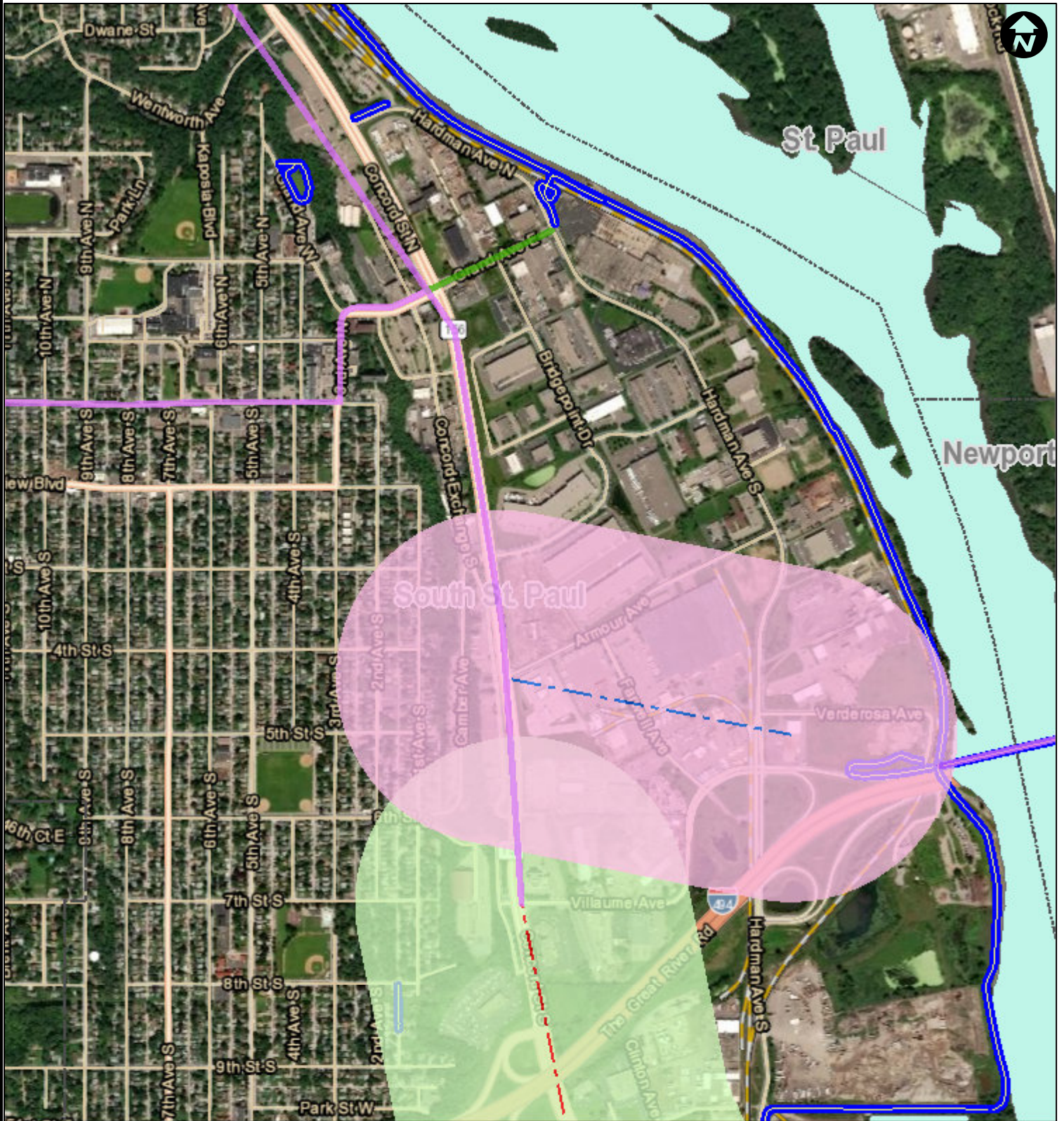


Before (Concord at Grand Ave)

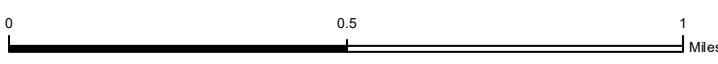


After (Concord at Grand Ave)

Reg'n'l Bicycle Transportation Network



- | | | | |
|----------------------------------|-----------------------|------------------------------------|------------------------------|
| RBTN Tier 1 Alignments | RBTN Tier 2 Corridors | Higher Ed >2K | Programmed |
| RBTN Tier 1 Corridor Centerlines | Destinations | Major High Schools | Minnesota State Trails (DNR) |
| RBTN Tier 1 Corridors | Job Centers | Regional Bikeways Inventory | City and Township Boundaries |
| RBTN Tier 2 Alignments | Sports Ent Complex | Existing | Lakes and Rivers |
| RBTN Tier 2 Corridor Centerlines | Hi Visit Reg Parks | Planned | |



Created: 6/27/2018

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

