



Application

13869 - 2020 Multiuse Trails and Bicycle Facilities

14113 - Point Douglas Regional Trail Phase 1 Construction

Regional Solicitation - Bicycle and Pedestrian Facilities

Status:

Submitted

Submitted Date:

05/15/2020 3:28 PM

Primary Contact

Name:*

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*

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?

Regional Parks Bonding 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
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>
County:	Ramsey		
Phone: *	651-266-6400		
		<small>Ext.</small>	
Fax:			
PeopleSoft Vendor Number	0000003222A15		

Project Information

Project Name	Point Douglas Regional Trail Phase 1 Construction
Primary County where the Project is Located	Ramsey
Cities or Townships where the Project is Located:	Saint Paul, Newport
Jurisdictional Agency (If Different than the Applicant):	

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

This project proposes to construct the first phase of the Point Douglas Regional Trail along Point Douglas Rd in Saint Paul. There is a 0.6 mile portion of the trail that was already constructed and has reached the end of its usable life and will be reconstructed with this project. The project will include removing the asphalt and base of the old trail, grading for drainage and accessibility, constructing new base and asphalt, landscaping, right of way acquisition, installing signage, installing lighting, installing barriers, and installing user amenities. Except where constrained by topography and right of way widths, the trail will be constructed 10-12 feet wide.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

ALONG PT DOUGLAS RD, BAILEY RD TO PARK ENTRANCE RD END, CONSTRUCT TRAIL FOR BIKES AND PEDS

Project Length (Miles)	3.5
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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 \$5,040,930.00

Match Amount \$1,260,232.54

Minimum of 20% of project total

Project Total \$6,301,162.54

For transit projects, the total cost for the application is total cost minus fare revenues.

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 Bonding

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: 2025

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

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 55119

(Approximate) Begin Construction Date 05/01/2025

(Approximate) End Construction Date 07/31/2026

Name of Trail/Ped Facility: Point Douglas Regional Trail

(i.e., CEDAR LAKE TRAIL)

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

From:
(Intersection or Address) Point Douglas Rd S & Bailey Rd

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

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

Or At:

Miles of trail (nearest 0.1 miles):	3.5
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	3.5
Is this a new trail?	Yes
Primary Types of Work	BIKE PATH, LIGHTING, GRADING, AGG BASE, BIT SURF, PED RAMPS

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Briefly list the goals, objectives, strategies, and associated pages:

7.14 - Tier 1 Regional Bicycle Transportation Alignment; 7.22 - Facilitate safe and continuous trips to regional destinations; 7.28 - Tier 1 Alignments "should be given the highest priority for transportation funding"; 7.32 - Reconstruction of Existing Facilities

(Limit 2,800 characters; approximately 400 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:

Saint Paul for All: 2040 Comprehensive Plan, pp. 80-81, 117; Saint Paul Bicycle Plan, pg. 56, Figures 3, 4, 6, 7, 8

(Limit 2,800 characters; approximately 400 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 State Aid 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: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 04/27/2010

Link to plan:

[https://www.stpaul.gov/sites/default/files/MediaRoot/ADA Transiton Plan for Public Works_2016.pdf](https://www.stpaul.gov/sites/default/files/MediaRoot/ADA%20Transiton%20Plan%20for%20Public%20Works_2016.pdf)

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. [Upload PDF of Agreement in Other Attachments.](#)

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

[Upload PDF of Agreement in Other Attachments.](#)

Safe Routes to School projects only:

4. 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.

5. 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)	\$250,300.00
Removals (approx. 5% of total cost)	\$296,149.00
Roadway (grading, borrow, etc.)	\$114,193.90
Roadway (aggregates and paving)	\$261,310.00
Subgrade Correction (muck)	\$39,331.13
Storm Sewer	\$446,700.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$570,176.00
Traffic Control	\$70,000.00
Striping	\$46,632.75
Signing	\$23,100.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$35,350.00
Bridge	\$0.00
Retaining Walls	\$964,345.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$52,500.00
RR Crossing	\$0.00
Roadway Contingencies	\$650,727.56
Other Roadway Elements	\$83,550.00
Totals	\$3,904,365.34

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$594,516.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$2,750.00
Pedestrian Curb Ramps (ADA)	\$12,760.00

Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$90,000.00
Pedestrian-scale Lighting	\$1,007,500.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$399,466.20
Other Bicycle and Pedestrian Elements	\$289,805.00
Totals	\$2,396,797.20

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	\$6,301,162.54
Construction Cost Total	\$6,301,162.54
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Yes

Tier 1, RBTN Alignment

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

1588953833833_Point Douglas RBTN Map.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only)

24625

Existing Employment Within One Mile (Integer Only)

8194

Upload the "Population Summary" map

1588954725773_Point Douglas Job Pop Map.pdf

Please upload attachment in PDF form.

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

1.Sub-measure: *Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.*

Public engagement is on-going as part of the current Point Douglas Regional Trail Master Plan. A combination of online surveys and in-person meetings with stakeholders has informed high-level design details of the trail. A variety of engagement methods, responsive to on-going COVID limitations, will continue as the master plan is developed. Elements such as trail amenities, trail safety, and opportunities at intersections with other trails will be identified in that on-going work.

Response:

As part of this broader engagement, there will be targeted engagement to a large Somali community living 0.5-0.75 miles from the regional trail. This community also is predominantly low-income and has many families with young children and elders. This engagement will be done through focus groups that will accommodate language barriers and will build trust and relationships through multiple sessions. A particular focus of this engagement will be how to safely connect the apartments where this community lives to the trail as community comments have already expressed safety concerns along Lower Afton Rd, a 45 MPH road with limited visibility along curves.

(Limit 2,800 characters; approximately 400 words)

2.Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a.Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Response:

This trail is being constructed in a portion of the city that has few trails outside of regional parks. The trail will provide a direct, safe connection to downtown, the city's densest concentration of jobs. The dramatic safety improvements found by separating the trail from the road will provide the community a safe and accessible facility for outdoor recreation. Point Douglas Rd has seen significant pothole formation for years producing an unsafe surface to bike or walk on, especially in low-light conditions.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

This trail will be constructed largely within existing right of way where no trail or sidewalk facilities exist. A narrow strip of right of way measuring approximately 500 square feet will need to be acquired in one pinch point. No displacement is expected from this acquisition, nor should the subject properties be materially changed by the acquisition. Construction will minimize vegetation removal. Portions of the existing roadway will need to be closed during construction, but the impact will be minimized as much as possible and appropriate detour signage will be installed to communicate access during construction. The project benefits greatly outweigh these minor negative impacts.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589213825523_Point Douglas ACP Map.pdf

Measure B: Part 1: Housing Performance Score

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	3.4	0.99	100.0	98.551
Newport	0.05	0.01	34.0	0.493

Total Project Length

Total Project Length 3.5

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 3.45

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

There are two multifamily developments approximately 0.5 mile from the project, and another just beyond that radius.

The Afton View Apartments was constructed in 1971 and has 268 units affordable at 80% AMI through Section 8 project-based subsidy. There are 44 one-bedroom units, 168 two-bedroom units, and 56 three-bedroom units.

Red Rock Square was constructed in 2019 and has 42 units affordable at 60% AMI through LIHTC. There are 24 one-bedroom units and 18 two-bedroom units.

Response:

Grand Pre By The Park was constructed in 1977 and has 43 units affordable at 30% AMI through Section 8 project-based subsidy. There are 15 one-bedroom units, 14 two-bedroom units, and 14 three-bedroom units. While these apartments are just beyond 0.5 miles from the project, they are located along an existing trail that will directly connect to the project.

This project will enhance transit access to residents of Afton View Apartments and Grand Pre By The Park by completing a safe, continuous trail connection to the US 61 & Lower Afton Rd Park and Ride with its express bus service to downtown Saint Paul and Minneapolis. This is in addition to the improvements for pedestrians and bicyclists who will be better connected to the local trail network and destinations such as local parks and downtown Saint Paul.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589387233464_Point Douglas Housing Map.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

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

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

- *Providing a safer, more protected on-street facility or off-road trail;*

- *Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- *Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The Point Douglas Regional Trail corridor is one of the largest gaps in Saint Paul's arterial bikeway system and one of only two sections of the MRT within the city that is on-road. All bicyclists and other users must use the street currently. This project will produce a safe off-street facility along a relatively low-volume local street paralleling the much busier US 61. The trail will provide connections to barrier crossings of the highway: an existing trail underpass at the northern end, and connection to a trail at the southern end that currently runs along bridges over both US 61 and I-494. The trail will connect Tier 1 RBTN alignments and the broader Saint Paul trail network to the south where it will connect to other Tier 1 and Tier 2 RBTN Alignments in the cities of Newport and Woodbury, one of which provides the last downstream crossing of the Mississippi before Hastings.

Response:

The project also improves crossings of two busy arterial roads. The intersection with Lower Afton Rd (Ramsey CSAH 39) is currently unsignalized and has no crossing features. The project will add an overhead pedestrian crosswalk flasher system (possibly HAWK) with a "Pedestrian Crosswalk Ahead" warning sign and a "Yield Here to Ped" sign with advance stop/yield line. The project will also add pedestrian ramps with truncated domes and crosswalk striping as well as enhanced trail lighting at the intersection. These improvements will dramatically improve safety at a crossing that currently has no safety features for pedestrians and bicyclists.

The intersection with Bailey Rd (Washington CSAH 18) is currently unsignalized and has two pedestrian ramps connected to the existing trail on the southerly side of the road. The project will add

an at-grade pedestrian crosswalk flasher system (possibly RRFB) with a "Pedestrian Crosswalk Ahead" warning sign and a "Yield Here to Ped" sign with advance stop/yield line. The project will also add high visibility crosswalk striping and enhanced trail lighting at the intersection. The safety improvements here will also be a dramatic improvement, most especially since this intersection is between two highway interchanges in an area without any homes or other visual cues to drivers to be alert to pedestrians and bicyclists.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

Yes

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

Response:

The Point Douglas Regional Trail will provide a continuous off-street trail along Point Douglas Rd which is a frontage road to TH 61, a 60 MPH 4-lane highway. 18 total car crashes along Point Douglas Rd were reported 2011-2015. The trail will fully separate users from automotive traffic except at two intersections with arterial roads. At these intersections, significant safety measures will be implemented with the project to minimize danger in crossing the arterial roads. By constructing the trail along the westerly side of the road, the trail will not cross any driveways to individual homes greatly reducing potential conflicts.

Pedestrian-scale lighting will also be a significant benefit of this project since there is currently little lighting of any kind on Point Douglas Rd making it dangerous for pedestrians and bicyclists at night. One-third of all crashes along this street happened when it was dark, and so this hazard for trail users will be greatly diminished.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

This project will create a direct connection for pedestrians and bicyclists to transit service. The US 61 & Lower Afton Park and Ride is located along the project alignment. The park and ride has a stop for the Route 361 and 365 express buses which have 272 daily combined boardings and alightings. The park and ride location will also be the location of a future station for the Red Rock regional transit line. These two express routes provide direct access to downtown Saint Paul and Minneapolis for transfers to many other transit routes. Additionally, the trail constructed by the project will connect to a network of local trails that will provide a continuous trail connection to the future Sun Ray Station along the proposed METRO Gold Line.

(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 (25 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

1589389592939_Point Douglas Project 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 (15 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. Yes

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 (25 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 07/01/2024

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/24/2020

Meeting with partner agencies: 03/03/2020

Targeted online/mail outreach: 03/17/2020

Number of respondents: 67

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Community engagement conducted during the development of the 2015 Saint Paul Bicycle Plan between 2011 and 2015 first identified the need for a trail in this location.

Community engagement for the Point Douglas Regional Trail Master Plan began in 2020 with notifications through email, project website, social media and mailings. An in-person stakeholder meeting was held on 3/3/20 to discuss the preliminary alignment, opportunities and constraints. Attendees included public entities, the neighborhood organization, and select community members. A survey was developed to get community feedback regarding corridor opportunities, constraints, and the preliminary alignment and was released on 3/17/20. A community meeting on the project was also scheduled to be held on 3/24/20, but was postponed due to the rising threat from COVID-19. Meetings on the project will be held once it is safe to do so.

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

The City of Saint Paul also hired a consultant for preliminary design and cost estimating services which is a higher level of design not typical for a master plan document. The community will be asked to provide feedback about the preliminary design which will inform the final master plan document. There is a significant Somali community living approximately 0.5-0.75 miles to the east of the project area and community engagement will be on-going through focus groups to specifically engage that community and inform how they can be connected to the future trail. The feedback received so far has informed which side of the road the trail will be constructed on, other general alignment decisions, and what amenities are important to construct along the trail.

Ramsey County Parks and Recreation is also currently conducting a master plan for Battle Creek Regional Park which will help inform the trail master plan and identify important trail connections.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$6,301,162.54
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$6,301,162.54
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

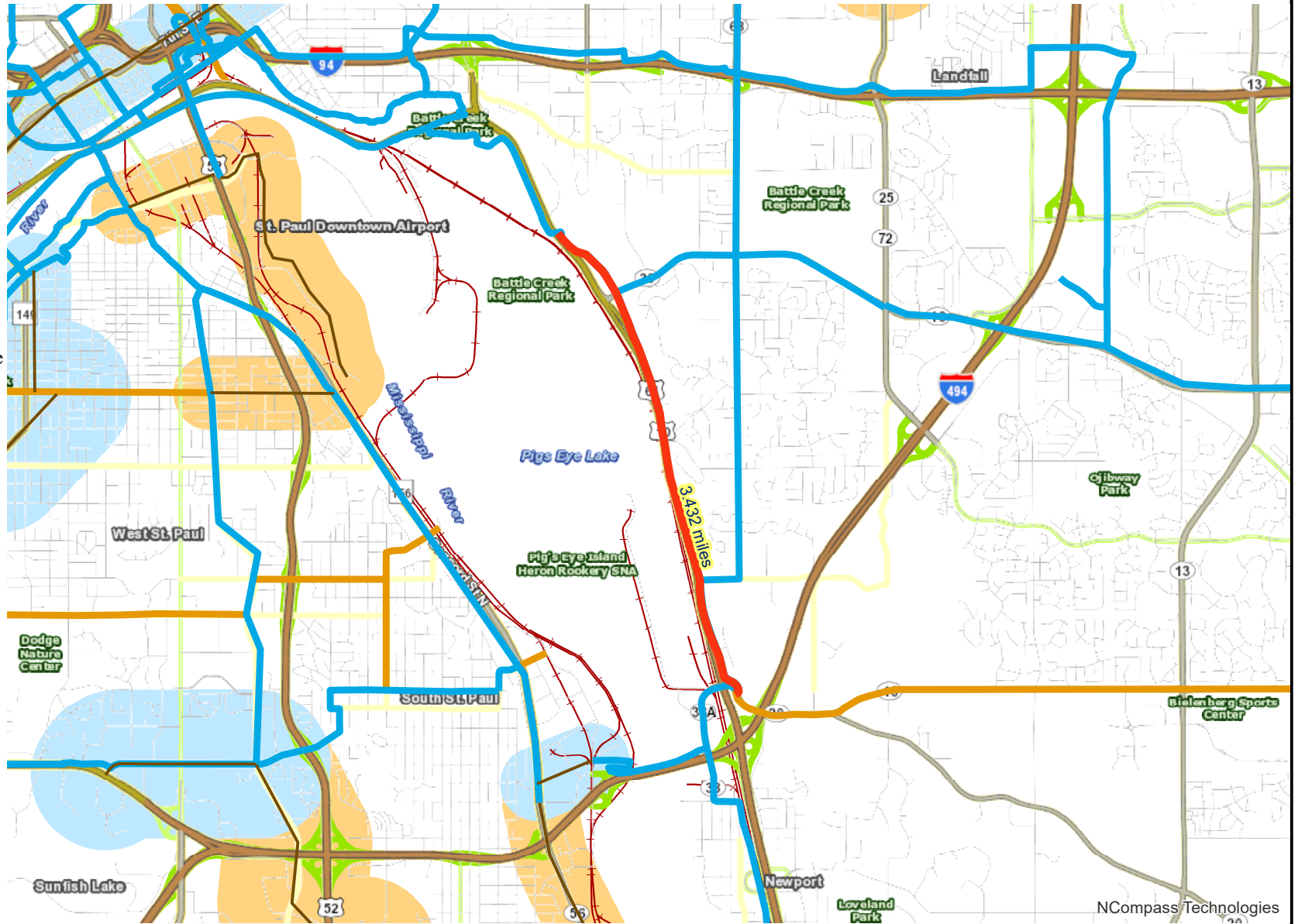
File Name	Description	File Size
MnDOT Letter St. Paul Point Douglas Regional Trail.pdf	Letter of support from MnDOT	544 KB
Point Douglas Before Photo.pdf	Before photo of project area	7.4 MB
Point Douglas Crash Type Summary.pdf	Crash data for Point Douglas trail corridor.	59 KB
Point Douglas Summary.pdf	Project summary	82 KB
Point Douglas Trail Segment Concepts.pdf	Alternate concepts evaluated for project	4.6 MB
Point Douglas_Community Meeting_Post Card.pdf	Notification postcard of project meeting that was postponed.	1.1 MB
Preliminary Cost Estimate.pdf	Preliminary project cost estimate with alternate concepts	233 KB
Winter Maintenance Letter.pdf	Letter documenting winter maintenance obligation	691 KB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Point Douglas Regional Trail Phase 1 Construction | Map ID: 1588881161001

Results

Project NOT IN Regn'l Bicycle Transportation Corridor.



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

0 0.5 1 2 3 4 Miles

Created: 5/7/2020
LandscapeRSA6



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



NCompass Technologies

Population/Employment Summary

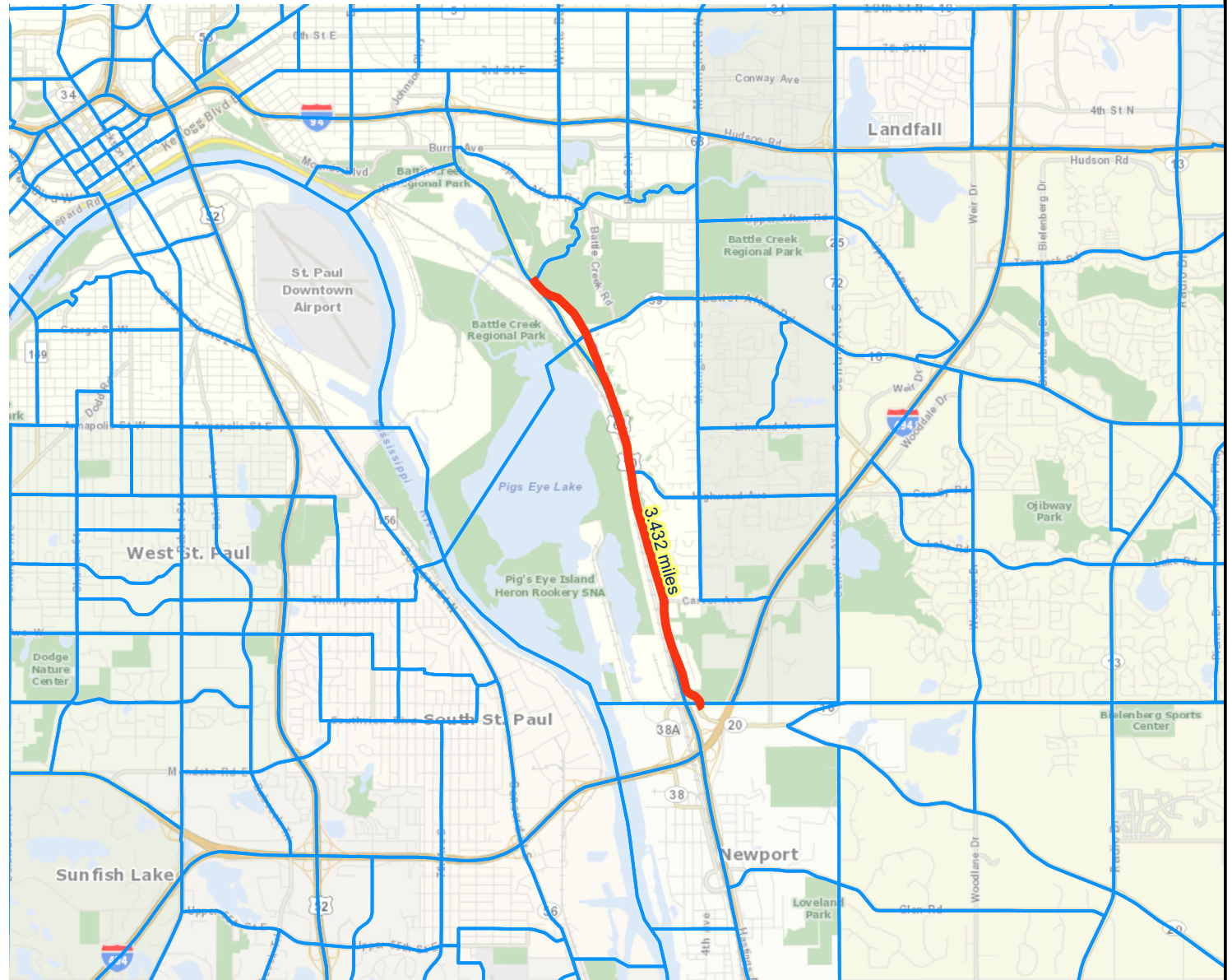
Results

Within ONE Mile of project:
Total Population: 24625
Total Employment: 8194

-  Project Points
-  Project Area
-  Project
-  2016 TAZ

0 0.5 1 2 3 4 Miles

Multiuse Trails and Bicycle Facilities Project: Point Douglas Regional Trail Phase 1 Construction | Map ID: 158888116



Created: 5/7/2020
LandscapeRSA4



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



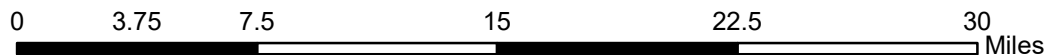
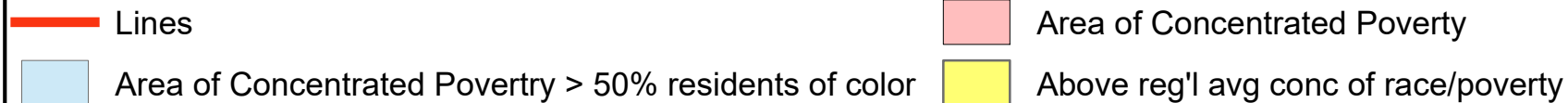
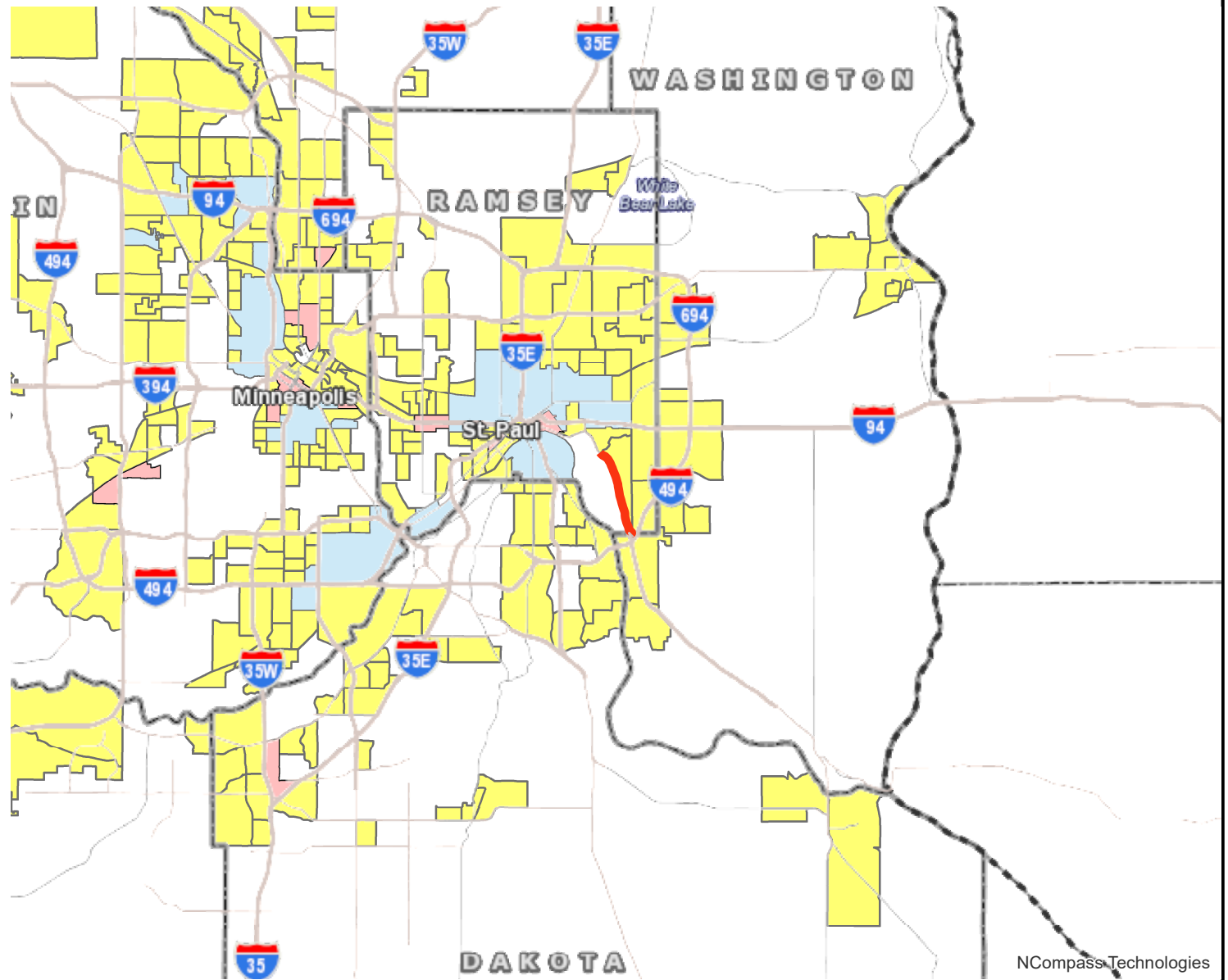
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: Point Douglas Regional Trail Phase 1 Construction | Map ID: 1588881161001

Results

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

Tracts within half-mile:
37402 37403 42503
71003 980000



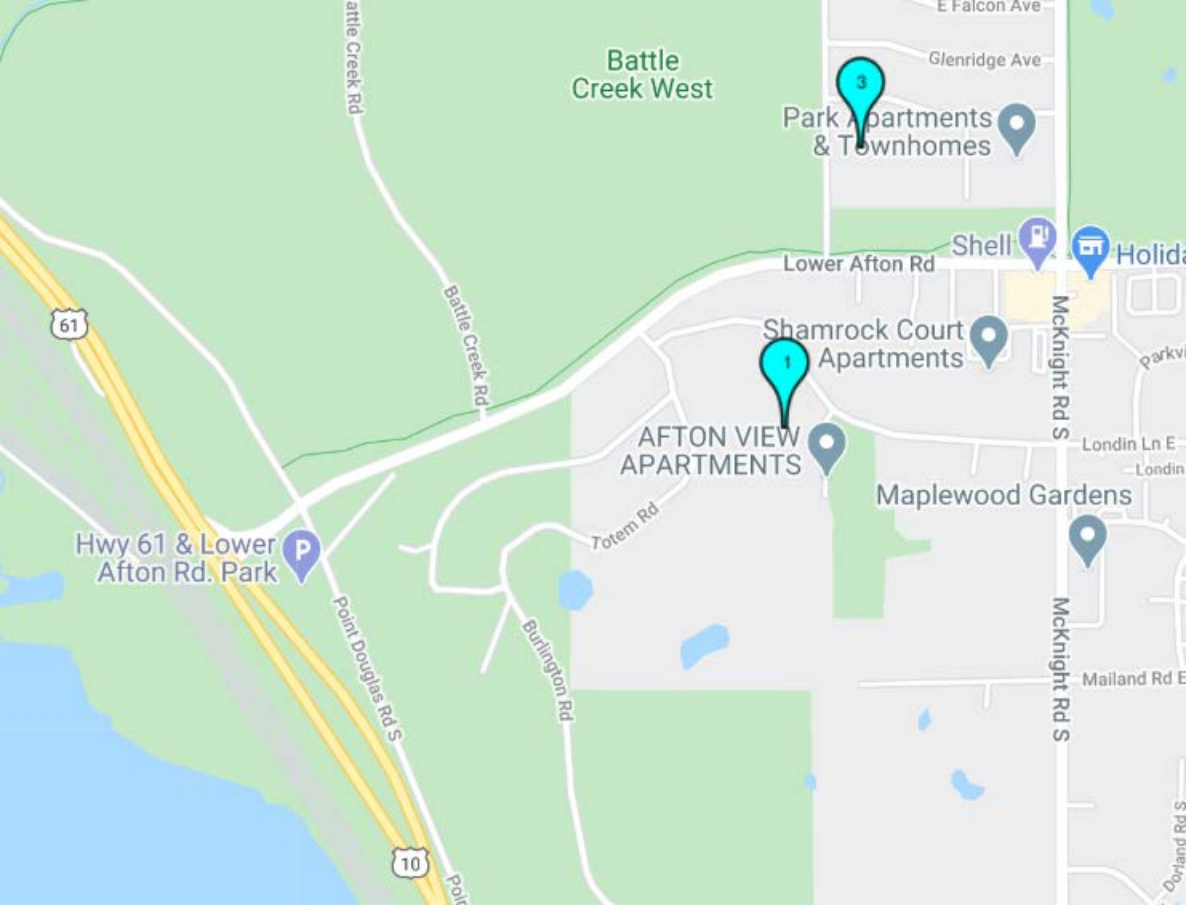
Created: 5/7/2020
LandscapeRSA2



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







Battle
Creek West

Glenridge Ave

Park Apartments
& Townhomes

Shell

Lower Afton Rd

Holiday

Shamrock Court
Apartments

AFTON VIEW
APARTMENTS

Maplewood Gardens

Totem Rd

Burlington Rd

Hwy 61 & Lower
Afton Rd. Park

Point Douglas Rd S

McKnight Rd S

London Ln E
London

McKnight Rd S

Mallard Rd E

10

61



Gerda

Church of God
Seventh Day

cote Inc

Wal-Zon Transfer

10

Bailey Rd

494

Red Rock Rd

Xcel Energy

Maxwell Ave

Hastings Ave

Recycling &
Energy Center

494

Maxwell Ave

Americold

Newport Transit Station

POINT DOUGLAS TRAIL

SEGMENT 2:
CONSTRUCT TRAIL ALONG BATTLE CREEK ENTRANCE ROAD

IMPROVE LOWER
AFTON INTERSECTION

SEGMENT 3:
CONSTRUCT TRAIL ALONG POINT DOUGLAS ROAD

SEGMENT 4:
CONSTRUCT TRAIL ALONG EXISTING ALIGNMENT

SEGMENT 5:
CONSTRUCT TRAIL ALONG
POINT DOUGLAS ROAD

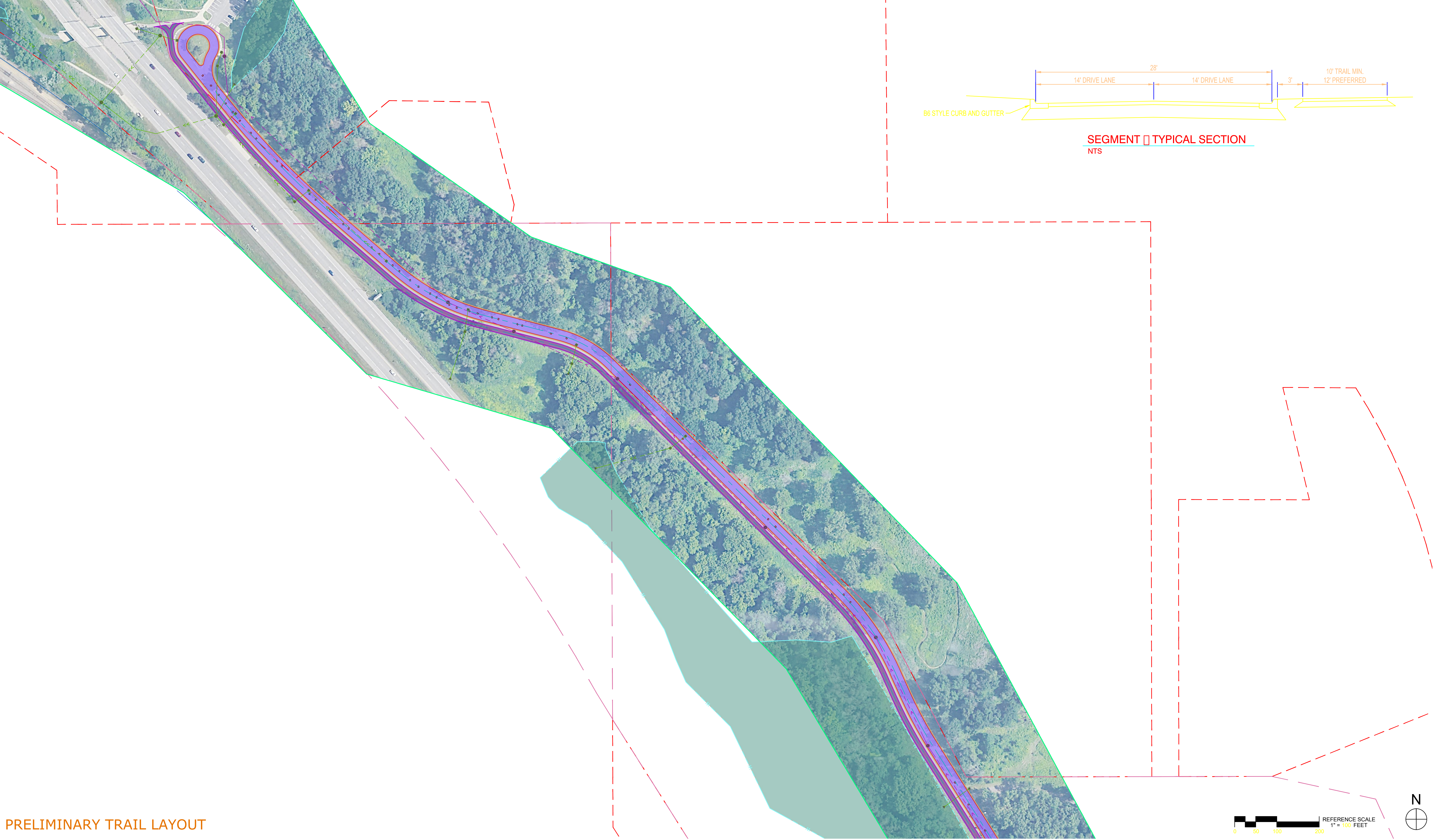
IMPROVE CARVER
INTERSECTION

IMPROVE BAILEY
ROAD CROSSING

**NOTE: TRAIL ALIGNMENT PROPOSED
ON WEST SIDE OF PT DOUGLAS RD.**

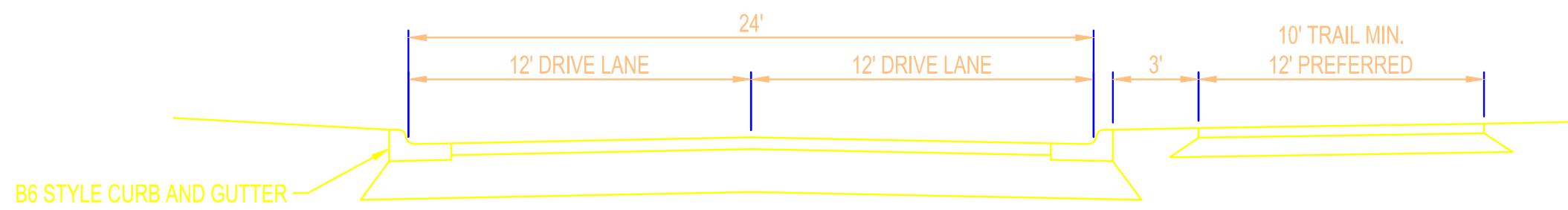
3000 FT



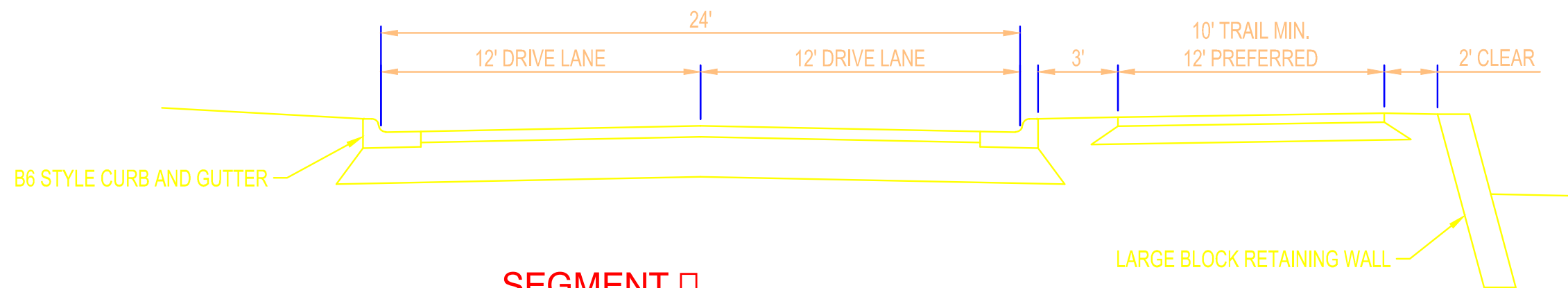


PRELIMINARY TRAIL LAYOUT

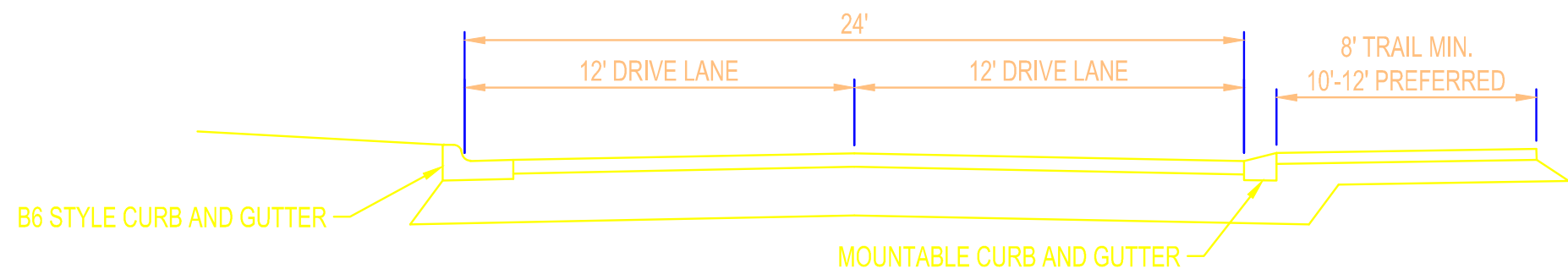




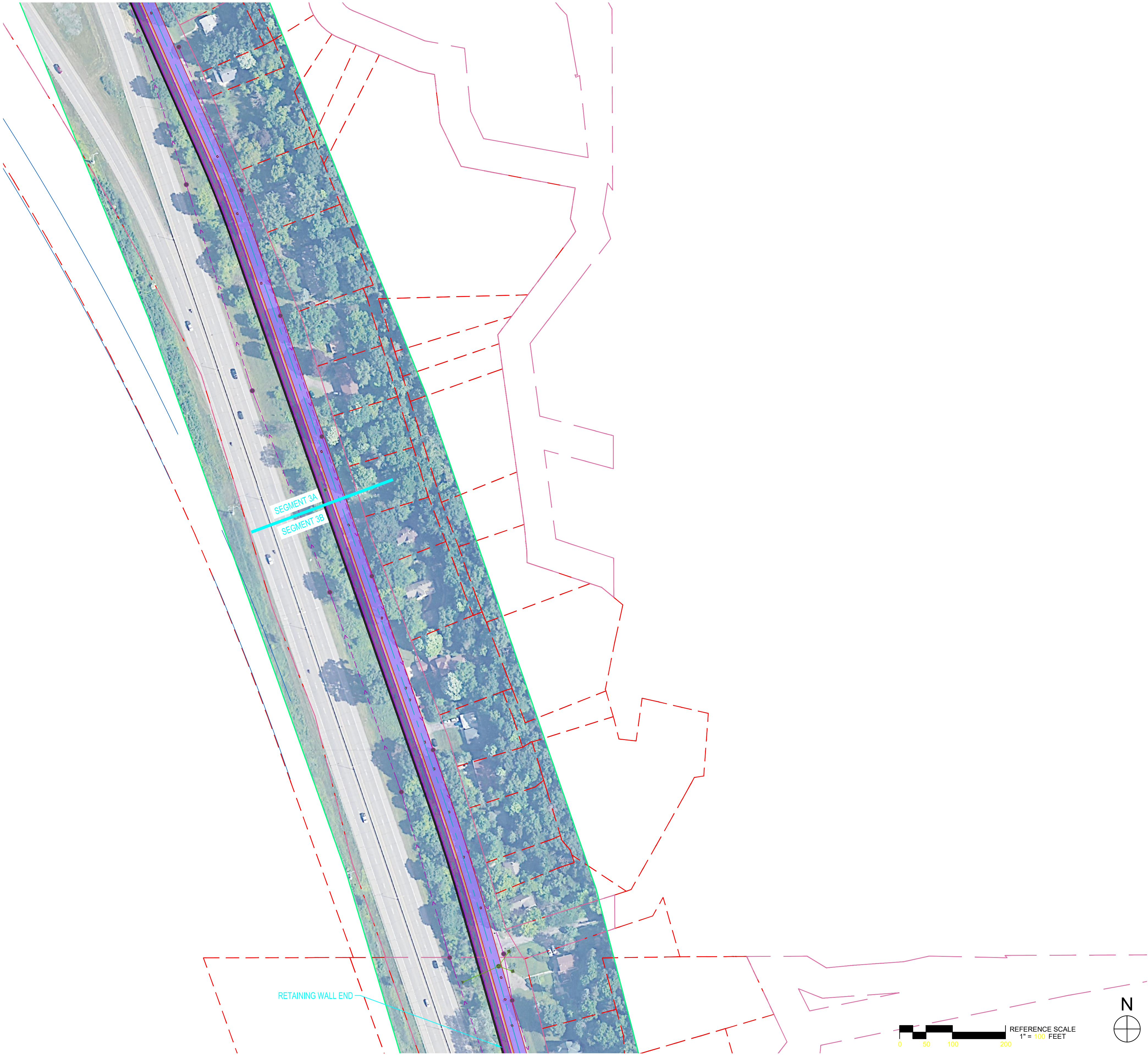
SEGMENT 1 TYPICAL SECTION
NTS



SEGMENT 1 TYPICAL SECTION W/ RETAINING WALL
NTS

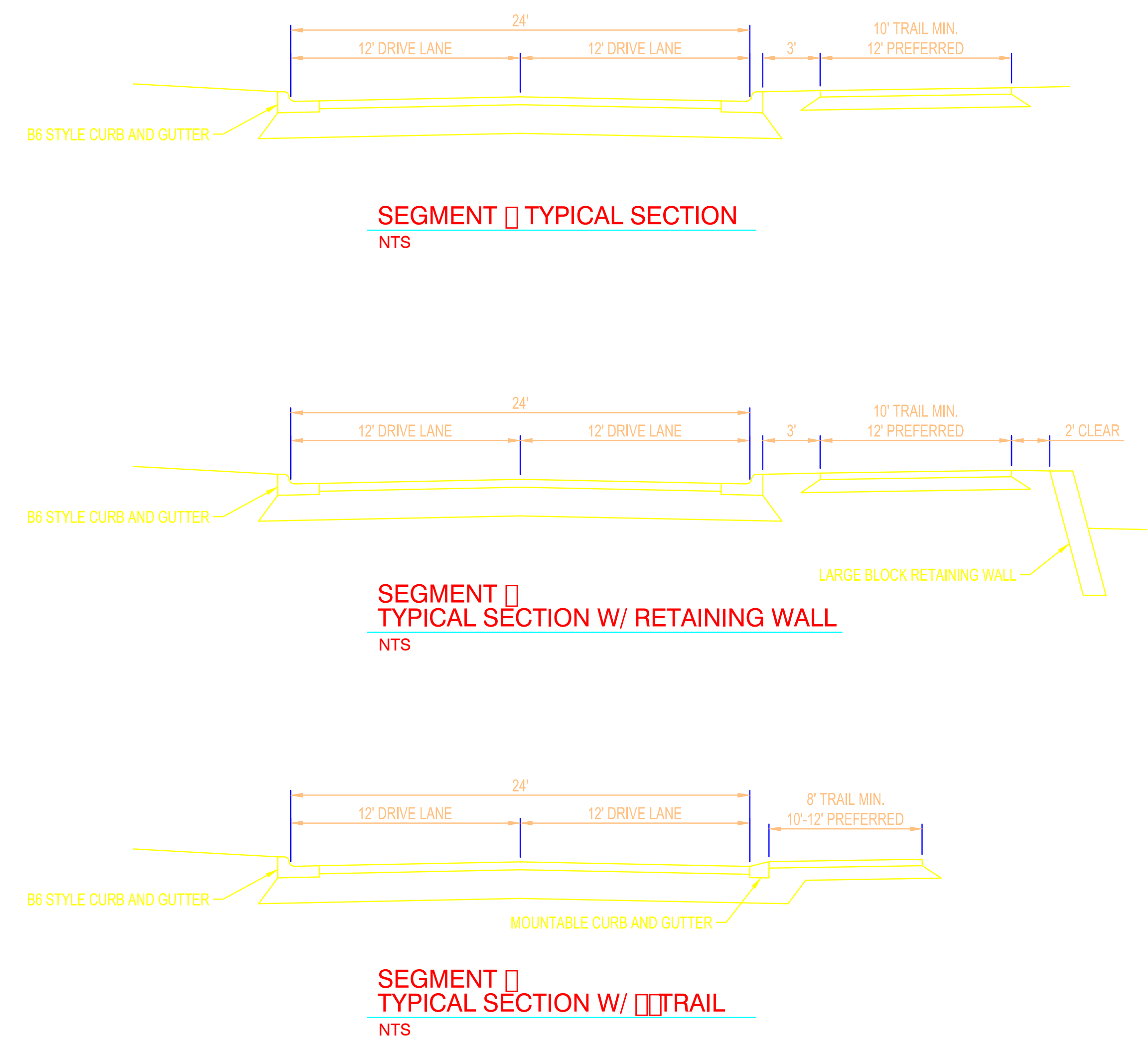


SEGMENT 1 TYPICAL SECTION W/ TRAIL
NTS

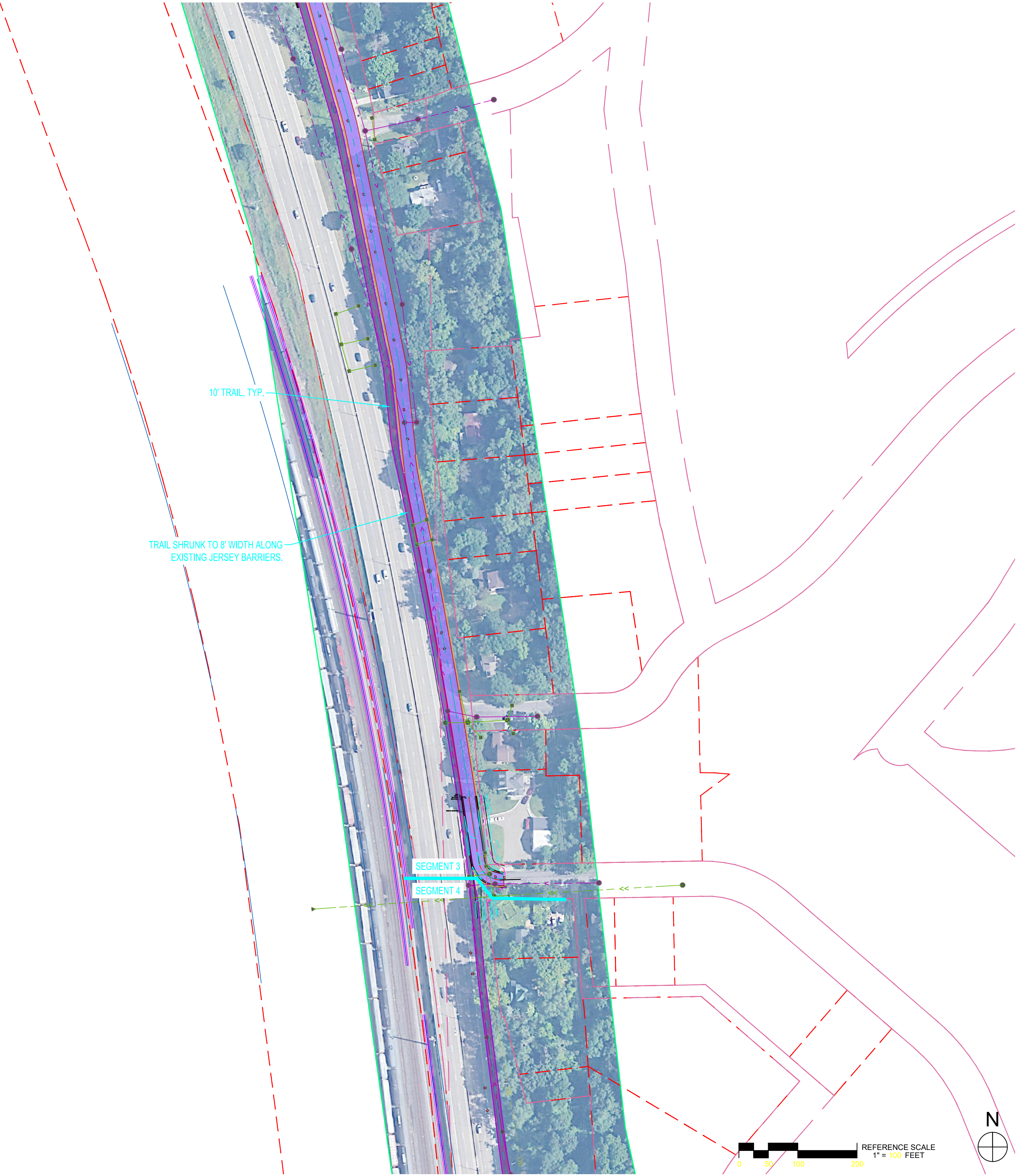


PRELIMINARY TRAIL LAYOUT



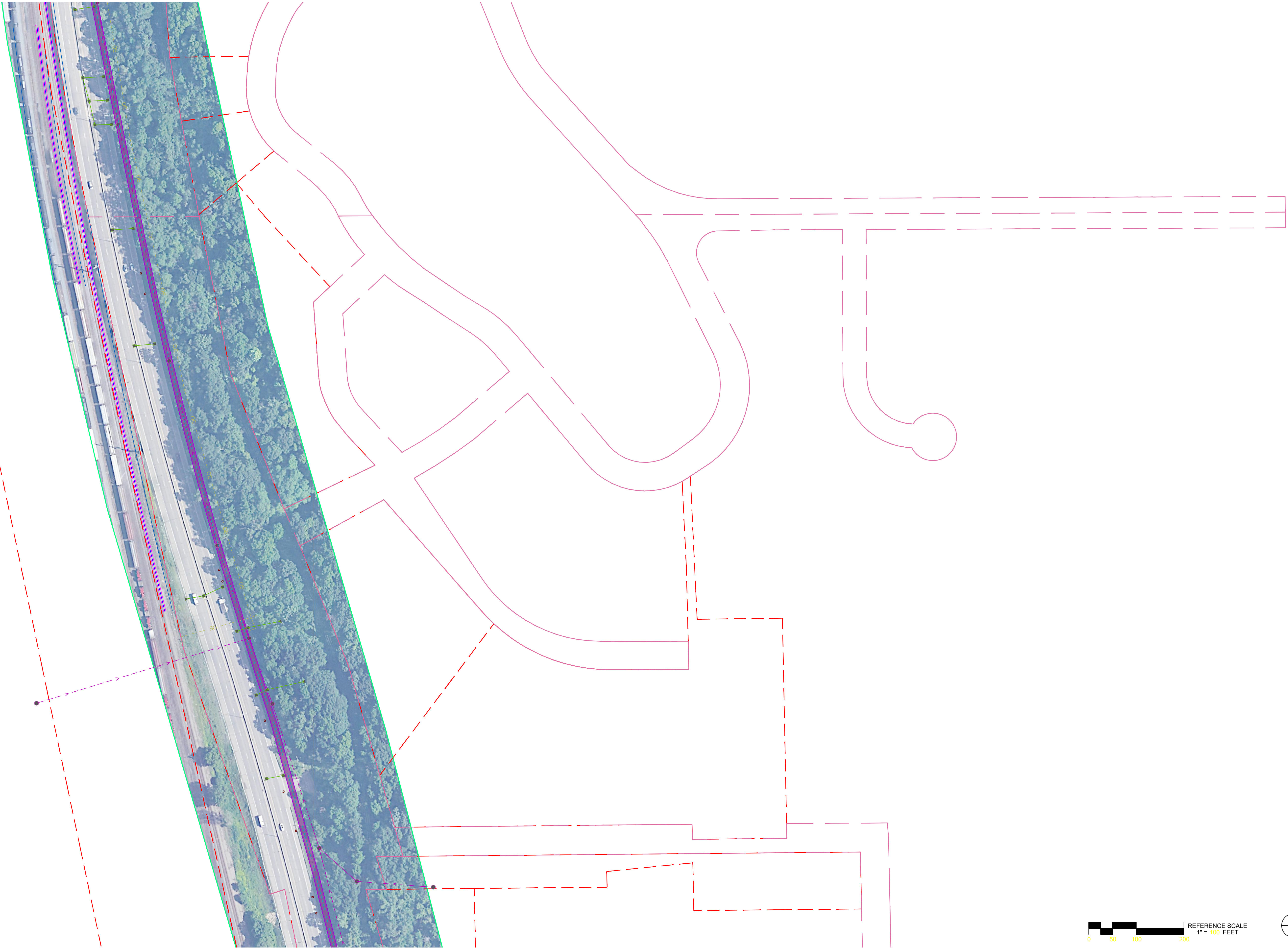


PRELIMINARY TRAIL LAYOUT



POINT DOUGLAS TRAIL REGIONAL MASTER PLAN





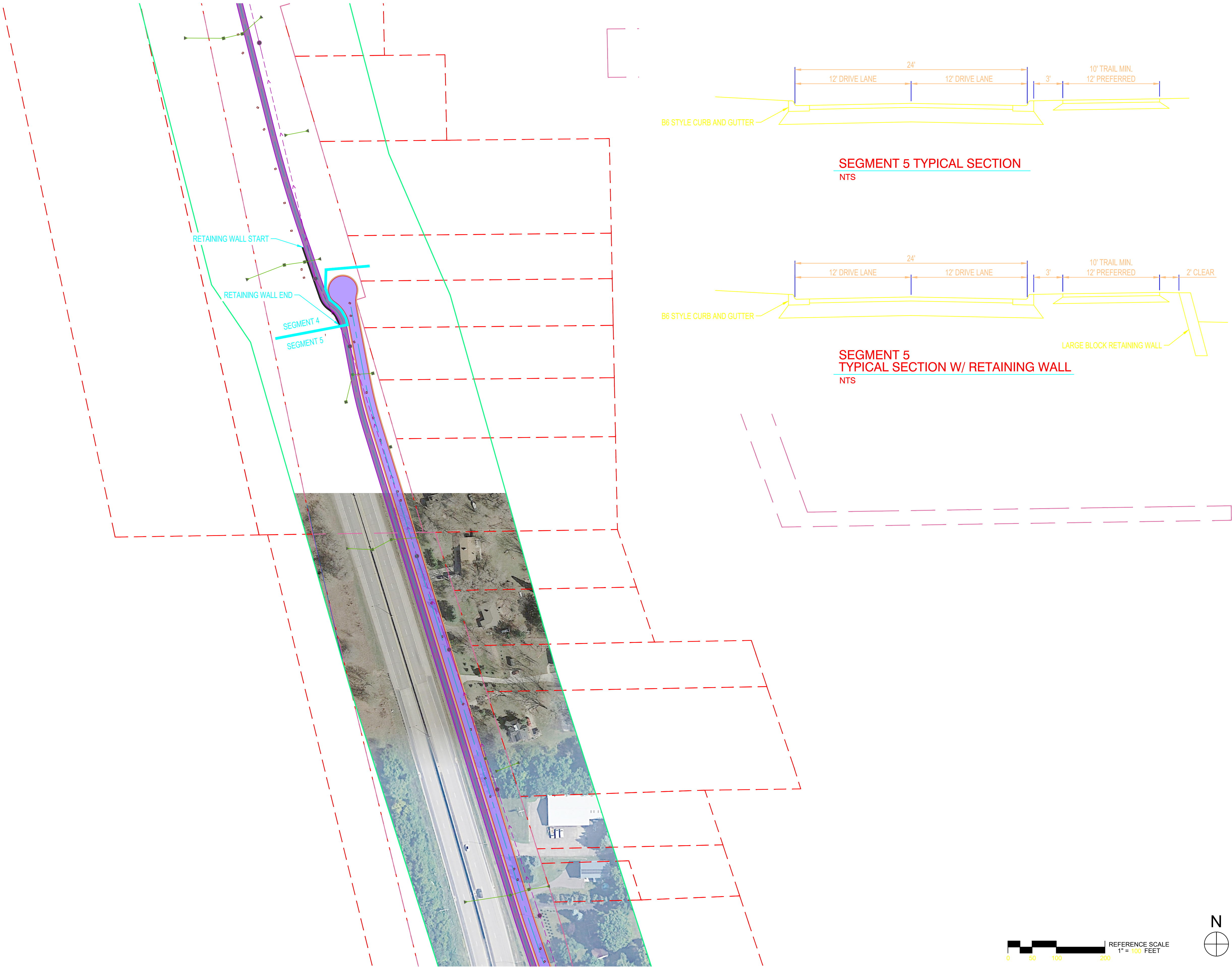
PRELIMINARY TRAIL LAYOUT

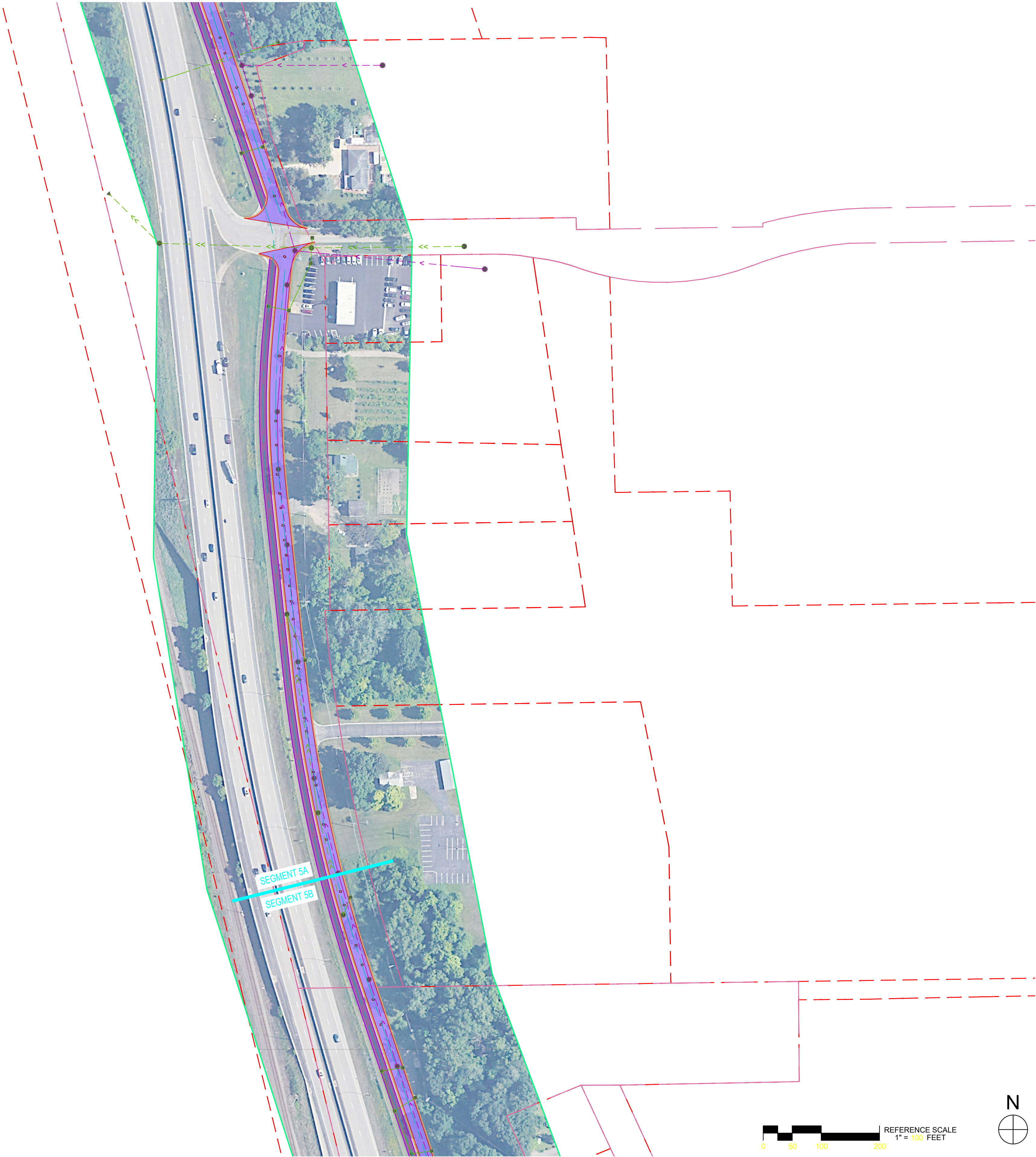
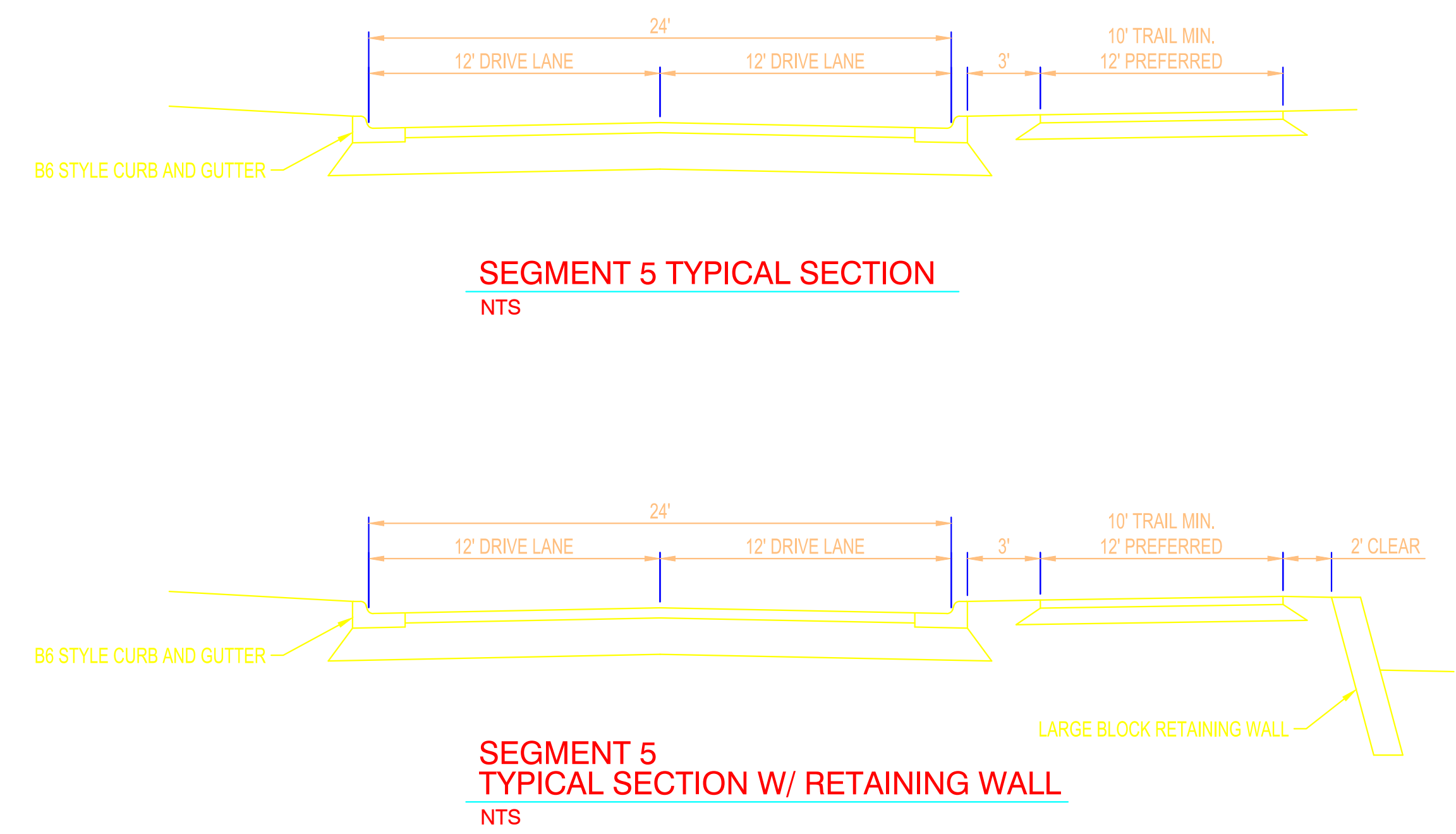
POINT DOUGLAS TRAIL REGIONAL MASTER PLAN

St. Paul, Minnesota
April 27, 2020
ISG Project No. 20-24073



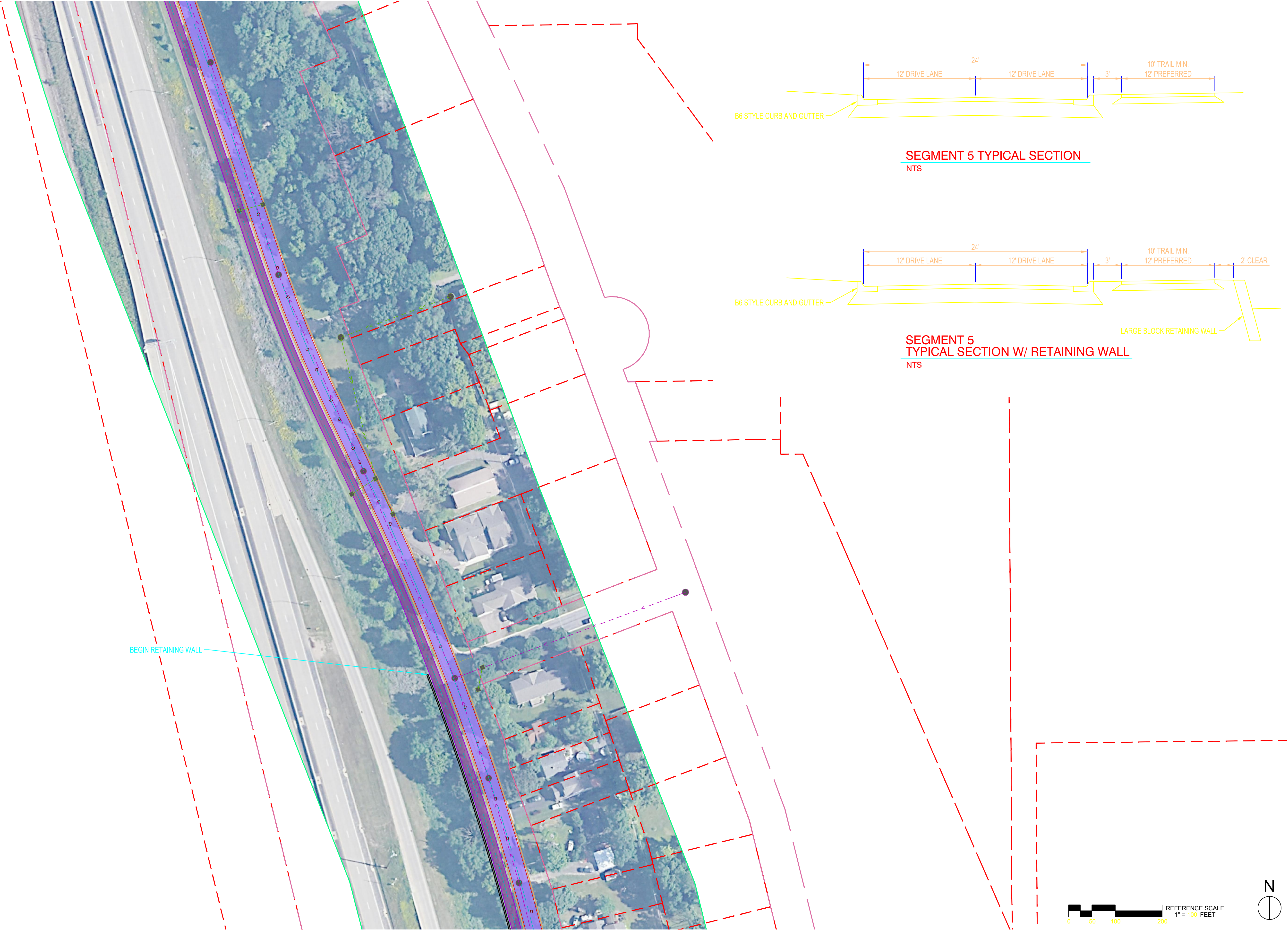
PRELIMINARY TRAIL LAYOUT





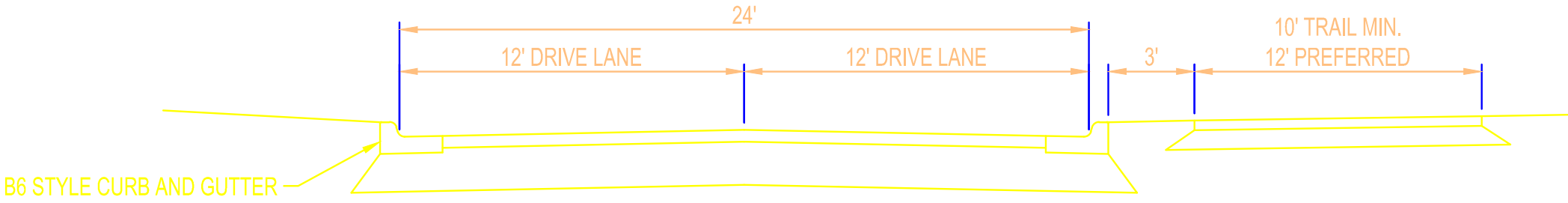
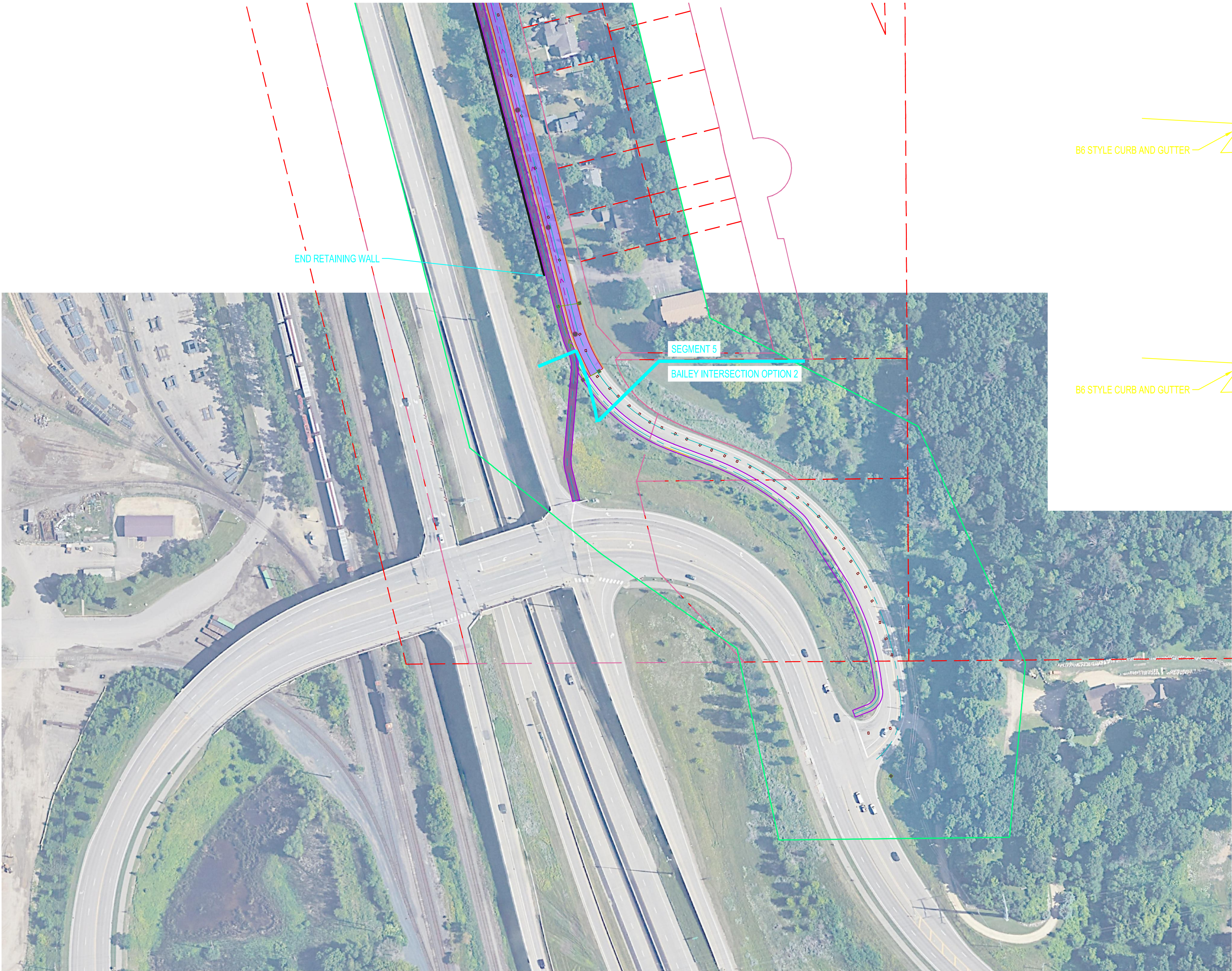
PRELIMINARY TRAIL LAYOUT



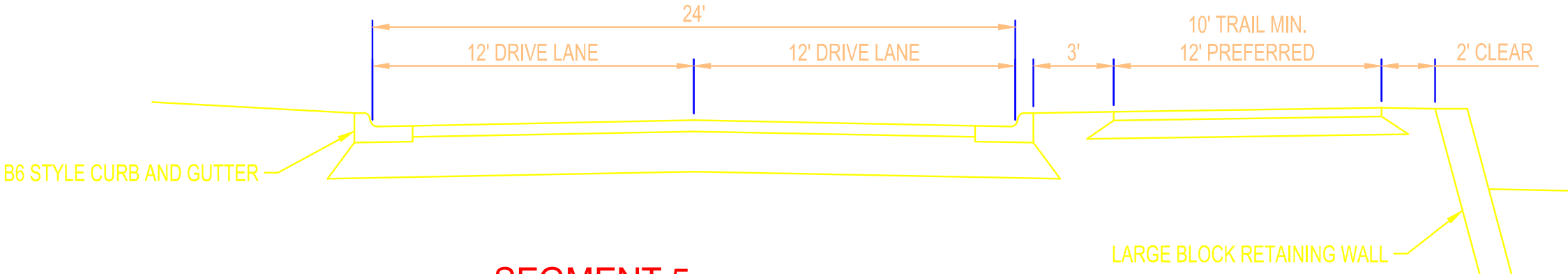


PRELIMINARY TRAIL LAYOUT





SEGMENT 5 TYPICAL SECTION
NTS



SEGMENT 5
TYPICAL SECTION W/ RETAINING WALL
NTS

PRELIMINARY TRAIL LAYOUT OPTION 2



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

May 12, 2020

Paul Sawyer
Management Assistant III, Parks and Recreation
City of St. Paul
25 W. 4th Street, 400 City Hall Annex
Saint Paul, MN 55102

**Re: MnDOT Letter for City of St. Paul
Metropolitan Council/Transportation Advisory Board 2020 Regional Solicitation Funding
Request for Point Douglas Regional Trail**

Dear Michael Grochala,

This letter documents MnDOT Metro District's recognition for the City of St. Paul to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2020 Regional Solicitation for The Point Douglas Regional Trail.

As proposed, this project impacts MnDOT right-of-way on US 61. As the agency with jurisdiction over US 61, MnDOT will allow St. Paul to seek improvements proposed in the application for the improvement. If funded, details of any future maintenance agreement with the City will need to be determined during the project development to define how the improvements will be maintained for the project's useful life.

There is no funding from MnDOT currently planned or programmed for this project/location. Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be major significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT does not anticipate partnering on local projects beyond current agreements.

In addition, the Metro District currently does not anticipate any available significant discretionary funding in years 2024-2025 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. If your project receives funding, 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 the City of St. 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 North Area Manager Melissa Barnes at Melissa.Barnes@state.mn.us or 651-234-7718.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: Melissa Barnes, Metro District Area Manager
 Molly McCartney, Metro Program Director
 Dan Erickson, Metro State Aid Engineer





Crash Type Summary

Point Douglas Rte 2011-2015

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	0	0	0	0
B - Non-Incapacitating	2	0	1	1
C - Possible	1	0	1	0
N - Property Damage	15	6	9	0
X - Not Reported	0	0	0	0
Miscoded	0	0	0	0
Total	18	6	11	1

Surface Condition Summary:

01 - Dry	12
02 - Wet	0
03 - Snow	2
04 - Slush	0
05 - Ice/Packed Snow	4
Other	0
Unknown/Not Specified	0
Miscoded	0

Total 18

Diagram Summary:

02 - Sideswipe - Same Dir	2
03 - Left Turn	2
04 - Ran Off Road - Left Side	0
05 - Right Angle	2
06 - Right Turn	0
07 - Ran Off Road - Right Side	4
08 - Head On	0
09 - Sideswipe - Opposing Dir	1
Other	6
Unknown/Not Stated	1
Miscoded	0

Total 18

Intersection Relation Summary:

01 - Not at Intersection	8
02 - T Intersection	3
03 - Y Intersection	0
04 - 4 Legged Intersection	4
05 - 5 or more Leg Intersection	0
06 - Roundabout/Traffic Circle	0
07 - Intersection Related	2
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	0
Miscoded	0

Total 18

Accident Type Summary

01 - Motor Vehicle in Transport	12
02 - Parked Vehicle	0
03-04 - Road Equipment	0
05 - Train	0
06 - Bike	0
07 - Pedestrian	0
08-09 - Deer/Animal	0
10-14 - Other/Unknown Collision	1
21-42 - Fixed Object	5
51 - Overturn	0
52-65 - Other Non-Collision	0
Other	0
Unknown/Not Stated	0
Miscoded	0

Total 18

Light Condition Summary:

01 - Daylight	12
02 - Before Sunrise	0
03 - After Sunset	0
04 - Dark (Street Lights On)	4
05 - Dark (Street Lights Off)	0
06 - Dark (No Street Lights)	2
07 - Dark (Unknown Lighting)	0
Other	0
Unknown/Not Stated	0
Miscoded	0

Total 18

Selection Filter:

WORK AREA: COUNTY_CODE('62','19','82') - FILTER: CRASH_YEAR('2011','2012','2013','2014','2015') - SPATIAL FILTER APPLIED

Analyst:

Reuben Collins

Notes:

All Crashes

Point Douglas Regional Trail Phase 1 Construction Project Summary

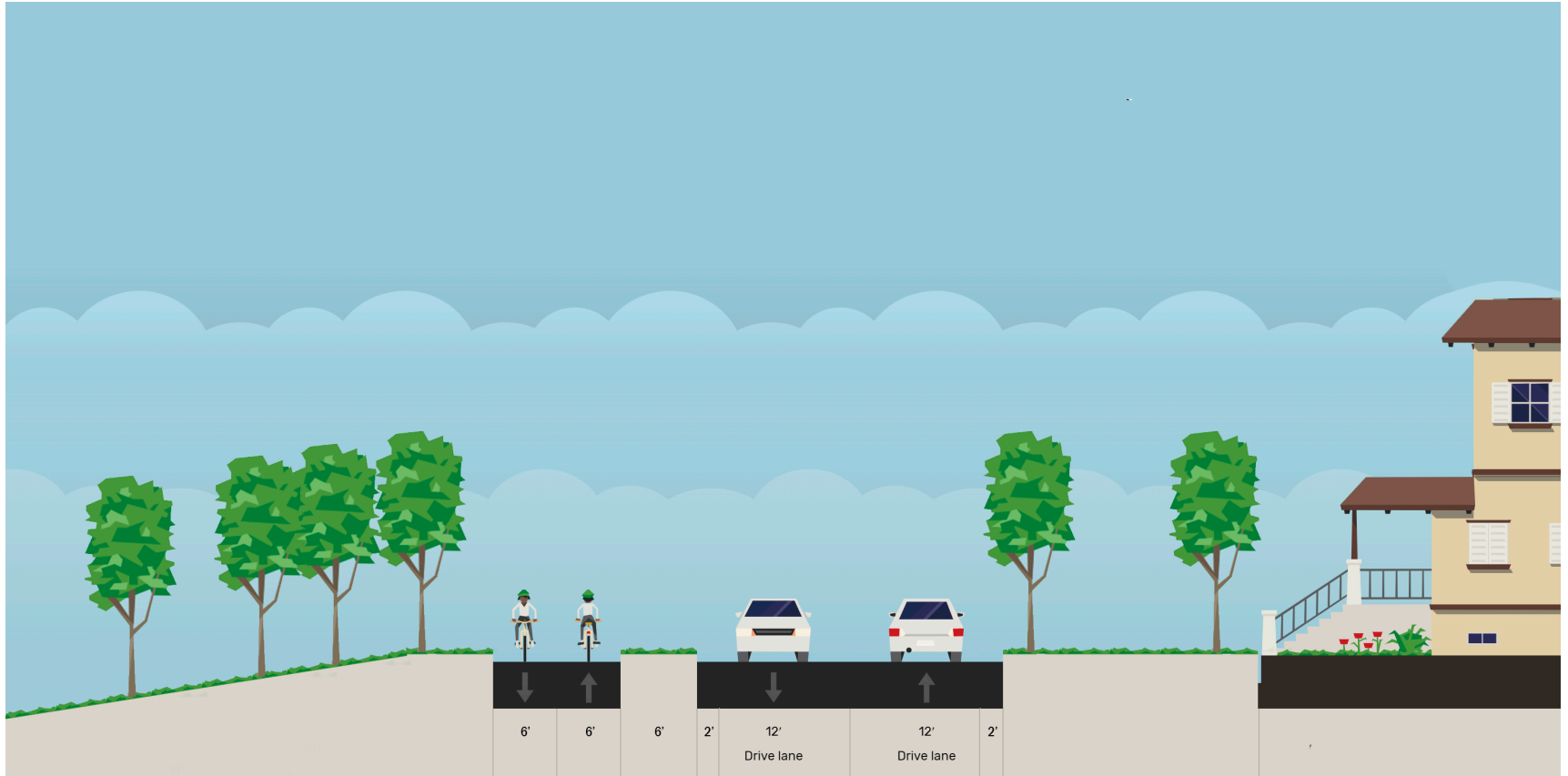
The Point Douglas Regional Trail is a planned trail along a Tier 1 RBTN Alignment that follows along Point Douglas Rd and Trunk Highway 61 from Bailey Rd in Newport to Indian Mounds Regional Park in Saint Paul. This project proposes to construct the first phase of that trail, from Bailey Rd to Battle Creek Regional Park. A 0.6 mile portion of this alignment was constructed in the 1980s and has degraded in condition as it has approached the end of its useful life. That segment will be reconstructed with this project.

The Point Douglas Regional Trail corridor is one of two sections of the Mississippi River Trail in Saint Paul that is on-road and the only one without any bicycle facilities. It serves as a commuter route for bicyclists into downtown Saint Paul from the southeast neighborhoods of Saint Paul and from other parts of the East Metro. This project would greatly increase safety for users of this corridor by taking those users off the street and onto a separated trail.

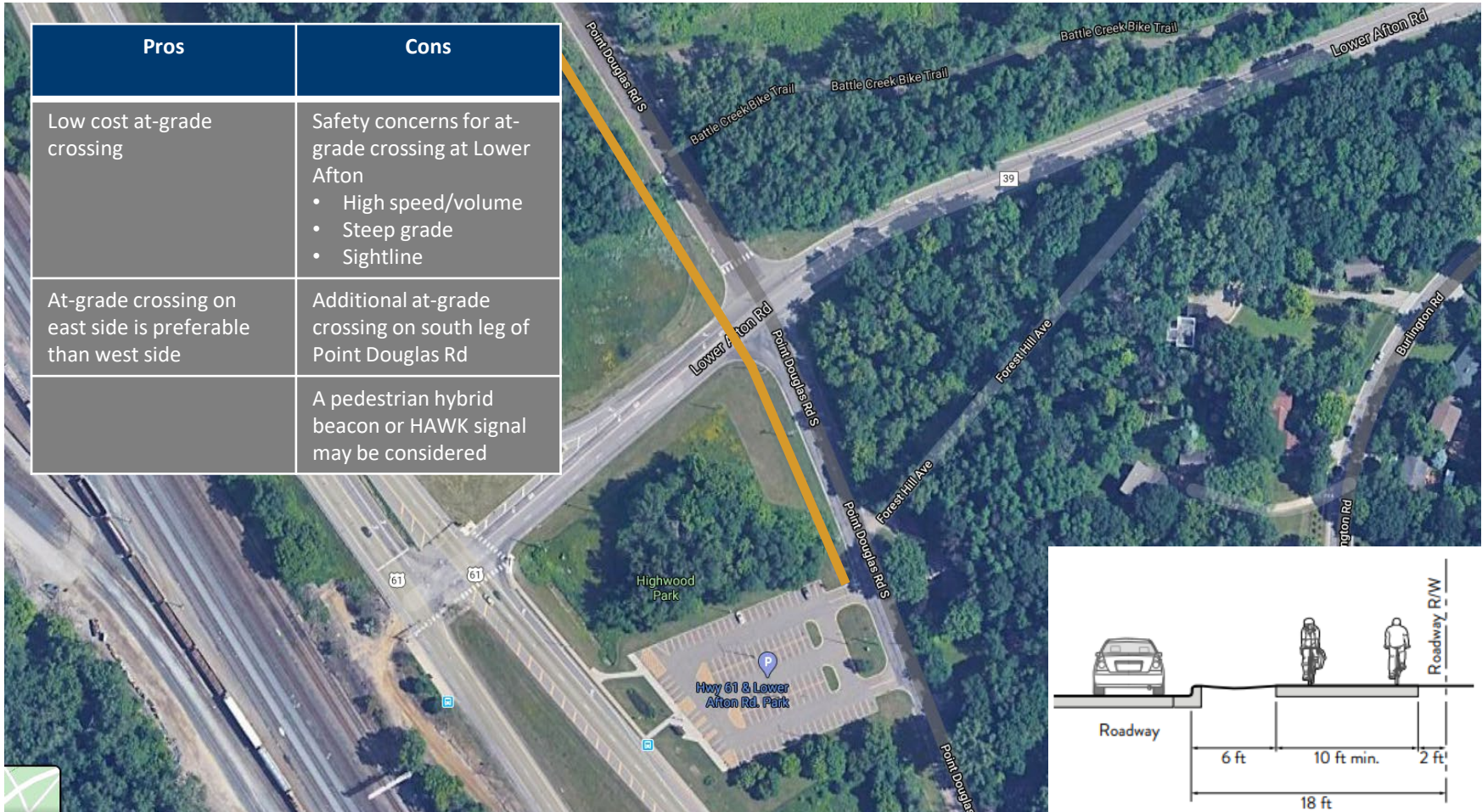
The construction phase of the project is estimated at \$6,301,162.54, of which, \$5,040,930 is being requested with this application and \$1,260,232.54 will be matched by the City of Saint Paul through its share of future Parks and Trails Legacy funding and Metro Parks Bonding funding. All design and engineering costs will also be funded by those sources.

This project will result in a new facility that is safer for all users of the corridor. The opportunity to close a major gap in Saint Paul's bicycle network makes this project a high priority to fund.

Segment 2: Point Douglas Road Typical Section



Segment 2/3 Lower Afton Road Concept 1 At-Grade Crossing (Base)

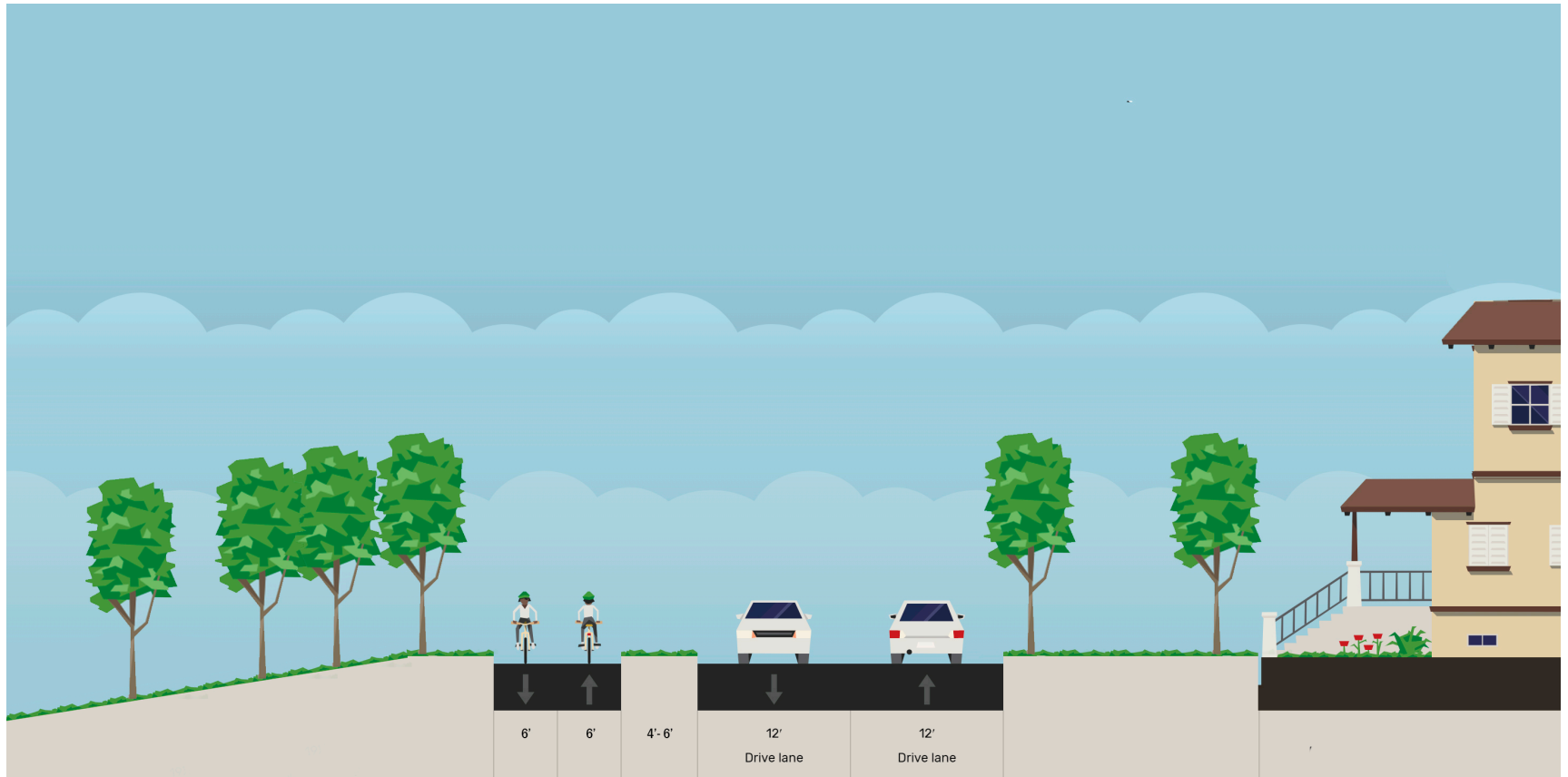


Point Douglas Trail Project

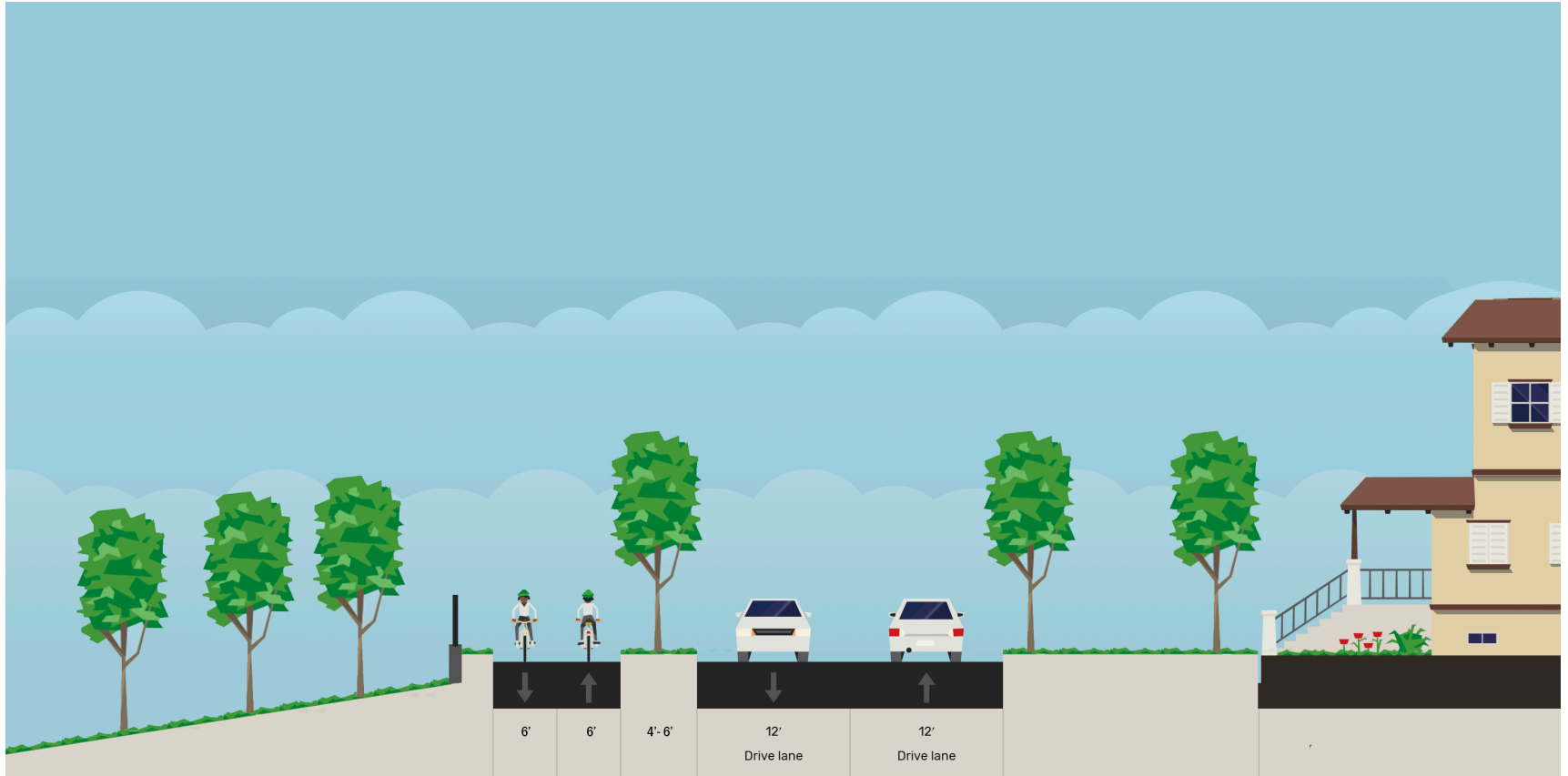
Pros	Cons
Grade-separated crossing via tunnel	Tunnel is more expensive than at-grade crossing
Tunnel is less expensive than bridge overpass	Additional retaining wall may be required
Tunnel will still be compatible with possible future interchange at TH61	May require longer road closure for Lower Afton Rd



Segment 3: Point Douglas Road Typical Section



Segment 3: Point Douglas Road Typical Wall Section



Segment 3B: Concept 1 - Point Douglas Road At Grade Shared Bike Trail



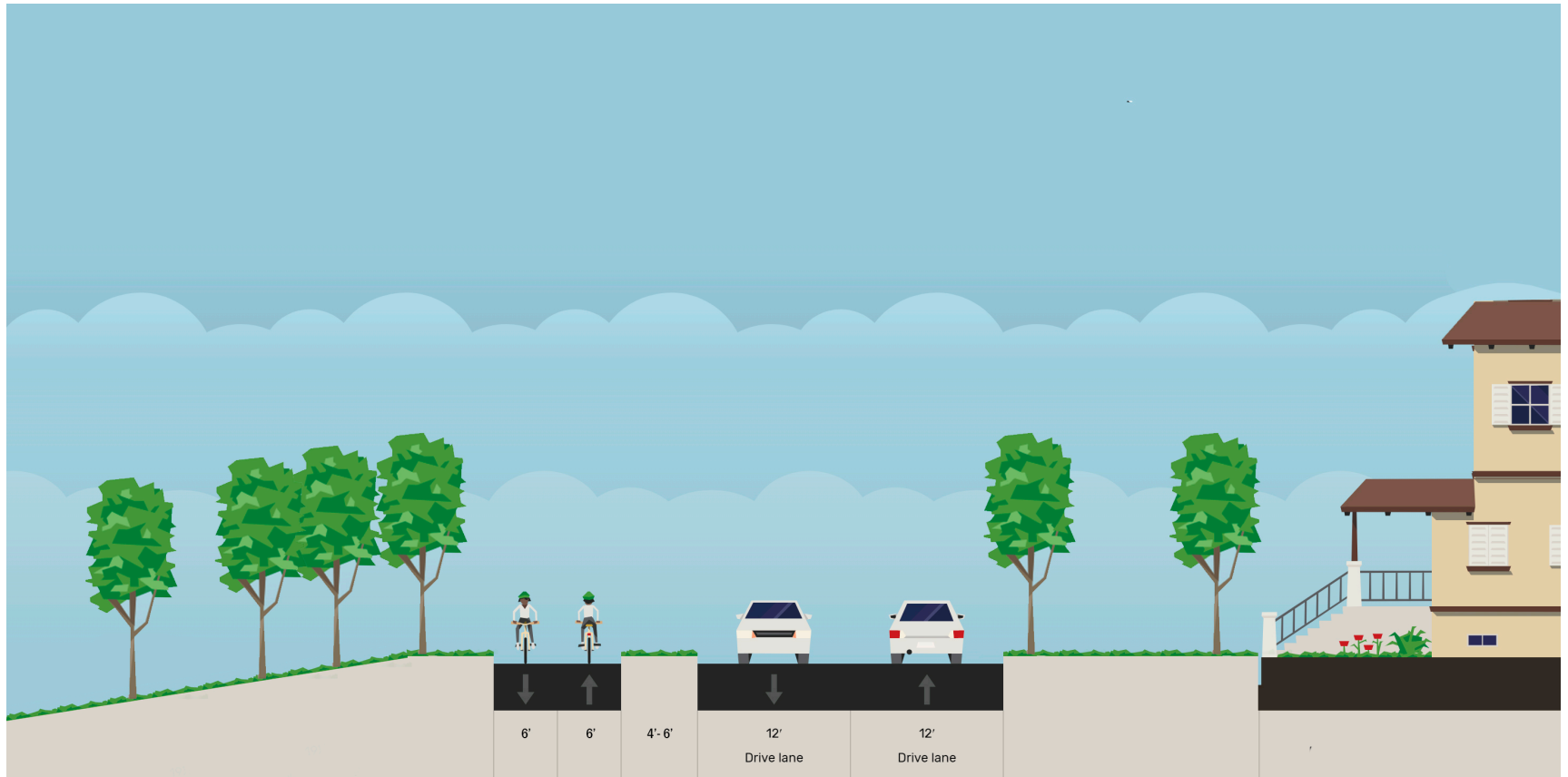
Segment 3B: Concept 2 - Point Douglas Full Reconstruct



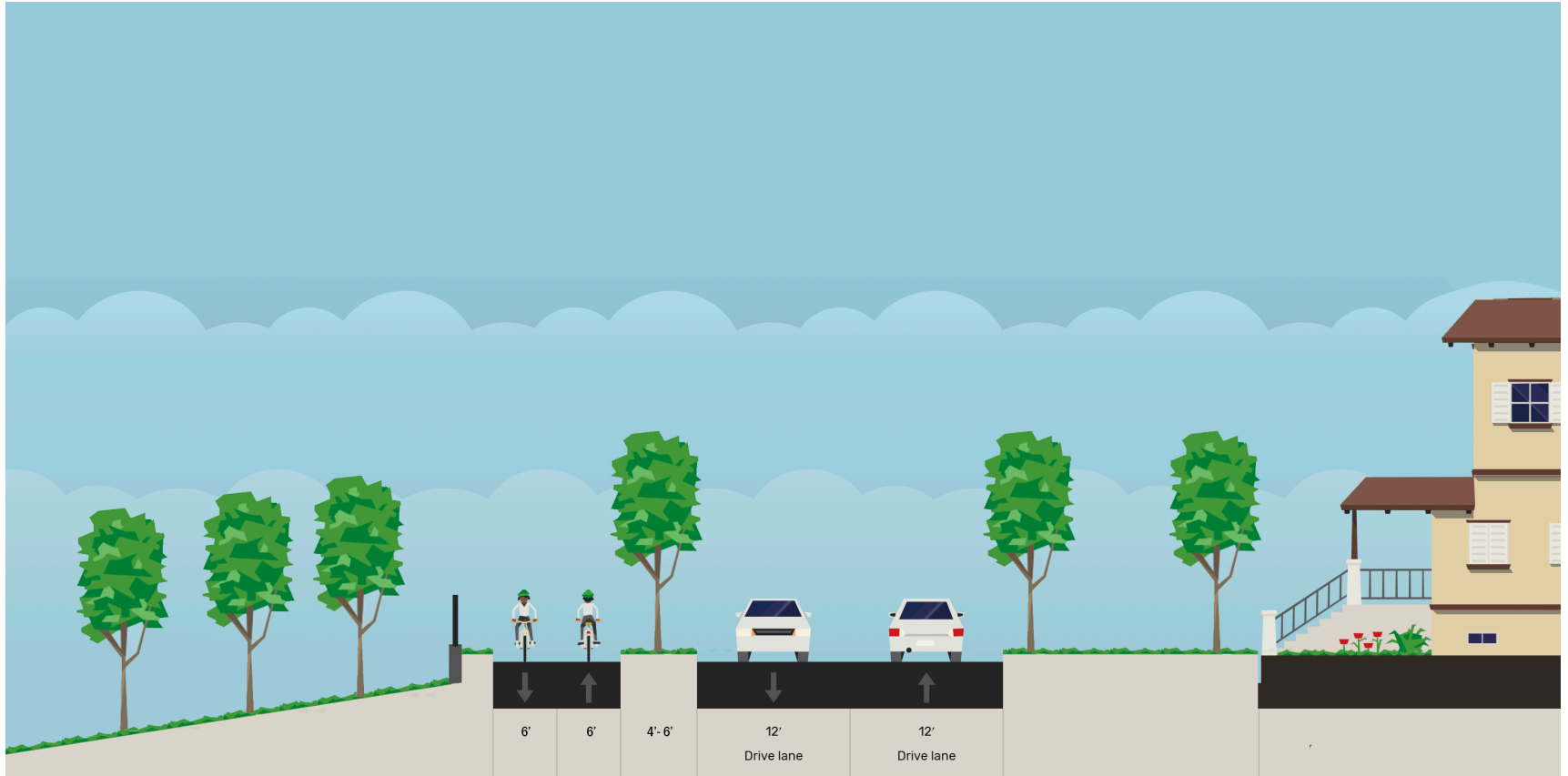
Segment 4: Point Douglas Trail Typical Section



Segment 5: Point Douglas Road Typical Section

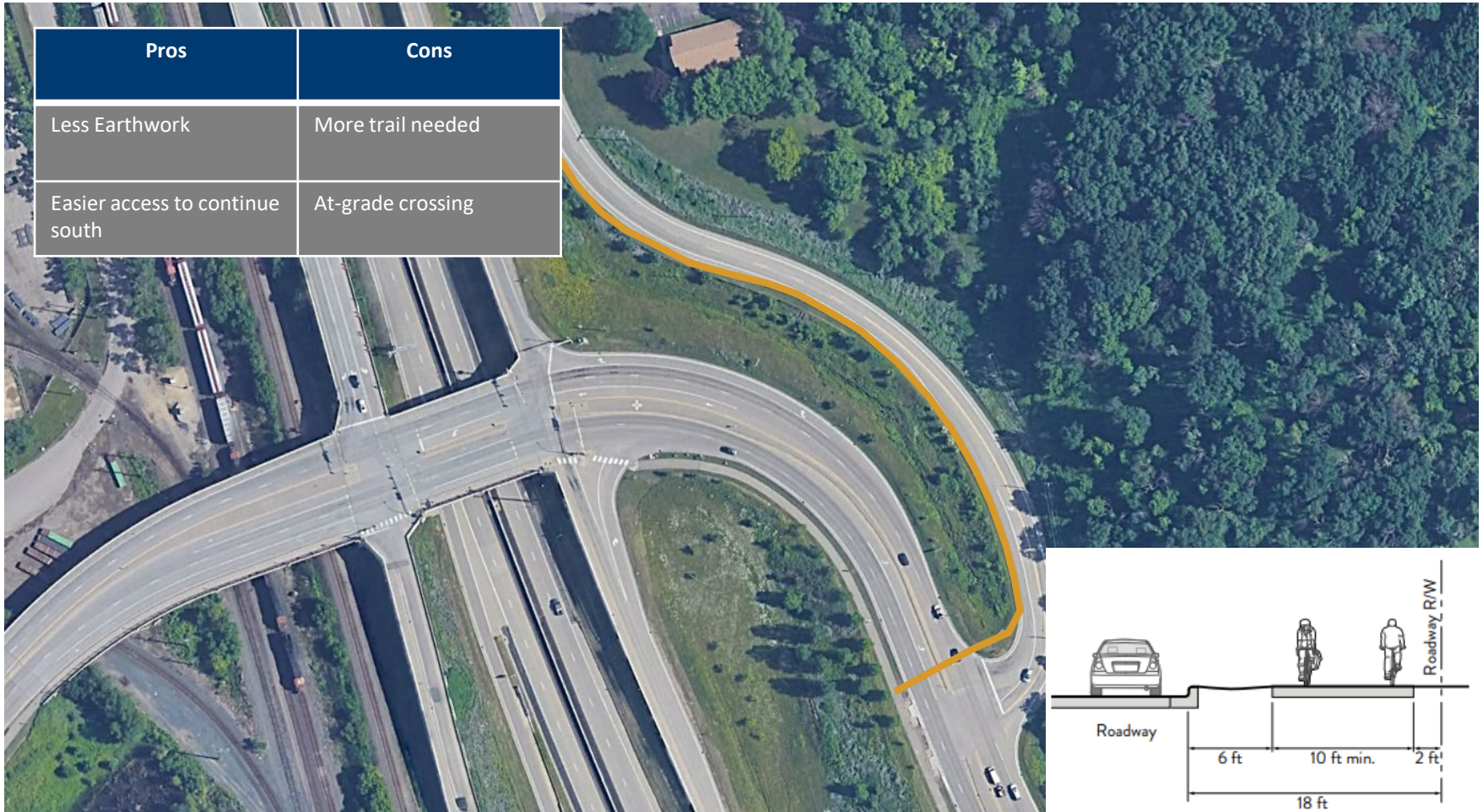


Segment 5: Point Douglas Road Typical Wall Section



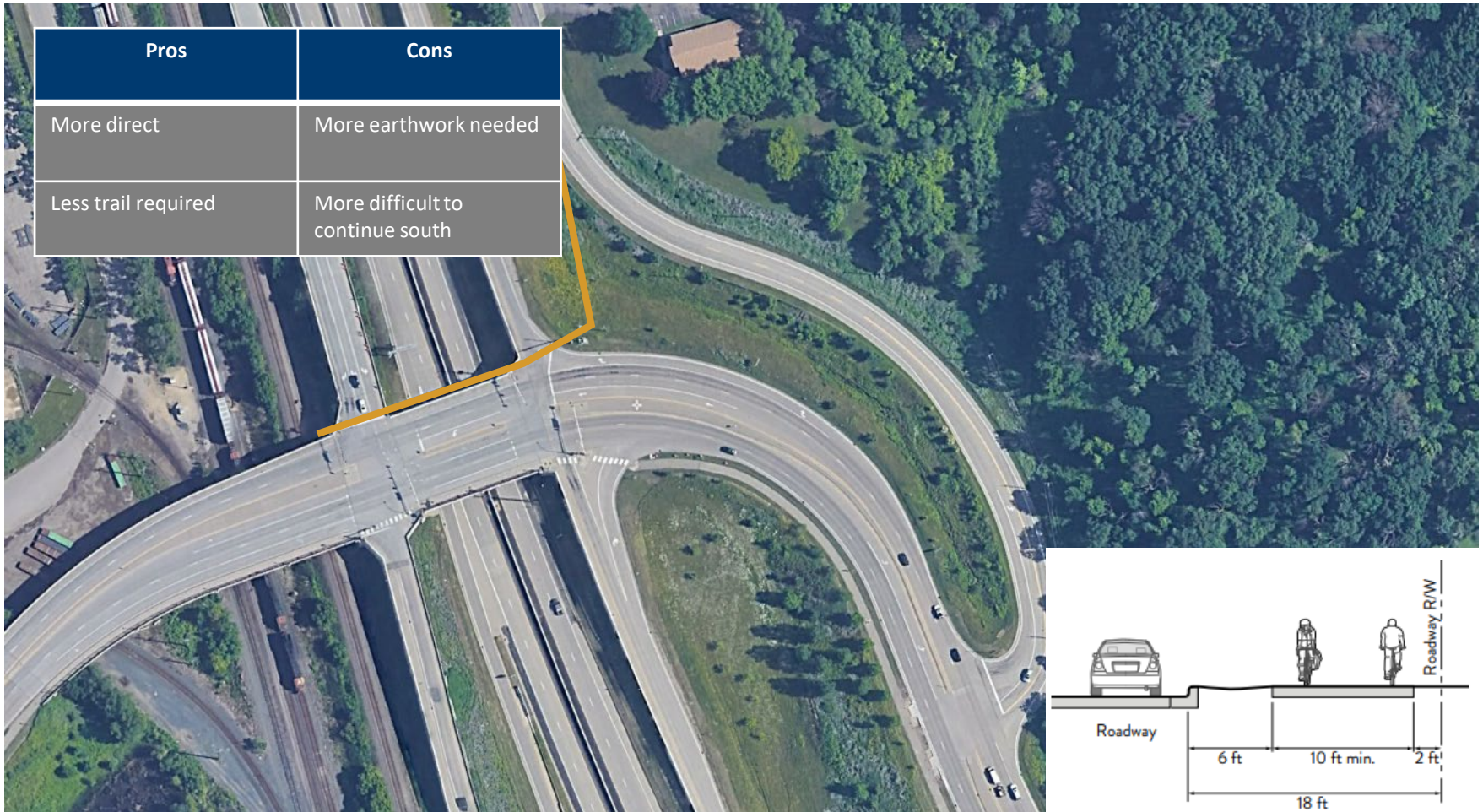
Segment 5 Bailey Road Crossing Concept 1

At-Grade Crossing Bailey Intersection (Base)



Point Douglas Trail Project

Segment 5 Bailey Road Crossing Concept 2 Connect to Bailey Bridge (Deduct Alternate)



Point Douglas Trail Project

Opinion of Probable Cost to Construct Summary

SEGMENT	TOTAL COST*
SEGMENT 2	\$1,051,000
LOWER AFTON CROSSING CONCEPT 1 (BASE)	\$173,000
SEGMENT 3A	\$1,593,000
SEGMENT 3B CONCEPT 1 (BASE)	\$1,387,000
SEGMENT 4	\$981,000
SEGMENT 5A	\$806,000
SEGMENT 5B	\$1,256,000
BAILEY RD CONCEPT 1 (BASE)	\$301,000
TOTAL PROJECT COST BASE COST	\$7,548,000
ALTERNATES	TOTAL COST*
LOWER AFTON CROSSING CONCEPT 2 (ADD ALTERNATE)	\$540,000
SEGMENT 3B CONCEPT 2 (ADD ALTERNATE)	\$751,000
BAILEY RD CONCEPT 2 (DEDUCT ALTERNATE)	-\$244,000

* Total cost assumes 20% contingency and 20% design fees and does not account for permitting

Point Douglas Trail Project

YOU ARE INVITED TO POINT DOUGLAS REGIONAL TRAIL MASTER PLAN



COMMUNITY OPEN HOUSE

DATE: Tuesday, March 24, 2020

TIME: 6:00 - 7:00pm
(brief presentation at 6pm)

Location: Battle Creek Recreation Center
75 Winthrop St. S.



If you have questions, suggestions, or comments please contact:
Brett Hussong
brett.hussong@ci.stpaul.mn.us
(651) 266-6420

For more information, please visit the project website:
www.stpaul.gov/PointDouglasTrail

For more information and if you need special accommodations and/or translation services contact:

Bianca Paz (651) 266-6418
(para info en español)

Cheengeng Yang (651) 266-6414
(yog koj xav tau kev pab los sis muaj lus noog)

Opinion of Probable Cost to Construct

ISG

Client Name: City of Saint Paul - Parks And Recreation Department

Location: Point Douglas Road

ISG Project Number: 20-24073

Date: 05/14/2020

ENGINEER'S OPINION of PROBABLE COST

SEGMENT 2

No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION (5%)	LS	1	\$ 30,600.00	\$30,600.00
2	TRAFFIC CONTROL	LS	1	\$ 4,500.00	\$4,500.00
3	REMOVE BITUMINOUS PAVEMENT	SY	7260	\$ 5.00	\$36,300.00
4	REMOVE CURB AND GUTTER	LF	3150	\$ 6.00	\$18,900.00
5	REMOVE STORM STRUCTURE	EA	9	\$ 650.00	\$5,850.00
6	REMOVE STORM PIPE	LF	100	\$ 12.00	\$1,200.00
7	REMOVE TREES	LS	1	\$ 20,000.00	\$20,000.00
8	RELOCATE OVERHEAD POWER POLES	EA	15	\$ 450.00	\$6,750.00
9	COMMON EXCAVATION (EV)	CY	1783	\$ 11.00	\$19,611.90
10	SUBGRADE PREPARATION	SY	5610	\$ 2.25	\$12,622.50
11	AGGREGATE BASE, TRAIL (8" THICK)	CY	970	\$ 30.00	\$29,100.00
12	AGGREGATE BASE, ROAD (18" THICK)	CY	728	\$ 30.00	\$21,840.00
13	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	3960	\$ 18.00	\$71,280.00
14	BITUMINOUS PAVEMENT, ROAD (5" THICK)	SY	1320	\$ 20.00	\$26,400.00
15	CONCRETE CURB & GUTTER	LF	3150	\$ 27.00	\$85,050.00
16	CONCRETE RAMP (6" THICK)	SY	22	\$ 70.00	\$1,540.00
17	TRUNCATED DOMES	SF	40	\$ 55.00	\$2,200.00
18	CONNECT TO EXISTING STORM PIPE	EA	8	\$ 450.00	\$3,600.00
19	STORM STRUCTURE	EA	8	\$ 4,000.00	\$32,000.00
20	STORM/SANITARY MANHOLE ADJUSTMENT	EA	20	\$ 750.00	\$15,000.00
21	4" DOUBLE YELLOW CENTERLINE STRIPING	LF	2970	\$ 1.65	\$4,900.50
22	4" WHITE STRIPING	LF	89	\$ 1.20	\$106.80
23	SIGN AND POST	EA	10	\$ 350.00	\$3,500.00
24	EROSION CONTROL	LS	1	\$ 15,000.00	\$15,000.00
25	TURF ESTABLISHMENT (SEEDING)	AC	1	\$ 3,500.00	\$3,500.00
26	TRAIL LIGHTING	EA	25	\$ 6,500.00	\$162,500.00
27	BENCH	EA	2	\$ 3,500.00	\$7,000.00
Construction Costs					\$640,851.70
20% Contingency					\$128,170.34
30% Non-Construction Cost					\$230,706.61
TOTAL SEGMENT 2 COST					\$999,728.65

SEGMENT 2/3 CROSSING : LOWER AFTON ROAD

No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
CONCEPT 1: AT GRADE CROSSING (BASE)					
1	MOBILIZATION (5%)	LS	1	\$ 5,800.00	\$5,800.00
2	TRAFFIC CONTROL	LS	1	\$ 8,500.00	\$8,500.00
3	COMMON EXCAVATION (EV)	CY	40	\$ 12.00	\$480.00
4	SUBGRADE PREPARATION	SY	172	\$ 2.25	\$387.00
5	AGGREGATE BASE, TRAIL (8" THICK)	CY	39	\$ 30.00	\$1,170.00
6	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	178	\$ 18.00	\$3,204.00
7	CONCRETE RAMP (6" THICK)	SY	33	\$ 70.00	\$2,310.00
8	TRUNCATED DOMES	SF	40	\$ 55.00	\$2,200.00
9	PEDESTRIAN CROSSWALK FLASHER SYSTEM (OVERHEAD)	LS	1	\$ 60,000.00	\$60,000.00
10	CROSSWALK STRIPING	SF	216	\$ 32.00	\$6,912.00
11	SIGN AND POST	EA	4	\$ 350.00	\$1,400.00
12	EROSION CONTROL	LS	1	\$ 1,500.00	\$1,500.00
13	TURF ESTABLISHMENT	AC	0.1	\$ 3,500.00	\$350.00
14	TRAIL LIGHTING	EA	4	\$ 6,500.00	\$26,000.00
Construction Costs					\$120,213.00
20% Contingency					\$24,042.60
30% Non-Construction Cost					\$43,276.68
TOTAL CONCEPT 1: AT GRADE CROSSING (BASE) COST					\$187,532.28

CONCEPT 2: PEDESTRIAN UNDERPASS (ADD ALTERNATE)					
1	MOBILIZATION (5%)	LS	1	\$	22,600.00
2	TRAFFIC CONTROL	LS	1	\$	20,000.00
3	REMOVE BITUMINOUS PAVEMENT	SY	239	\$	5.00
4	REMOVE CURB AND GUTTER	LF	60	\$	6.00
5	COMMON EXCAVATION (EV)	CY	570	\$	11.00
6	COMMON EMBANKMENT (CV)	CY	999	\$	19.00
7	SUBGRADE PREPARATION	SY	1911	\$	2.25
8	AGGREGATE BASE, TRAIL (8" THICK)	CY	350	\$	30.00
9	AGGREGATE BASE, ROAD (18" THICK)	CY	125	\$	30.00
10	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	1498	\$	18.00
11	BITUMINOUS PAVEMENT, ROAD (5" THICK)	SY	239	\$	20.00
12	CONCRETE CURB & GUTTER	LF	60	\$	27.00
13	12" - 18" RC PIPE SEWER	LF	80	\$	45.00
14	12" - 18" RC PIPE APRON	EA	8	\$	1,200.00
15	14x12 PRECAST BOX CULVERT	LF	108	\$	1,600.00
16	WING WALL	SF	784	\$	100.00
17	TUNNEL LIGHTING	LS	1	\$	15,000.00
18	TRAIL LIGHTING	EA	10	\$	6,500.00
19	SIGN AND POST	EA	6	\$	350.00
20	EROSION CONTROL	LS	1	\$	5,000.00
21	TURF ESTABLISHMENT (SEEDING)	AC	0.5	\$	3,500.00
Construction Costs					\$474,569.08
20% Contingency					\$94,913.82
30% Non-Construction Cost					\$170,844.87
TOTAL CONCEPT 2: PEDESTRIAN UNDERPASS (ADD ALTERNATE) COST					\$740,327.76

SEGMENT 3A

No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION (5%)	LS	1	\$ 48,800.00	\$48,800.00
2	TRAFFIC CONTROL	LS	1	\$ 12,000.00	\$12,000.00
3	REMOVE BITUMINOUS PAVEMENT	SY	2422	\$ 5.00	\$12,110.00
4	REMOVE CURB AND GUTTER	LF	525	\$ 6.00	\$3,150.00
5	REMOVE STORM STRUCTURE	EA	3	\$ 650.00	\$1,950.00
6	REMOVE STORM PIPE	LF	29	\$ 12.00	\$348.00
7	REMOVE HYDRANT	EA	1	\$ 2,500.00	\$2,500.00
8	RELOCATE OVERHEAD POWER POLES	EA	18	\$ 450.00	\$8,100.00
9	SALVAGE AND REINSTALL MAILBOX	EA	15	\$ 150.00	\$2,250.00
10	COMMON EXCAVATION (EV)	CY	1448	\$ 11.00	\$15,928.00
11	SUBGRADE PREPARATION	SY	1328	\$ 2.25	\$2,987.33
12	AGGREGATE BASE, TRAIL (8" THICK)	CY	878	\$ 30.00	\$26,340.00
13	AGGREGATE BASE, ROAD (18" THICK)	CY	329	\$ 30.00	\$9,870.00
14	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	3764	\$ 18.00	\$67,752.00
15	BITUMINOUS PAVEMENT, ROAD (5" THICK)	SY	627	\$ 20.00	\$12,540.00
16	CONCRETE CURB & GUTTER	LF	2823	\$ 27.00	\$76,221.00
17	12" - 18" RC PIPE SEWER	LF	50	\$ 45.00	\$2,250.00
18	STORM STRUCTURE	EA	4	\$ 4,000.00	\$16,000.00
19	STORM/SANITARY CASTING ADJUSTMENT	EA	19	\$ 750.00	\$14,250.00
20	HYDRANT	EA	1	\$ 4,500.00	\$4,500.00
21	RETAINING WALL, LARGE BLOCK	SF	5625	\$ 65.00	\$365,625.00
22	6' CHAIN-LINK FENCE, POLYMER COATED	LF	1402	\$ 55.00	\$77,110.00
23	4" DOUBLE YELLOW CENTERLINE STRIPING	LF	2823	\$ 1.65	\$4,657.95
24	SIGN AND POST	EA	8	\$ 350.00	\$2,800.00
25	EROSION CONTROL	LS	1	\$ 8,000.00	\$8,000.00
26	TURF ESTABLISHMENT (SEEDING)	AC	2	\$ 3,500.00	\$7,000.00
27	TRAIL LIGHTING	EA	24	\$ 6,500.00	\$156,000.00
28	STORMWATER MANAGEMENT	LS	1	\$ 60,000.00	\$60,000.00
29	BENCH	EA	1	\$ 3,500.00	\$3,500.00
Construction Costs					\$1,024,539.28
20% Contingency					\$204,907.86
30% Non-Construction Cost					\$368,834.14
TOTAL SEGMENT 3 COST					\$1,598,281.27

SEGMENT 3B

No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
CONCEPT 1: AT GRADE ROAD SHARED USE TRAIL FINAL 675' (BASE)					
1	MOBILIZATION (5%)	LS	1	\$ 42,700.00	\$42,700.00
2	TRAFFIC CONTROL	LS	1	\$ 12,000.00	\$12,000.00
3	REMOVE BITUMINOUS PAVEMENT	SY	1170	\$ 5.00	\$5,850.00
4	REMOVE CURB AND GUTTER	LF	675	\$ 6.00	\$4,050.00
5	REMOVE STORM STRUCTURE	EA	3	\$ 650.00	\$1,950.00
6	REMOVE STORM PIPE	LF	25	\$ 12.00	\$300.00
7	REMOVE HYDRANT	EA	1	\$ 2,500.00	\$2,500.00
8	RELOCATE OVERHEAD POWER POLES	EA	15	\$ 450.00	\$6,750.00
9	SALVAGE AND REINSTALL MAILBOX	EA	14	\$ 150.00	\$2,100.00
10	COMMON EXCAVATION (EV)	CY	1194	\$ 11.00	\$13,134.00
11	SUBGRADE PREPARATION	SY	1095	\$ 2.25	\$2,462.63
12	AGGREGATE BASE, TRAIL (8" THICK)	CY	609	\$ 30.00	\$18,270.00
13	AGGREGATE BASE, ROAD (18" THICK)	CY	386	\$ 30.00	\$11,580.00
14	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	2608	\$ 18.00	\$46,944.00
15	BITUMINOUS PAVEMENT, ROAD (5" THICK)	SY	735	\$ 20.00	\$14,700.00
16	CONCRETE CURB & GUTTER	LF	2621	\$ 27.00	\$70,767.00
17	12" - 18" RC PIPE SEWER	LF	30	\$ 45.00	\$1,350.00
18	STORM STRUCTURE	EA	4	\$ 4,000.00	\$16,000.00
19	STORM/SANITARY CASTING ADJUSTMENT	EA	18	\$ 750.00	\$13,500.00
20	HYDRANT	EA	1	\$ 4,500.00	\$4,500.00
21	RETAINING WALL, LARGE BLOCK	SF	4348	\$ 65.00	\$282,620.00
22	6' CHAIN-LINK FENCE, POLYMER COATED	LF	1082	\$ 55.00	\$59,510.00
23	4" DOUBLE YELLOW CENTERLINE STRIPING	LF	2621	\$ 1.65	\$4,324.65
24	8' WIDE BIKEWAY STRIPING SYSTEM	LF	675	\$ 40.00	\$27,000.00
25	SIGN AND POST	EA	7	\$ 350.00	\$2,450.00
26	EROSION CONTROL	LS	1	\$ 8,000.00	\$8,000.00
27	TURF ESTABLISHMENT (SEEDING)	AC	2	\$ 3,500.00	\$7,000.00
28	TRAIL LIGHTING	EA	23	\$ 6,500.00	\$149,500.00
29	STORMWATER MANAGEMENT	LS	1	\$ 60,000.00	\$60,000.00
30	BENCH	EA	1	\$ 3,500.00	\$3,500.00
Construction Costs					\$895,312.28
20% Contingency					\$179,062.46
30% Non-Construction Cost					\$322,312.42
TOTAL CONCEPT 1: AT GRADE ROAD SHARED USE TRAIL FINAL 675' (BASE) COST					\$1,396,687.15

CONCEPT 2: FULL ROAD RECONSTRUCT FINAL 675' (ADD ALTERNATE)

1	ROW ACQUISITION	SF	500	\$	5.50	\$2,750.00
2	MOBILIZATION (5%)	LS	1	\$	67,400.00	\$67,400.00
3	TRAFFIC CONTROL	LS	1	\$	18,000.00	\$18,000.00
4	REMOVE BITUMINOUS PAVEMENT	SY	2970	\$	5.00	\$14,850.00
5	REMOVE CURB AND GUTTER	LF	1350	\$	6.00	\$8,100.00
6	REMOVE STORM STRUCTURE	EA	6	\$	650.00	\$3,900.00
7	REMOVE STORM PIPE	LF	50	\$	12.00	\$600.00
8	REMOVE HYDRANT	EA	2	\$	2,500.00	\$5,000.00
9	REMOVE STAIRS	EA	2	\$	500.00	\$1,000.00
10	REMOVE TREES	LS	1	\$	2,500.00	\$2,500.00
11	REMOVE CONCRETE DRIVEWAY	EA	6	\$	600.00	\$3,600.00
12	RELOCATE OVERHEAD POWER POLES	EA	18	\$	450.00	\$8,100.00
13	SALVAGE AND REINSTALL MAILBOX	EA	19	\$	150.00	\$2,850.00
14	SALVAGE AND REINSTALL RETAINING WALL	SF	600	\$	55.00	\$33,000.00
15	COMMON EXCAVATION (EV)	CY	2537	\$	11.00	\$27,907.00
16	SUBGRADE PREPARATION	SY	2325	\$	2.25	\$5,232.15
17	AGGREGATE BASE, TRAIL (8" THICK)	CY	783	\$	30.00	\$23,490.00
18	AGGREGATE BASE, ROAD (18" THICK)	CY	1331	\$	30.00	\$39,930.00
19	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	3355	\$	18.00	\$60,390.00
20	BITUMINOUS PAVEMENT, ROAD (5" THICK)	SY	2535	\$	20.00	\$50,700.00
21	CONCRETE CURB & GUTTER	LF	3971	\$	27.00	\$107,217.00
22	CONCRETE DRIVEWAY	EA	6	\$	2,000.00	\$12,000.00
23	CONCRETE BARRIER	LF	675	\$	175.00	\$118,125.00
24	RETAINING WALL, LARGE BLOCK	SF	4348	\$	65.00	\$282,620.00
25	RETAINING WALL, SMALL BLOCK STONE	SF	945	\$	80.00	\$75,600.00
26	CHAINLINK FENCE	LF	3296	\$	40.00	\$131,840.00
27	STAIRS AND HANDRAIL	EA	2	\$	2,500.00	\$5,000.00
28	12" - 18" RC PIPE SEWER	LF	40	\$	45.00	\$1,800.00
29	STORM STRUCTURE	EA	8	\$	4,000.00	\$32,000.00
30	STORM/SANITARY CASTING ADJUSTMENT	EA	12	\$	750.00	\$9,000.00
31	HYDRANT	EA	2	\$	4,500.00	\$9,000.00
32	4" DOUBLE YELLOW CENTERLINE STRIPING	LF	2621	\$	1.65	\$4,324.65
33	SIGN AND POST	EA	22	\$	350.00	\$7,700.00
34	EROSION CONTROL	LS	1	\$	4,500.00	\$4,500.00
35	TURF ESTABLISHMENT (SEEDING)	AC	3	\$	3,500.00	\$8,750.00
36	TRAIL LIGHTING	EA	23	\$	6,500.00	\$149,500.00
37	STORMWATER MANAGEMENT	LS	1	\$	75,000.00	\$75,000.00
38	BENCH	EA	1	\$	3,500.00	\$3,500.00

Construction Costs \$1,416,775.80

20% Contingency \$283,355.16

30% Non-Construction Cost \$510,039.29

TOTAL CONCEPT 2: FULL ROAD RECONSTRUCT FINAL 675' (ADD ALTERNATE) COST \$2,210,170.25

SEGMENT 4

No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION (5%)	LS	1	\$ 27,600.00	\$27,600.00
2	TRAFFIC CONTROL	LS	1	\$ 7,500.00	\$7,500.00
3	REMOVE BITUMINOUS PAVEMENT	SY	2031	\$ 5.00	\$10,155.00
4	REMOVE TREES	LS	1	\$ 25,000.00	\$25,000.00
5	COMMON EXCAVATION (EV)	CY	371	\$ 12.00	\$4,452.00
6	SUBGRADE PREPARATION	SY	4767	\$ 2.25	\$10,726.65
7	AGGREGATE BASE, TRAIL (8" THICK)	CY	1011	\$ 30.00	\$30,330.00
8	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	4334	\$ 18.00	\$78,012.00
9	STORM/SANITARY STRUCTURE ADJUSTMENT	EA	13	\$ 750.00	\$9,750.00
10	RETAINING WALL, LARGE BLOCK	SF	1360	\$ 65.00	\$88,400.00
11	6' CHAIN-LINK FENCE, POLYMER COATED	LF	186	\$ 55.00	\$10,230.00
12	SIGN AND POST	EA	12	\$ 350.00	\$4,200.00
13	EROSION CONTROL	LS	1	\$ 11,000.00	\$11,000.00
14	TURF ESTABLISHMENT (SEEDING)	AC	1.5	\$ 3,500.00	\$5,250.00
15	TRAIL LIGHTING	EA	26	\$ 6,500.00	\$169,000.00
16	STORMWATER MANAGEMENT	LS	1	\$ 80,000.00	\$80,000.00
17	BENCH	EA	2	\$ 3,500.00	\$7,000.00
Construction Costs					\$578,605.65
20% Contingency					\$115,721.13
30% Non-Construction Cost					\$208,298.03
TOTAL SEGMENT 4 COST					\$902,624.81

SEGMENT 5A

No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION (5%)	LS	1	\$ 23,400.00	\$23,400.00
2	TRAFFIC CONTROL	LS	1	\$ 7,500.00	\$7,500.00
3	REMOVE BITUMINOUS PAVEMENT	SY	4533	\$ 5.00	\$22,665.00
4	REMOVE CURB AND GUTTER	LF	2400	\$ 6.00	\$14,400.00
5	REMOVE STORM STRUCTURE	EA	5	\$ 650.00	\$3,250.00
6	REMOVE STORM PIPE	LF	200	\$ 12.00	\$2,400.00
7	REMOVE HYDRANT	EA	1	\$ 2,500.00	\$2,500.00
8	COMMON EXCAVATION (EV)	CY	1643	\$ 11.00	\$18,073.00
9	SUBGRADE PREPARATION	SY	1013	\$ 2.25	\$2,279.25
10	AGGREGATE BASE, TRAIL (8" THICK)	CY	782	\$ 30.00	\$23,460.00
11	AGGREGATE BASE, ROAD (18" THICK)	CY	587	\$ 30.00	\$17,610.00
12	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	3200	\$ 18.00	\$57,600.00
13	BITUMINOUS PAVEMENT, ROAD (5" THICK)	SY	1067	\$ 20.00	\$21,340.00
14	CONCRETE CURB & GUTTER	LF	2400	\$ 27.00	\$64,800.00
15	CONCRETE RAMP (6" THICK)	SY	33	\$ 70.00	\$2,310.00
16	TRUNCATED DOMES	SF	40	\$ 55.00	\$2,200.00
17	CONNECT TO EXISTING STORM SEWER PIPE	EA	7	\$ 450.00	\$3,150.00
18	STORM STURCTURE	EA	7	\$ 4,000.00	\$28,000.00
19	STORM/SANITARY CASTING ADJUSTMENT	EA	20	\$ 750.00	\$15,000.00
20	HYDRANT	EA	1	\$ 4,500.00	\$4,500.00
21	4" DOUBLE YELLOW CENTERLINE STRIPING	LF	2400	\$ 1.65	\$3,960.00
22	CROSSWALK STRIPING	SF	234	\$ 32.00	\$7,488.00
23	SIGN AND POST	EA	4	\$ 350.00	\$1,400.00
24	EROSION CONTROL	LS	1	\$ 5,000.00	\$5,000.00
25	TURF ESTABLISHMENT (SEEDING)	AC	1.0	\$ 3,500.00	\$3,500.00
26	TRAIL LIGHTING	EA	20	\$ 6,500.00	\$130,000.00
27	BENCH	EA	1	\$ 3,500.00	\$3,500.00
Construction Costs					\$491,285.25
20% Contingency					\$98,257.05
30% Non-Construction Cost					\$176,862.69
TOTAL SEGMENT 5 COST					\$766,404.99

SEGMENT 5B

No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
1	MOBILIZATION (5%)	LS	1	\$ 37,700.00	\$37,700.00
2	TRAFFIC CONTROL	LS	1	\$ 7,500.00	\$7,500.00
3	REMOVE BITUMINOUS PAVEMENT	SY	3544	\$ 5.00	\$17,720.00
4	REMOVE CURB AND GUTTER	LF	2900	\$ 6.00	\$17,400.00
5	REMOVE STORM STRUCTURE	EA	6	\$ 650.00	\$3,900.00
6	REMOVE STORM PIPE	LF	271	\$ 12.00	\$3,252.00
7	REMOVE HYDRANT	EA	1	\$ 2,500.00	\$2,500.00
8	REMOVE TREES	LS	1	\$ 22,000.00	\$22,000.00
9	COMMON EXCAVATION (EV)	CY	1984	\$ 11.00	\$21,824.00
10	SUBGRADE PREPARATION	SY	779	\$ 2.25	\$1,752.75
11	AGGREGATE BASE, TRAIL (8" THICK)	CY	945	\$ 30.00	\$28,350.00
12	AGGREGATE BASE, ROAD (18" THICK)	CY	708	\$ 30.00	\$21,240.00
13	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	3866	\$ 18.00	\$69,588.00
14	BITUMINOUS PAVEMENT, ROAD (5" THICK)	SY	1288	\$ 20.00	\$25,760.00
15	CONCRETE CURB & GUTTER	LF	2900	\$ 27.00	\$78,300.00
16	CONNECT TO EXISTING STORM SEWER PIPE	EA	7	\$ 450.00	\$3,150.00
17	STORM STRUCTURE	EA	7	\$ 4,000.00	\$28,000.00
18	STORM/SANITARY CASTING ADJUSTMENT	EA	25	\$ 750.00	\$18,750.00
19	RETAINING WALL, LARGE BLOCK	SF	2340	\$ 65.00	\$152,100.00
20	6' CHAIN-LINK FENCE, POLYMER COATED	LF	775	\$ 55.00	\$42,625.00
21	HYDRANT	EA	1	\$ 4,500.00	\$4,500.00
22	4" DOUBLE YELLOW CENTERLINE STRIPING	LF	2900	\$ 1.65	\$4,785.00
23	SIGN AND POST	EA	4	\$ 350.00	\$1,400.00
24	EROSION CONTROL	LS	1	\$ 5,000.00	\$5,000.00
25	TURF ESTABLISHMENT (SEEDING)	AC	1.5	\$ 3,500.00	\$5,250.00
26	TRAIL LIGHTING	EA	25	\$ 6,500.00	\$162,500.00
27	BENCH	EA	1	\$ 3,500.00	\$3,500.00
Construction Costs					\$790,346.75
20% Contingency					\$158,069.35
30% Non-Construction Cost					\$284,524.83
TOTAL SEGMENT 5 COST					\$1,232,940.93

ROAD CROSSING : BAILEY ROAD

No.	ITEM DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL AMOUNT
CONCEPT 1: AT GRADE CROSSING AT BAILEY ROAD INTERSECTION (BASE)					
1	MOBILIZATION (5%)	LS	1	\$ 9,000.00	\$ 9,000.00
2	TRAFFIC CONTROL	LS	1	\$ 4,500.00	\$ 4,500.00
3	REMOVE BITUMINOUS PAVEMENT	SY	387	\$ 5.00	\$ 1,935.00
4	REMOVE CURB AND GUTTER	LF	869	\$ 6.00	\$ 5,214.00
5	COMMON EXCAVATION (EV)	CY	538	\$ 11.00	\$ 5,918.00
6	SUBGRADE PREPARATION	SY	1486	\$ 2.25	\$ 3,343.50
7	AGGREGATE BASE, TRAIL (8" THICK)	CY	236	\$ 30.00	\$ 7,080.00
8	AGGREGATE BASE, ROAD (18" THICK)	CY	212	\$ 30.00	\$ 6,360.00
9	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	965	\$ 18.00	\$ 17,370.00
10	BITUMINOUS PAVEMENT, ROAD (5" THICK)	SY	386	\$ 20.00	\$ 7,720.00
11	CONCRETE CURB & GUTTER	LF	869	\$ 27.00	\$ 23,463.00
12	4" DOUBLE YELLOW CENTERLINE STRIPING	LF	869	\$ 1.65	\$ 1,433.85
13	PEDESTRIAN CROSSWALK FLASHER SYSTEM (AT GRADE)	LS	1	\$ 30,000.00	\$ 30,000.00
14	CROSSWALK STRIPING	SF	252	\$ 32.00	\$ 8,064.00
15	SIGN AND POST	EA	2	\$ 350.00	\$ 700.00
16	EROSION CONTROL	LS	1	\$ 2,500.00	\$ 2,500.00
17	TURF ESTABLISHMENT	AC	0.5	\$ 3,500.00	\$ 1,750.00
18	TRAIL LIGHTING	EA	8	\$ 6,500.00	\$ 52,000.00
Construction Costs					\$188,351.35
20% Contingency					\$37,670.27
30% Non-Construction Cost					\$67,806.49
TOTAL CONCEPT 1: AT GRADE CROSSING AT BAILEY ROAD INTERSECTION (BASE) COST					\$293,828.11
CONCEPT 2: CONNECT TO BAILEY ROAD BRIDGE (DEDUCT ALTERNATE)					
1	MOBILIZATION (5%)	LS	1	\$ 1,900.00	\$ 1,900.00
2	TRAFFIC CONTROL	LS	1	\$ 1,500.00	\$ 1,500.00
3	COMMON EXCAVATION (EV)	CY	122	\$ 11.00	\$ 1,342.00
4	COMMON EMBANKMENT (CV)	CY	245	\$ 19.00	\$ 4,655.00
5	SUBGRADE PREPARATION	SY	367	\$ 2.25	\$ 825.75
6	AGGREGATE BASE, TRAIL (8" THICK)	CY	78	\$ 30.00	\$ 2,340.00
7	BITUMINOUS PAVEMENT, TRAIL (4" THICK)	SY	334	\$ 18.00	\$ 6,012.00
8	12" - 18" RC PIPE SEWER	LF	20	\$ 45.00	\$ 900.00
9	12" - 18" RC PIPE APRON	EA	2	\$ 1,200.00	\$ 2,400.00
10	CROSSWALK STRIPING	SF	414	\$ 32.00	\$ 13,248.00
11	SIGN AND POST	EA	1	\$ 350.00	\$ 350.00
12	EROSION CONTROL	LS	1	\$ 2,500.00	\$ 2,500.00
13	TURF ESTABLISHMENT	AC	0.5	\$ 3,500.00	\$ 1,750.00
14	TRAIL LIGHTING	EA	4	\$ 6,500.00	\$ 26,000.00
Construction Costs					\$39,722.75
20% Contingency					\$7,944.55
30% Non-Construction Cost					\$14,300.19
TOTAL CONCEPT 2: CONNECT TO BAILEY ROAD BRIDGE (DEDUCT ALTERNATE) COST					\$61,967.49

SUMMARY	
SEGMENT	COST
SEGMENT 2	\$640,851.70
LOWER AFTON ROAD CROSSING CONCEPT 1 (BASE)	\$120,213.00
SEGMENT 3A	\$1,024,539.28
ADD ALTERNATE: SEGMENT 3B CONCEPT 2	\$1,416,775.80
SEGMENT 4	\$578,605.65
SEGMENT 5A	\$491,285.25
SEGMENT 5B	\$790,346.75
BAILEY ROAD CONCEPT 1 (BASE)	\$188,351.35
Construction Costs	\$5,250,968.78
20% Contingency	\$1,050,193.76
30% Non-Construction Cost	\$1,890,348.76
TOTAL PROJECT COST BASE COST	\$8,191,511.29
ALTERNATES	COST
ADD ALTERNATE: LOWER AFTON ROAD CROSSING CONCEPT 2	\$552,795.48
SEGMENT 3B CONCEPT 1 (BASE)	-\$813,483.10
DEDUCT ALTERNATE: BAILEY ROAD CONCEPT 2	-\$231,860.62

DEPARTMENT OF PARKS AND RECREATION

Michael Hahm, CPRP - Director



CITY OF SAINT PAUL

Mayor Melvin Carter

400 City Hall Annex
25 West 4th Street
Saint Paul, Minnesota 55102

Telephone: 651-266-6400
Facsimile: 651-292-7311
www.stpaul.gov/parks

May 15th, 2020

Transportation Advisory Board
Metropolitan Council
390 Robert Street N
Saint Paul, MN 55101

Members of the Transportation Advisory Board:

The City of Saint Paul is submitting, among other projects, the reconstruction of portions of Segments 1 and 4 of the Samuel Morgan Regional Trail and the Phase I Construction of the Point Douglas Regional Trail for consideration in the 2020 Regional Solicitation. The projects will be managed by Saint Paul Parks and Recreation.

Consistent with Saint Paul City Council Resolution 20-146, Saint Paul Parks and Recreation will provide year-round maintenance of these trails once they are open to the public, including snow and ice control. The costs of this maintenance will be paid out of the department's operations budget.

I am thankful for your consideration of our two proposed projects.

Sincerely,

Michael Hahm, CPRP
Director, City of Saint Paul Parks and Recreation



CAPRA Accreditation

An Affirmative Action Equal Opportunity Employer



National Gold Medal Award



City of Saint Paul

Signature Copy

Resolution: RES 20-146

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

File Number: RES 20-146

Authorizing the Departments of Public Works and Parks and Recreation to submit nine project applications for federal funding into the 2020 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 nine project applications for federal funding into the 2020 Metropolitan Council Regional Solicitation Program for funding in years 2024 and 2025; 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 as follows:

- Kellogg/3rd Street Bridge Replacement
- Capital City Bikeway Construction - Kellogg Blvd from St. Peter to John Ireland
- Robert Street Reconstruction - Kellogg to 11th
- University Avenue Reconstruction - 35E to Lafayette
- Crossroads Elementary Safe Routes to School Project
- Burns/Suburban Sidewalk Infill Project
- Saint Paul Traffic Signal Enhancement and Modernization Phase 5
- Sam Morgan Regional Trail Segments 1 & 4 Reconstruction
- Point Douglas Regional Trail Phase 1 Construction

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.

Resolution RES 20-146 Passed Mayor's Office passed Signed 2/18/2020 2/12/2020 Signed | DAY THAT a meeting of the on , this Resolution was Signed.

Yea: 7 Councilmember Brendmoen, Councilmember Thao, Councilmember Tolbert, Councilmember Noecker, Councilmember Prince, Councilmember Jalali, and Councilmember Yang

Nay: 0

Vote Attested by
Council Secretary



Trudy Moloney

Date 2/12/2020

Approved by the Mayor



Melvin Carter III

Date 2/18/2020