



Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20233 - Butler Avenue Trail
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
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Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: DAKOTA COUNTY
Jurisdictional Agency (if different):
Organization Type: County Government
Organization Website:
Address: TRANSPORTATION DEPT
14955 GALAXIE AVE
*
County: Apple Valley
City: Dakota
State/Province: Minnesota
Postal Code/Zip: 55124
Phone: *
952-891-7100
Ext.:
Fax:
PeopleSoft Vendor Number 0000002621A15

Project Information

Project Name Bulter Avenue Trail
Primary County where the Project is Located Dakota
Cities or Townships where the Project is Located: West Saint Paul
Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The City of West St. Paul and Dakota County are planning to construct a bike and pedestrian trail along Butler Avenue (CR 4), from Robert Street (TH 3) to TH 52. This new trail will help to create a more complete bike and pedestrian network and will improve safety and accessibility. The project will also see the repaving of Butler Avenue and will make pedestrian safety improvements at the intersection of Butler Avenue and Sperl Street.

In 2018, a Dakota County Pedestrian and Bikeway Study identified the trail gap on Butler Avenue at #7 on the countywide High Priority Trail Gaps list. From 2021 ? 2022, Dakota County and the Cities of West St. Paul and South St. Paul conducted a feasibility study to determine what improvements could be made to this section of Butler Avenue. The Butler Avenue corridor is designated as a Tier 1 RBTN corridor, and the corridor connects to a RBTN Tier 1 alignment on Oakdale Avenue.

The proposed trail is located on the south side of Butler Avenue from Robert Street to Sperl Street, and on the north side of Butler Avenue from Sperl Street to TH 52. An enhanced crossing is located at Sperl Street/Stassen Lane and Butler Ave, where the trail crosses from one side of the road to the other. The proposed crossing features a high visibility marked crosswalk, curb extensions, crosswalk signage, and ADA-compliant curb ramps. The proposed trail is eight feet wide with a six-foot boulevard between the trail and the roadway.

(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. Multi-use trail (0.8 mi.) in the City of West Saint Paul from Robert St to TH 52 SB ramp

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 0.8

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 \$1,375,200.00

Match Amount \$343,800.00

Minimum of 20% of project total

Project Total \$1,719,000.00

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 Dakota County CIP (85% of matching funds) and City of West Saint Paul CIP (15% of matching 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: 2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2025, 2026, 2027

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#. N/A

Location

County, City, or Lead Agency Dakota County

Name of Trail/Ped Facility: Butler Avenue Trail

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CO. RD.
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No. 4
(Example: 53 for CSAH 53)

Name of Road Butler Ave.
(Example: 1st ST., Main Ave.)

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

From:

Road System TH
(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No. 3
(Example: 53 for CSAH 53)

Name of Road Robert St.
(Example: 1st ST., Main Ave.)

To:

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

Road/Route No. 52
(Example: 53 for CSAH 53)

Name of Road N/A
(Example: 1st ST., Main Ave.)

In the City/Cities of: West Saint Paul
(List all cities within project limits)

**IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:
Termini: Termini listed must be within 0.3 miles of any work**

From: N/A

To: N/A

Or

At: N/A

In the City/Cities of: N/A
(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail Yes

Reconstruct Trail

Resurface Trail

Bituminous Pavement Yes

Concrete Walk

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items) N/A

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: N/A

New Bridge/Culvert No.: N/A

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

Zip Code where Majority of Work is Being Performed 55118

Approximate Begin Construction Date (MO/YR) 04/01/2025

Approximate End Construction Date (MO/YR) 10/31/2025

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 0.8

Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles): 0.8

Is this a new trail? Yes

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

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

Goal B - Safety and Security: The regional transportation system is safe and secure for all users. (Chapter 2, Page 2.5)

Strategy B6. Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.

Goal C. Access to Destinations: A reliable, affordable, and efficient multimodal transportation system supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

Objectives D: Increase the number and share of trips taken using transit, carpools, bicycling, and walking.

Objective E: Improve the availability of and quality of multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-represented populations.

Strategy C1. Regional transportation partners will continue to work together to plan and implement transportation systems that are multimodal and provide connections between modes. The Metropolitan Council will prioritize regional projects that are multimodal and cost-effective and encourage investments to include appropriate provisions for bicycle and pedestrian travel.

C2. Local units of government should provide a network of interconnected roadways, bicycle facilities, and pedestrian facilities to meet local travel needs using Complete Streets principles.

C15. Regional transportation partners should focus investments on completing Regional Bicycle Transportation Network alignments and their direct connections with local bicycle networks.

Goal D. Competitive Economy: The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objective B. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategy D3. The Metropolitan Council and its partners will invest in regional transit and bicycle and pedestrian facilities that improve connections to jobs and opportunity, promote economic development, and attract and retain businesses and workers in the region on the established transit corridors.

Goal E. Healthy and Equitable Communities: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objective A. Reduce transportation-related air emissions.

Objective C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

(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: Unique projects are exempt from this qualifying requirement because of their innovative nature. Dakota County 2040 Transportation Plan (2021), Figure 27 (Page 145), Figure 29 (page 149)

<https://www.co.dakota.mn.us/Transportation/PlanningPrograms/Documents/2040TransportationPlan.pdf>

Dakota County Pedestrian and Bicycle Study (2018), Page 2-19, Page 2-20

<https://www.co.dakota.mn.us/Transportation/TransportationStudies/Past/Documents/PedestrianBicycleStudy.pdf>

West Saint Paul Comprehensive Plan, Figure 7 (Page 29)

<https://wspmn.gov/DocumentCenter/View/3463>

West Saint Paul Pedestrian and Bicycle Master Plan (2022), Figure 11 (page 26)

<https://wspmn.gov/DocumentCenter/View/4338>

(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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2024 funding cycle).

Multiuse Trails and Bicycle Facilities: \$250,000 to \$5,500,000
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000
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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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: 04/02/2018

Link to plan: <https://wspmn.gov/DocumentCenter/View/2525>

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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)	\$0.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00

Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
Totals	\$0.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$1,580,400.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$41,300.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$79,200.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$18,100.00
Totals	\$1,719,000.00

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: [Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Formula Program Implementation Guidance \(dot.gov\)](#).

Response:

Totals

Total Cost	\$1,719,000.00
Construction Cost Total	\$1,719,000.00
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

1702589504481_Project to RBTN Orientation_Butler Ave Trail.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 33798

Existing Employment Within One Mile (Integer Only) 9891

Upload the "Population Summary" map

1702579907156_Population-Employment Summary_Butler Ave Trail.pdf

Please upload attachment in PDF form

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

The neighborhoods around the proposed trail project are diverse in many ways. Within half a mile of the project, 31 percent of residents are Black, Indigenous, and People of Color and 31 percent are low-income. Children under 18 years of age make up 23 percent of the population and older adults 65 and up make up 15 percent of the population. People with disabilities account for 14 percent of all residents.

Dakota County Transportation staff attended the Residents of Color Collective (ROCC) resource fair and community lunch in November 2023 at Thompson County Park. ROCC is a community group based in West St. Paul that advocates for the concerns and advancement of persons of color within the local area. Multiple community services organizations attended the event with information on their programs. Dakota County Transportation staff provided information and sought feedback on the Butler Ave Trail project in addition to several other multimodal transportation projects.

County staff engaged with roughly 20 people attending the event, explaining the project and similar planned and completed projects within West St. Paul. Attendees were generally supportive of the upcoming project on Butler Ave, particularly the improved, safer access to Thompson Park. Most of the questions fielded were related to the schedule of this project and other opportunities for expanded multimodal trails within the city.

Additional community engagement efforts that helped identify the proposed project and get input on the recommendations included public meetings and open houses, online surveys, postcard mailers, and pop-up events. The Dakota County Pedestrian and Bicycle Study identified the Butler Ave corridor as a medium priority bicycle gap (the County's seventh highest priority trail gap) and part of it as a pedestrian gap. Engagement for this study began in 2017 and included 20 separate engagement events and activities with more than 850 people reached. Populations that were targeted for engagement included older adults, lower income families, Latino and Somali populations, students, children, trail users, community groups, and the general public.

A feasibility study for the Butler Ave Bike/Ped Corridor was completed in 2022. As part of that study, an open house was conducted in July 2021 at Thompson County Park to gain feedback from the public and present preliminary concepts. Another open house was held at Thompson County Park in April 2023 and included nearly 70 attendees. The open house included boards with project information, large layout maps, community member comment cards, and an opportunity to speak with project staff.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project's benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. 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.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

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

Response:

There are existing sidewalks on both sides of Butler Ave from Robert St to Sperl St/Stassen Ln. There is no other sidewalk on Butler Ave in the project corridor, resulting in a walking gap on Butler Ave east of Sperl St/Stassen Ln. There are sidewalks on intersecting streets, including Kruse St, Oakdale Ave, Carrie St, Sperl St, and Concord St; as well as a connection to the trail system in Thompson County Park located south of Butler Ave at Strassen Ln. In addition, a new 1.1-mile trail was constructed in 2023 on the east side of Oakdale Ave between Butler Ave and Wentworth Ave, which connects directly to the project corridor.

Despite a lack of facilities east of Sperl St, people do bike and walk along the shoulders of the corridor (see Attachment C - Existing Conditions Photos). The proposed trail will close this gap between Sperl St/Strassen Ln and improve intersection crossings. This will make it easier to get around the area without a vehicle and offer a new modal travel option through the area. Separating vehicle traffic from people on the trail will reduce inter-modal conflict and decrease the potential for crashes. The trail will make the corridor more accessible for people of all ages and abilities instead of just those who feel comfortable sharing the roadway with vehicle traffic.

Access to local destinations including Thompson Park, Kaposia Park, St. Croix Lutheran Academy, Oakdale Community Church, St. George Church, and the commercial area centered around Butler Ave and Robert St will be improved. The project will also improve transit accessibility for users of Metro Transit Routes 62, 68, and 75, all stop at the intersection of Butler Ave and Robert St. Route 62 connects to Shoreview through St. Paul, Route 68 connects Inver Grove Heights north to Little Canada, and Route 75 connects Inver Grove Heights to downtown St. Paul. Residents and visitors will be able to safely bike to and from these bus routes using the new trail.

The new trail can contribute to improved public health for equity populations. This could be beneficial considering that the census tract north of the project corridor is made up of 34% people of color (22% Hispanic or Latino, 2% Black) and 9% of residents are below the poverty level, while the census tract to the south is 44% people of color (27% Hispanic or Latino, 9% Black) and 22% of residents are below the poverty level. Construction of the trail will improve access to Thompson County Park and the River to River Greenway, both of which are popular regional recreational destinations.

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

Measure C: Affordable Housing Access

Describe any affordable housing developments (existing, under construction, or planned) within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

In addition to the 1561 publicly subsidized rental housing units in census tracts within a half mile, there are many Naturally Occurring Affordable Housing (NOAH) developments near the project area. The new trail directly benefit residents of the more than 200 homes located within six multifamily residential buildings near the eastern edge of the project corridor by providing direct access and a safe path to Thompson Park and the plethora of destinations along Robert St, such as a Mexican supermarket, Walgreens, convenience stores, and Signal Hills Shopping Center. While part of the corridor currently has sidewalks, there are none between Sperl St and the eastern project extent where these multifamily buildings are located. In addition to improving access to community resources, retail destinations, and job centers, the trail will better connect these residents to the three existing Metro Transit routes (62, 68, and 75) as well as the future METRO G Line BRT, all of which stop at Butler Ave and Robert St.

The project will address existing barriers to pedestrian and bicycle use along the project corridor by filling the trail/sidewalk gap on Butler Ave by providing a fully separated trail. This will make it safer and more comfortable to walk or bike to nearby destinations. In the census tract south of the proposed trail, one in four households have no vehicle access. North and east of the proposed trail, over 20 percent of residents are under 18. Given the area's low vehicle ownership and large number of children, this access improvement will provide benefits to those who rely on walking and biking to access public transportation, jobs, education and recreation.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project's census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the "Socio-Economic Conditions" map used for this measure.

1702580372715_Socio-Economic Conditions_Butler Ave Trail.pdf

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

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 jurisdiction's bicycle facility.

Response:

The Butler Ave trail project fills an important gap in both the walking and bicycling networks. In the walking network, there are existing sidewalks that run along Butler Ave between Robert St and Sperl St/Stassen Ln, but no sidewalks or trails to the east of Sperl St/Stassen Ln. This makes it challenging to walk to nearby destinations such as Kaposia Park, Simon's Ravine Trailhead, Summit Park, and Kaposia Landing. This walking gap is particularly notable because of its proximity to Thompson County Park and Playground, which is a popular regional recreational destination for residents.

There are no existing bicycle facilities along the project corridor. However, there is an existing trail on the south side of Butler Ave to the west of Robert St, which will connect directly to the proposed trail located east of Robert St. The project provides a bicycle system gap improvement by filling a Tier 1 Regional Bicycle Transportation Network (RBTN) corridor on Butler Ave and also connecting and intersecting with a Tier 1 RBTN alignment along Oakdale Ave. The trail will replace an existing sidewalk on the south side of Butler Ave between Robert St and Sperl St/Stassen Ln. The proposed trail also enhances the local pedestrian and bicycle network and was identified as a top priority in the 2018 Dakota County Pedestrian and Bikeway Study.

The trail is also identified in the Dakota County 2040 Transportation Plan (2021), the City of West Saint Paul Pedestrian and Bicycle Plan (2022), and the West Saint Paul Comprehensive Plan (2018). The 2022 West Saint Paul Pedestrian and Bicycle Plan included a prioritized list of future walking routes, and Butler Ave between Sperl St/Stassen Ln and US 52 ranked as the second highest priority walking route citywide. The walking route priority scoring was based on nearby high crash history, connections to existing and programmed pedestrian facilities, and proximity to opportunity corridors.

In addition to filling a gap in the walking and biking network, the project will improve safety and the comfort of crossing Butler Ave. There is a large residential neighborhood north of Butler Ave and several popular walking or biking destinations south of the corridor, including Thompson County Park and St. Croix Lutheran Academy. As voiced by several community members at public meetings and open houses, Butler Ave is a barrier for community members wanting to walk to those destinations. In response to those community member concerns, the project includes an enhanced crossing at Sperl St/Stassen Ln, including curb extensions, crosswalk markings, crosswalk signage, and ADA compliant curb ramps.

(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 & MRBCCs)

Measure B: Deficiencies corrected or safety problems addressed

Response:

The existing safety deficiencies along Butler Ave include a lack of bicycle facilities along the entire corridor, a lack of walking facilities east of Sperl St/Stassen Ln, and unsafe pedestrian and bicycle crossings at intersections. The proposed trail will fill the gaps in both the walking and bicycling networks and improve safety and mobility for all users by building a trail between Robert St and TH 52 that will accommodate both pedestrians and bicyclists.

According to MnCMAT data from the latest 10-year period, there have been four crashes involving pedestrians/bicyclists at the intersection of Butler Ave and Robert St. There was also a reported crash along Butler Ave near the eastern end of the corridor that involved a 9-year-old boy bicycling westbound and colliding with the side of a westbound vehicle and sustaining minor injuries. The segment of Butler Ave between Sperl St/Stassen Ln and TH 52 has no existing sidewalks or trails. The new trail will fill a critical gap in the local walking and biking network and reduce the likelihood of these crashes in the future. According to the FHWA, shared use paths/trails improve safety and mobility for pedestrians and are a proven safety countermeasure, reducing crashes involving pedestrians walking along roadways by 65-89% (<https://highways.dot.gov/safety/proven-safety-countermeasures/walkways>).

The project will include design treatments that increase safety and comfort at the intersection of Butler Ave and Sperl St/Stassen Ln, including curb extensions, crosswalk markings, crosswalk signage, and ADA compliant curb ramps. High visibility crosswalk markings are one of FHWA's proven safety countermeasures, which can reduce pedestrian injury crashes by up to 40% (<https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements>).

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements

Response:

Butler Ave is not a transit corridor; however, Robert St (western extent of the corridor) is an existing bus corridor and part of the future METRO G Line BRT corridor. There is an existing bus stop on the southeast corner of Butler Ave / Robert St that serves Metro Transit bus route 68. The proposed trail on Butler Ave would connect directly to the existing bus stop and the proposed BRT stop, providing an enhanced walking and biking connection for community members that live or work along Butler Ave.

In addition, the project includes new ADA-compliant curb ramps at every intersection along the trail corridor, an enhanced crossing at Sperl St/Stassen Ln, and an enhanced crossing at Oakdale Ave. The proposed design incorporates a Complete Streets design philosophy by balancing the modes of all users on Butler Ave ? people walking, bicycling, driving, and riding the bus on adjacent Robert St. The design continues to accommodate motor vehicle traffic while making much needed improvements for pedestrians and bicyclists and increasing connectivity for transit riders.

(Limit 2,800 characters; approximately 400 words)

Upload Transit map

1702581543743_Transit Connections_Butler Ave Trail.pdf

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. 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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

This project has been identified in several recent plans. The Dakota County Pedestrian and Bicycle Study of 2018 identifies the Butler Ave corridor as a medium priority bicycle gap (the County's seventh highest priority trail gap) and part of it as a pedestrian gap. Engagement for this study began in 2017 and included 20 separate engagement events and activities with more than 850 people reached. Populations that were targeted for engagement included older adults, lower income families, Latino and Somali populations, students, children, trail users, community groups, and the general public.

West St. Paul's 2040 Comprehensive Plan identified Butler Ave as one of five future trail corridors. Engagement for this plan included neighborhood meetings, an annual Resident Survey, and a web-based interactive map. Resident feedback was highly focused on improving non-motorized transportation options within the city and making the city more walkable and bikeable by filling gaps in the sidewalk and trail network.

GO West St. Paul, the city's Pedestrian and Bicycle Plan of 2022, carried out two phases of community engagement between spring and fall of 2022. To solicit feedback on the online survey and interactive map, the city mailed postcards prioritizing Dakota County's Statewide Health Improvement Partnership (SHIP) priority populations, placed yard signs at parks and trailheads, attended community events, and promoted the survey online. Butler Ave was identified as the 2nd top priority for both a sidewalk project and trail project.

A feasibility study for the Butler Ave Bike/Ped Corridor was completed in 2022. The City of West St. Paul was designated as the lead agency and received a Statewide Health Improvement Partnership (SHIP) grant to perform this study. To gain feedback from the public and present preliminary concepts, an open house was conducted on July 27, 2021, at Thompson County Park, hosted by Dakota County and West St. Paul. The majority of residents that attended the open house and completed the survey were supportive of a separated off-street trail for both bikes and pedestrians, many also asking for a trail design that would slow vehicle traffic. Based on unsupportive comment cards from residents of South St. Paul, the limits of the initial project were modified to terminate within West St. Paul.

Engagement for this project resumed in 2023. An open house was held on April 25, 2023, at Thompson County Park. There were 69 community members who attended. The open house included boards with project information, large layout maps, and community member comment cards. Many community members left feedback on comment cards and project team members were there to answer questions.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow, scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the project's termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid ? colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1702584621119_Attachment A - Preliminary Project Layout.pdf

Please upload attachment in PDF form

Additional Attachments

1702596472331_Dakota County_Letter of Support-Butler Avenue Trail-EXECUTED.pdf

Please upload attachment in PDF form

3. 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 Yes

100%

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

100%

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

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

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

0%

Project is located on an identified historic bridge

4. Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete Yes

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5. 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%

Measure A: Cost Effectiveness

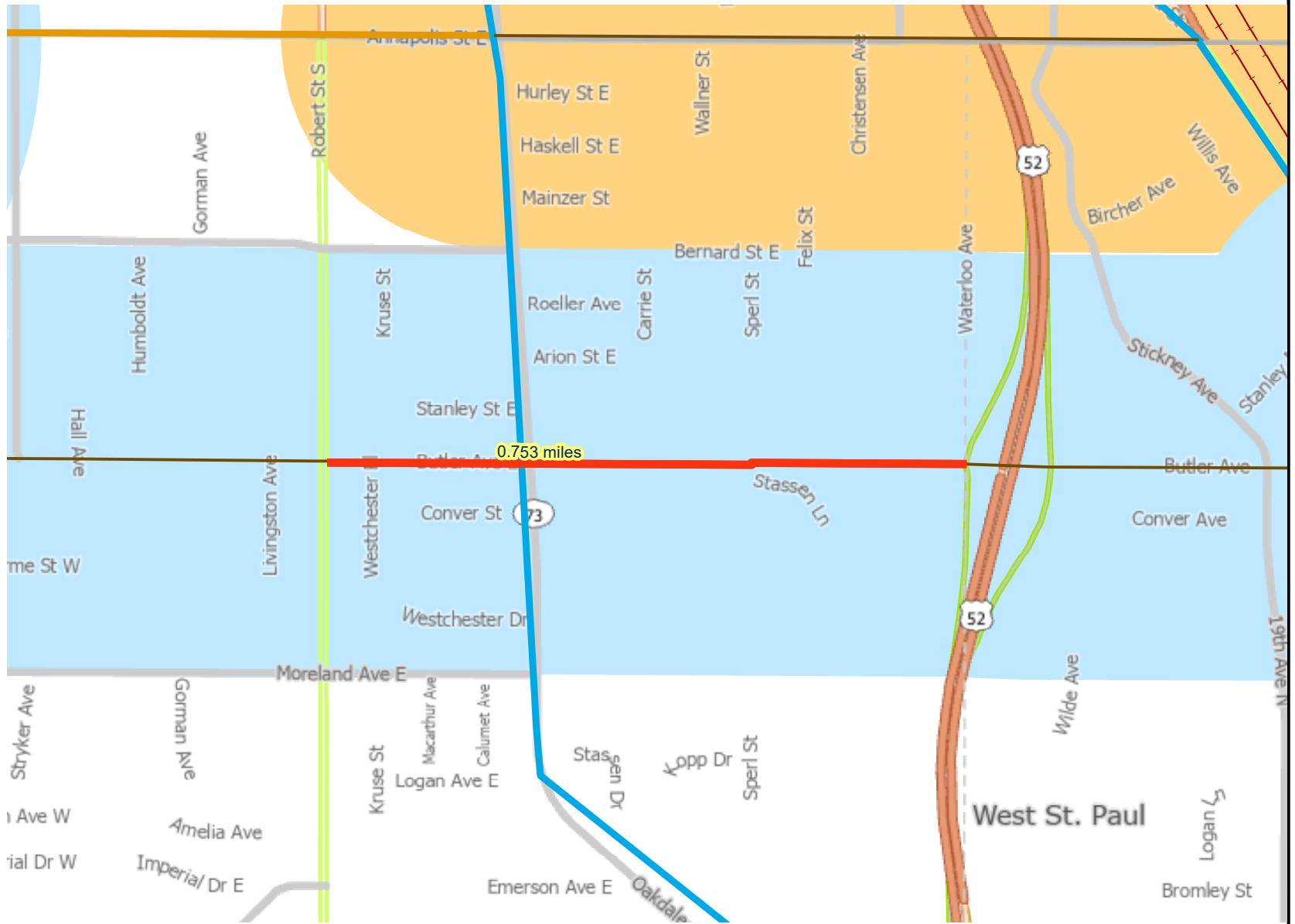
Total Project Cost (entered in Project Cost Form):	\$1,719,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,719,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

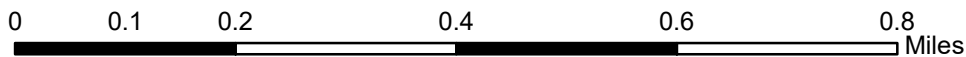
File Name	Description	File Size
2024 Regional Solicitation_DC_Various.pdf	3. MnDOT Letter	224 KB
Attachment B - Project Location Map.pdf	1. Project Location Map	3.4 MB
Attachment C ? Existing Conditions Photos.pdf	1. Existing Conditions Photo	421 KB
Butler Ave Trail_One-page Summary.pdf	1. One Page Summary	133 KB
City of West Saint Paul_Letter of Support.pdf	3. West St. Paul Letter of Support	97 KB
Dakota County_Letter of Support-Butler Avenue Trail-EXECUTED.pdf	3. Dakota County Letter of Support	434 KB
SignedLayoutApprov for CR 4 from TH952 to TH52 RS App.pdf	3. Dakota County Layout Approval	1.7 MB

Project to RBTN Orientation

Multiuse Trails and Bicycle Facilities Project: Butler Ave Trail | Map ID: 1699984464861



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



Created: 11/14/2023
LandscapeRSA6



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

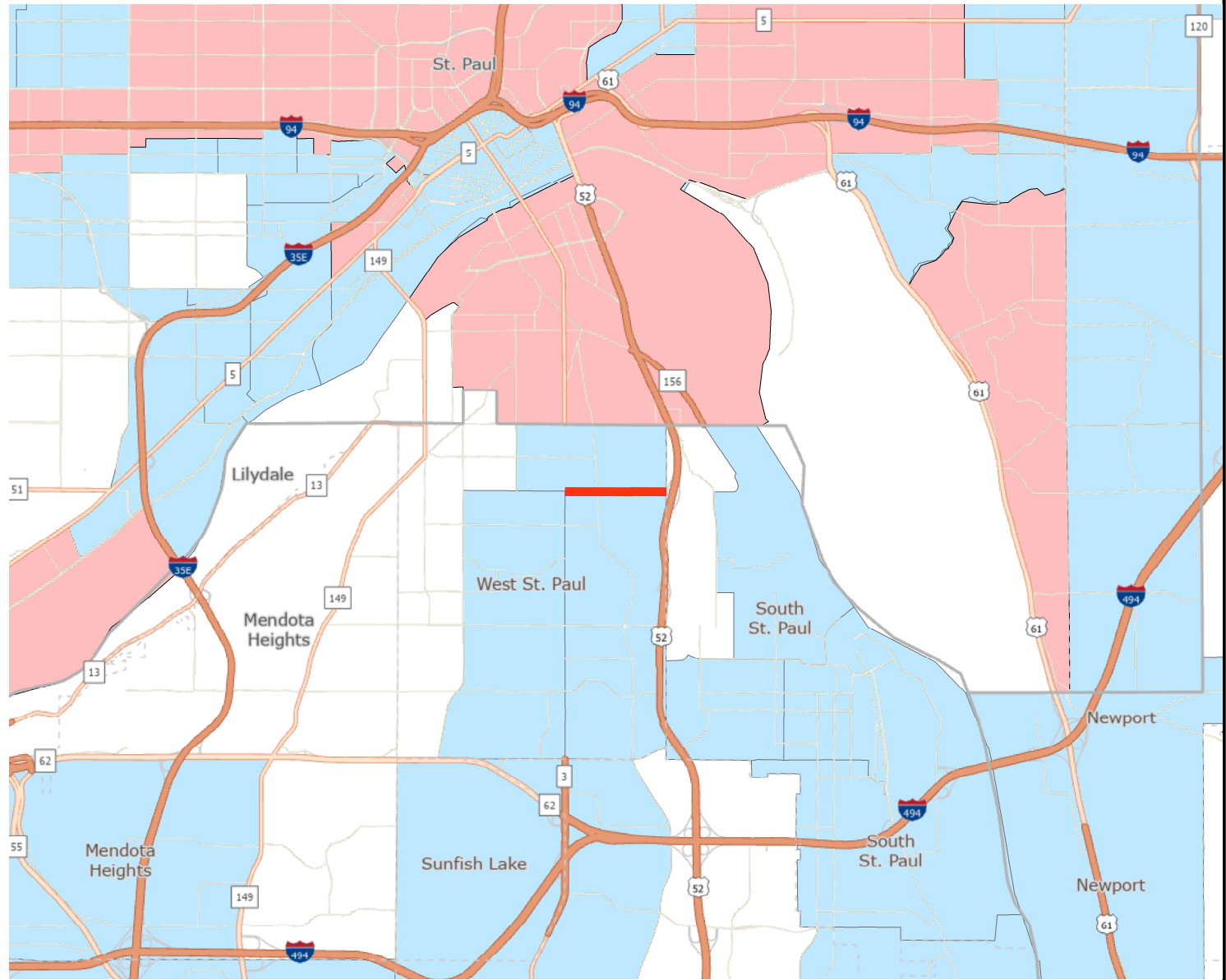


Socio-Economic Conditions

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 1561

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty



Transit Connections

Multiuse Trails and Bicycle Facilities Project: Butler Ave Trail | Map ID: 1699984464861

Results

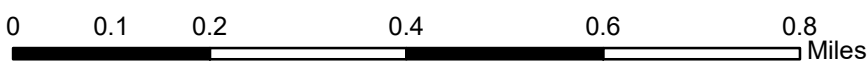
Transit with a Direct Connection to project:
484 62 68 75
*G Line

*indicates Planned Alignments

Transit Market areas: 2



- Project Points
- Commuter Rail
- Arterial Bus Rapid Transit
- Undetermined
- Light Rail
- Project
- Dedicated Bus Rapid Transit
- Dedicated Bus Rapid Transit
- Arterial Bus Rapid Transit
- Modern Streetcar
- Highway Bus Rapid Transit
- Highway Bus Rapid Transit
- Highway Bus Rapid Transit
- Commuter Rail
- Undetermined
- Light Rail
- Light Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Arterial Bus Rapid Transit
- Arterial Bus Rapid Transit
- Transit Routes
- Modern Streetcar

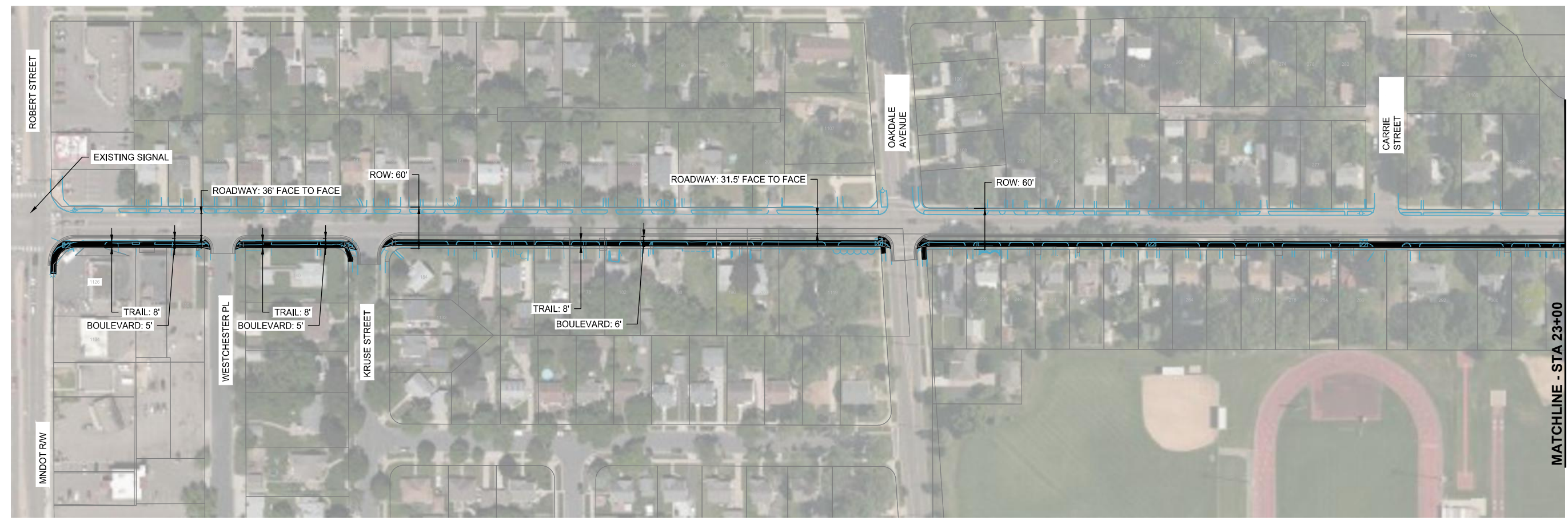


Created: 11/14/2023
LandscapeRSA3



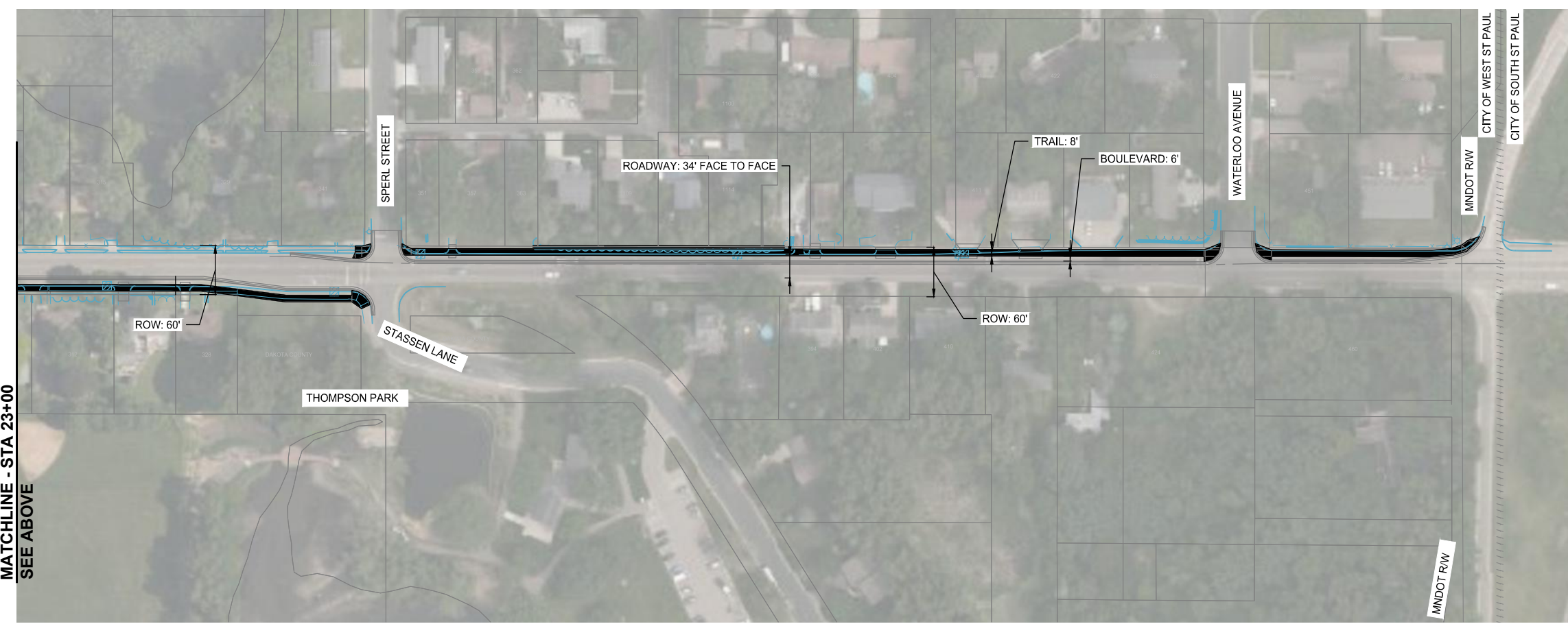
For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



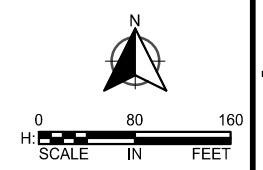


GRANT
 FIGURE

MATCHLINE - STA 23+00
 SEE BELOW



MATCHLINE - STA 23+00
 SEE ABOVE



BUTLER AVENUE BIKE/PED CORRIDOR
 WEST ST. PAUL, MINNESOTA



December 8, 2023

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: Letter of Support for 2024 Regional Solicitation Application – Butler Avenue Trail

Dear Ms. Koutsoukos,

Dakota County is proud to submit this Regional Solicitation federal funding application for a multiuse trail along Butler Avenue (CR 4), from Robert Street to TH 52 in West St. Paul. The proposed multiuse trail will enhance safety, accessibility, and mobility for non-motorized users and improve access to local and regional destinations including the St. Croix Lutheran Academy, Thompson County Park and numerous businesses and services near Robert Street and Butler Avenue. The proposed project also includes intersection improvements for pedestrian and bicycle crossings of Butler Avenue at Sperl Street to further enhance safety.

The proposed trail will improve connectivity by completing a gap in the regional bikeway network. The Butler Avenue corridor is classified as a Regional Bicycle Transportation Network (RBTN) Tier 1 alignment and connects to another RBTN Tier 1 alignment on Oakdale Avenue. The Butler Avenue trail gap was also recognized as a top priority in Dakota County's 2018 Pedestrian and Bikeway Study and was identified as a future trail on West St. Paul's Pedestrian and Bicycle Master Plan. Through county policy and an existing agreement with Dakota County, the City of West St. Paul is also committed to provide snow and ice clearing of this trail facility.

Sincerely,

DocuSigned by:

Georg Fischer 12/07/2023 | 11:18 AM CST

A29C8B8168944C4...

Georg Fischer
Physical Development Division Director
Dakota County

Physical Development Division

Certificate Of Completion

Envelope Id: D472159CDC334C8E863648CC223B2782	Status: Completed
Subject: Dakota County_Letter of Support-Butler Avenue Trail.	
Source Envelope:	
Document Pages: 1	Signatures: 1
Certificate Pages: 1	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Wanda Rodriguez
Time Zone: (UTC-06:00) Central Time (US & Canada)	1590 Highway 55
	Hastings, MN 55033
	Wanda.rodriquez@co.dakota.mn.us
	IP Address: 47.232.58.151


Record Tracking

Status: Original	Holder: Wanda Rodriguez	Location: DocuSign
12/7/2023 11:13:20 AM	Wanda.rodriquez@co.dakota.mn.us	
Security Appliance Status: Connected	Pool: StateLocal	
Storage Appliance Status: Connected	Pool: Dakota County	Location: DocuSign

Signer Events

Georg Fischer
georg.fischer@co.dakota.mn.us
Director, Physical Development Division
Dakota County
Security Level: Email, Account Authentication
(None)

Signature

DocuSigned by:

A29C8B8168944C4...
Signature Adoption: Pre-selected Style
Using IP Address: 71.82.131.41

Timestamp

Sent: 12/7/2023 11:14:16 AM
Viewed: 12/7/2023 11:17:24 AM
Signed: 12/7/2023 11:18:22 AM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

In Person Signer Events**Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp****Witness Events****Signature****Timestamp****Notary Events****Signature****Timestamp****Envelope Summary Events****Status****Timestamps**

Envelope Sent	Hashed/Encrypted	12/7/2023 11:14:16 AM
Certified Delivered	Security Checked	12/7/2023 11:17:24 AM
Signing Complete	Security Checked	12/7/2023 11:18:22 AM
Completed	Security Checked	12/7/2023 11:18:22 AM

Payment Events**Status****Timestamps**

11/29/2023

Erin Laberee
Transportation Director
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

**Re: MnDOT Letter for Dakota County
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding
Request for Various Projects**

Dear Erin Laberee,

This letter documents MnDOT Metro District's recognition for Dakota County to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the following projects.

As proposed, the projects have impacts to MnDOT right-of-way and MnDOT will allow Dakota County to seek improvements as proposed in the applications. Details of any future maintenance agreement with the County will need to be determined during the project development to define how the improvements will be maintained for its useful life if the project receives funding.

County State Aid Highway (CSAH) 4 from TH 3 (Robert Street) to TH 52 in West St. Paul. Project will construct a multi-use trail along the south side of CSAH 4 (Butler Avenue) from TH 3 (Robert Street) in West St. Paul to Sperl Street/Stassen Lane and along the north side of CR 4 from Sperl Street/Stassen Lane to TH 52. The trail will tie into MnDOT's ADA facilities at both CSAH 4 intersections with TH 3 and with TH 52.

117th Street from CSAH 71 (Rich Valley Boulevard) to TH 52 in Inver Grove Heights. This project includes the reconstruction of 117th Street from an undivided 2-lane road to a divided 2-lane roadway with turn lanes and shoulders, the upgrade of two existing railroad crossings to current design standards, and the construction of a multiuse trail on the north side.

CSAH 46 (160th Street) from General Sieben Drive to Highway 61 in Hastings. The project includes the reconstruction of CSAH 46 from Pleasant Drive east to TH 61 from an undivided 2-lane roadway to a 2-lane divided roadway with turn lanes, construction of a multi-use trails on north side for the entire length and the south side from Pleasant Dr to Pine St, constructing single-lane roundabouts at the Pleasant Drive and Pine Street intersections, implementing access management strategies, and replacing the existing bridge over the Vermillion River (east of 31st Street).

CSAH 42 trail (North Side) from CSAH 5 and Nicollet Avenue in Burnsville. This project will upgrade the existing sidewalk to a ten-foot multi-use trail, provide accessible minor-approach crossings, and include any necessary utility relocations.

CSAH 46 from TH 3 to TH 52 in Coates, Empire, and Rosemount. The project includes the reconstruction of CSAH 46 from an undivided 2-lane roadway to a divided 4-lane roadway with turn

lanes, construction of a new multi-use trail along the north side, modifying the CSAH 46 bridge over TH 52 to accommodate 4-lanes, a grade-separated crossing for the Vermillion Highlands Greenway, constructing multilane roundabouts for the CSAH 46/TH 52 interchange intersections, and implementing access management strategies along the corridor.

CSAH 32 (Cliff Road) at the intersection of the I-35W east frontage road in Burnsville. This project includes the construction of a roundabout, reconstruction of the east frontage road, and construction of a multi-use trail around the intersection and along the east side of the east frontage road.

River to River Greenway from Marie Avenue to TH 149 (Dodd Road) underpass in Mendota Heights. This project will construct a 1-mile segment of the River to River Greenway regional trail through Valley Park as well as a grade-separated crossing of TH 149 just north of the TH 62 intersection.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

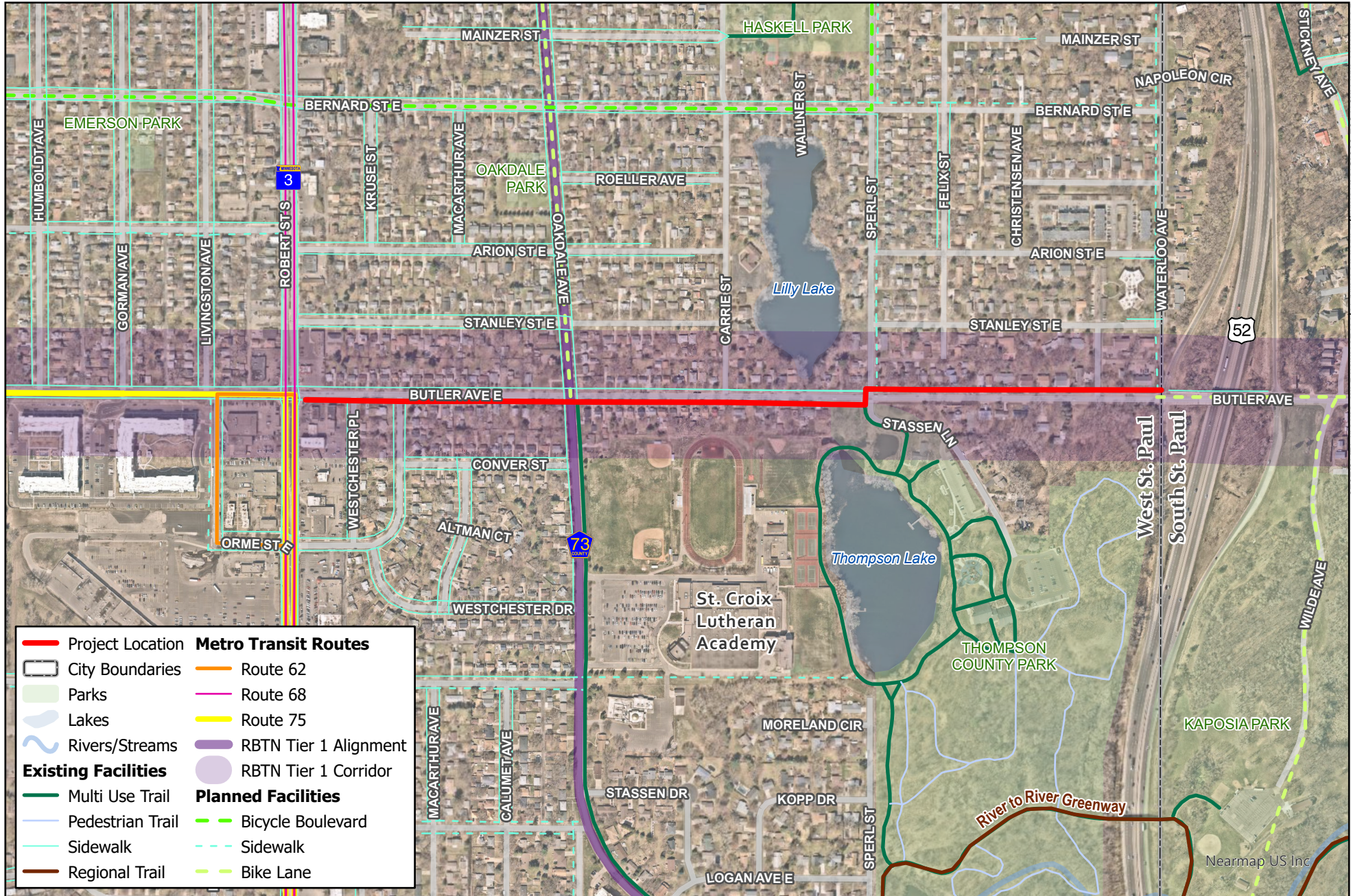
MnDOT Metro District looks forward to continued cooperation with Dakota County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to South Area Manager Bryant Ficek at bryant.ficek@state.mn.us or 651-443-2564.

Sincerely,

Sheila Kauppi, PE
Metro District Engineer

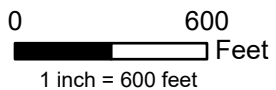
CC: Bryant Ficek, Metro District Area Manager; Aaron Tag, Metro Program Director; Dan Erickson, Metro State Aid Engineer



	Project Location	Metro Transit Routes	
	City Boundaries		Route 62
	Parks		Route 68
	Lakes		Route 75
	Rivers/Streams		RBTN Tier 1 Alignment
Existing Facilities			RBTN Tier 1 Corridor
	Multi Use Trail	Planned Facilities	
	Pedestrian Trail		Bicycle Boulevard
	Sidewalk		Sidewalk
	Regional Trail		Bike Lane

Attachment B: Project Location Map

Butler Ave Trail
City of West St. Paul



Attachment C – Existing Conditions Photos



Figure 1: Existing conditions on Butler Ave, between Robert Street and Westchester Place.



Figure 2: Existing conditions on Butler Ave, between Westchester Place and Kruse Street.



Figure 3: Existing conditions on Butler Ave, between Kruse Street and Oakdale Ave.



Figure 4: Existing conditions on Butler Ave, between Oakdale Ave and Carrie Street.



Figure 5: Existing conditions on Butler Ave, between Sperl St and TH 52.



Figure 6: Existing conditions on Butler Ave, between Sperl St and TH 52.

Project Name: Butler Ave Trail

Applicant: Dakota County

Project Location: Robert St to Hwy 52 (SB ramp)

Total Project Cost: \$1,719,000

Requested Federal Award Amount: \$1,375,200

Local Match: \$343,800



Project Description

Dakota County, in partnership with the City of West Saint Paul, is proposing filling an important gap in their walking and biking network by constructing a new trail segment on Butler Ave as well as improving crossings at intersections along the corridor. The proposed new trail segment is located on the south side of Butler Ave from Robert St to Sperl St/Stassen Ln, and on the north side of Butler Ave from Sperl St/Stassen Ln to the Hwy 52 southbound off-ramp. The trail will replace an existing sidewalk on the south side of Butler Ave between Robert St and Sperl St/Stassen Ln. Crossing improvements are proposed on the west side of Sperl Street, including curb extensions, crosswalk markings, crosswalk signage, and ADA compliant curb ramps.

The proposed trail is $\frac{3}{4}$ -mile long and will significantly improve regional bicycle connectivity as it fills a Tier 1 Regional Bicycle Transportation Network (RBTN) corridor, and also connects to a Tier 1 RBTN alignment at Oakdale Ave. The trail gap along Butler Ave is identified in several local, county, and regional plans and is a high priority for community members. The proposed project will provide safety and mobility benefits for pedestrians and bicyclists, and connect to residential neighborhoods with popular local and regional destinations, restaurants, and jobs. It will also improve connectivity and accessibility to the future METRO G Line BRT, which will include a stop at Robert St at the western extent of the trail corridor.

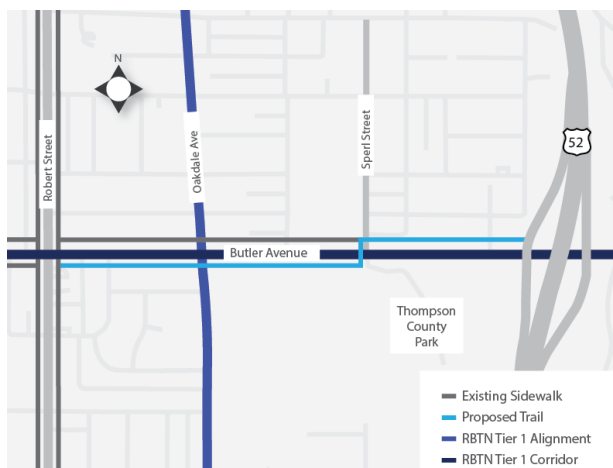
Project Benefits

- Fills a gap in the RBTN
- Reduces risk of crashes and conflicts between bike/peds and vehicles
- Improves access to a mix of land uses and existing and planned transit services
- Increases accessibility to the future METRO G Line BRT

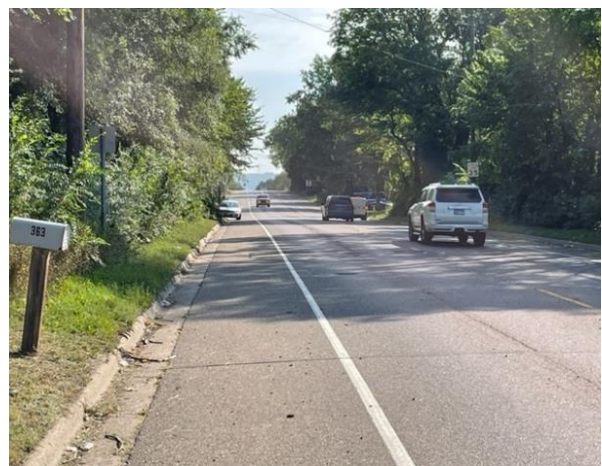
Key Connections

- Located on an RBTN Tier 1 corridor
- Connection to RBTN Tier 1 alignment at Oakdale Ave
- Direct connections to Thompson County Park and River to River Greenway
- Connection to commercial businesses and destinations near Robert St and Butler Ave
- Access to St. Croix Lutheran Academy

Project Location



Existing Conditions on Butler Ave



November 16, 2023

Erin LaBeree
Transportation Director & County Engineer
Dakota County Administration Center
1590 Highway 55
Hastings, MN 55033

RE: Letter of Support for 2024 Regional Solicitation Application – Butler Ave Trail

Dear Ms. LaBeree:

The City of West St. Paul extends its support for Dakota County's Regional Solicitation federal funding application for a multiuse trail along Butler Avenue (CR 4), from Robert Street to Hwy 52. The City of West St. Paul intends to honor the existing maintenance agreement with Dakota County to perform snow and ice removal on the trail, while Dakota County will perform all other maintenance of the trail. The proposed multiuse trail is on a Regional Bicycle Transportation Network (RBTN) Tier 1 alignment which will improve connectivity by completing a gap in the regional bikeway network, and it connects to a RBTN Tier 1 alignment on Oakdale Avenue.

The proposed multiuse trail will enhance safety, accessibility, and mobility for non-motorized users and improve access to local and regional destinations including the St. Croix Lutheran Academy, Thompson County Park and the cluster of commercial businesses and destinations near Robert Street and Butler Avenue.

The City of West St. Paul is aware of and understands the proposed project being submitted. West St. Paul has been a partner throughout this project and appreciates the County's efforts to secure funding for the multiuse trail to improve connectivity and safety for pedestrians and bicyclists. The city is supportive of Dakota County moving forward with this project.

Sincerely,



Ross A. Beckwith, PE
Public Works Director/City Engineer



December 8, 2023

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

RE: Letter of Support for 2024 Regional Solicitation Application – Butler Avenue Trail

Dear Ms. Koutsoukos,

Dakota County is proud to submit this Regional Solicitation federal funding application for a multiuse trail along Butler Avenue (CR 4), from Robert Street to TH 52 in West St. Paul. The proposed multiuse trail will enhance safety, accessibility, and mobility for non-motorized users and improve access to local and regional destinations including the St. Croix Lutheran Academy, Thompson County Park and numerous businesses and services near Robert Street and Butler Avenue. The proposed project also includes intersection improvements for pedestrian and bicycle crossings of Butler Avenue at Sperl Street to further enhance safety.

The proposed trail will improve connectivity by completing a gap in the regional bikeway network. The Butler Avenue corridor is classified as a Regional Bicycle Transportation Network (RBTN) Tier 1 alignment and connects to another RBTN Tier 1 alignment on Oakdale Avenue. The Butler Avenue trail gap was also recognized as a top priority in Dakota County's 2018 Pedestrian and Bikeway Study and was identified as a future trail on West St. Paul's Pedestrian and Bicycle Master Plan. Through county policy and an existing agreement with Dakota County, the City of West St. Paul is also committed to provide snow and ice clearing of this trail facility.

Sincerely,

DocuSigned by:

Georg Fischer 12/07/2023 | 11:18 AM CST

A29C8B8168944C4...

Georg Fischer
Physical Development Division Director
Dakota County

Physical Development Division

Certificate Of Completion

Envelope Id: D472159CDC334C8E863648CC223B2782	Status: Completed
Subject: Dakota County_Letter of Support-Butler Avenue Trail.	
Source Envelope:	
Document Pages: 1	Signatures: 1
Certificate Pages: 1	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Wanda Rodriguez
Time Zone: (UTC-06:00) Central Time (US & Canada)	1590 Highway 55
	Hastings, MN 55033
	Wanda.rodriquez@co.dakota.mn.us
	IP Address: 47.232.58.151


Record Tracking

Status: Original	Holder: Wanda Rodriguez	Location: DocuSign
12/7/2023 11:13:20 AM	Wanda.rodriquez@co.dakota.mn.us	
Security Appliance Status: Connected	Pool: StateLocal	
Storage Appliance Status: Connected	Pool: Dakota County	Location: DocuSign

Signer Events

Georg Fischer
georg.fischer@co.dakota.mn.us
Director, Physical Development Division
Dakota County
Security Level: Email, Account Authentication
(None)

Signature

DocuSigned by:

A29C8B8168944C4...
Signature Adoption: Pre-selected Style
Using IP Address: 71.82.131.41

Timestamp

Sent: 12/7/2023 11:14:16 AM
Viewed: 12/7/2023 11:17:24 AM
Signed: 12/7/2023 11:18:22 AM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

In Person Signer Events**Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp****Witness Events****Signature****Timestamp****Notary Events****Signature****Timestamp****Envelope Summary Events****Status****Timestamps**

Envelope Sent	Hashed/Encrypted	12/7/2023 11:14:16 AM
Certified Delivered	Security Checked	12/7/2023 11:17:24 AM
Signing Complete	Security Checked	12/7/2023 11:18:22 AM
Completed	Security Checked	12/7/2023 11:18:22 AM

Payment Events**Status****Timestamps**



Transportation Department
14955 Galaxie Ave.
Apple Valley, MN 55124-8579

December 14, 2023

Elaine Koutsoukos, Transportation Coordinator
Transportation Advisory Board
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

RE: 2023 Regional Solicitation Application for County Road 4 (Butler Ave.) from TH 952 (Roberts Street) to TH 52 in West St. Paul

Dear Ms. Koutsoukos:

Dakota County has reviewed and approved the general layout of the County Road 4 (Butler Ave.) project from TH 952 (Roberts Street) to TH 52 in West St. Paul. The project layout has been attached to this letter.

We will be happy to answer any questions you may have regarding this project.

Sincerely,

A handwritten signature in blue ink that reads "Erin Laberee".

Erin Laberee
Dakota County Transportation Director/County Engineer

CC:

BUTLER AVENUE BIKE/PED CORRIDOR

CITY OF WEST ST. PAUL, MINNESOTA

GOVERNING SPECIFICATIONS

THE 2020 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN.

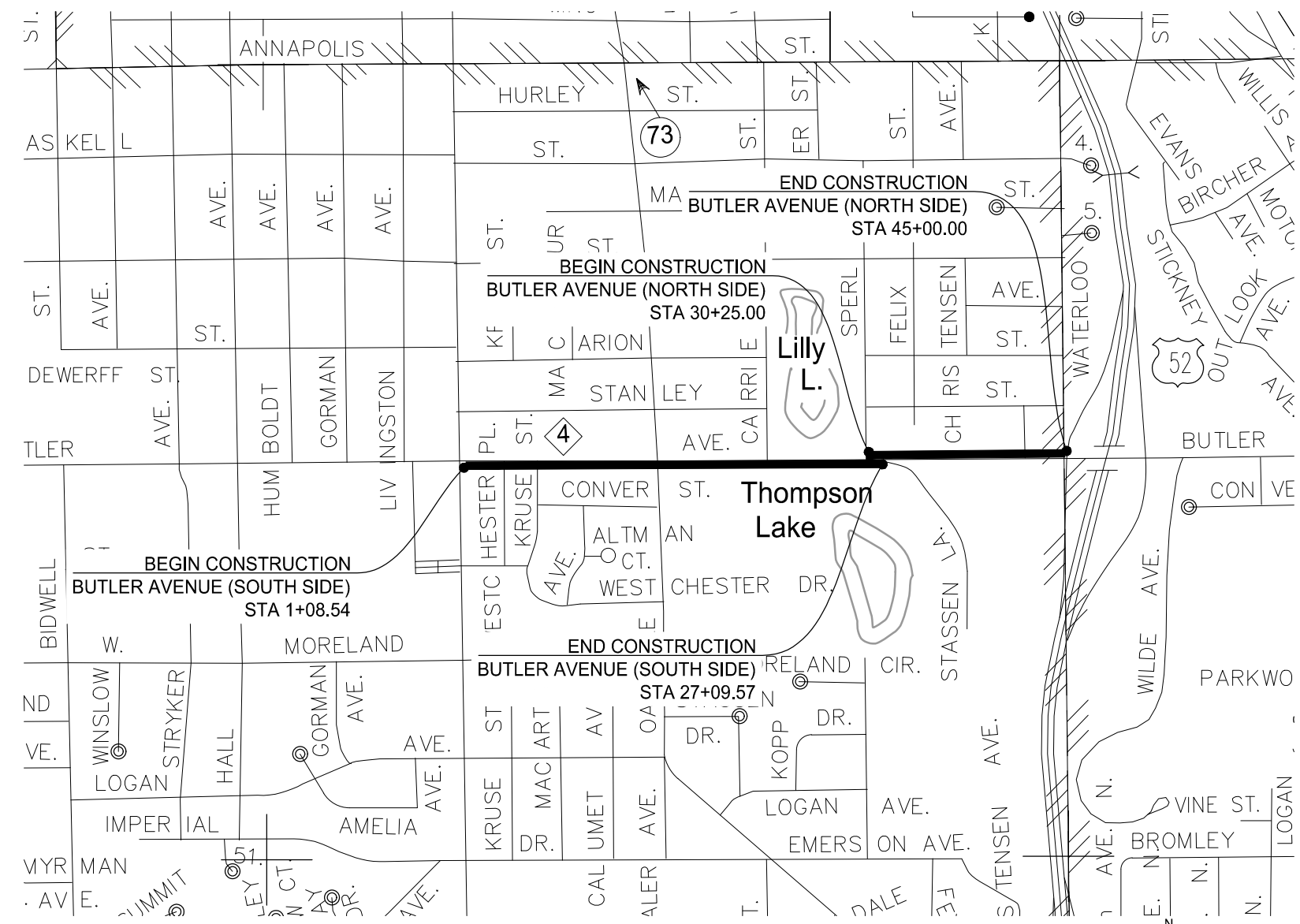
ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

PLAN SET INDEX

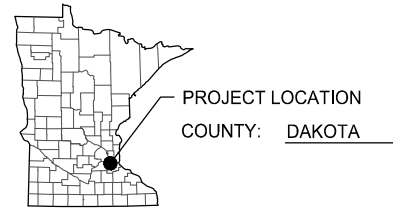
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL LAYOUT
3	STATEMENT OF ESTIMATED QUANTITIES
4	EARTHWORK TABULATION
5	CONSTRUCTION NOTES
6-7	TYPICAL SECTIONS
8-9	GENERAL DETAILS
10-15	PEDESTRIAN CURB RAMP DETAILS
16-19	DRIVEWAY AND SIDEWALK DETAILS
20-22	REMOVAL PLANS
23-29	TRAIL CONSTRUCTION PLAN
30-37	ADA PLANS
38-39	SIGNING AND STRIPING PLAN
40-51	CROSS SECTIONS

CONSTRUCTION PLAN FOR BITUMINOUS PAVING, CONCRETE CURB & GUTTER, STORM SEWER, CONCRETE WALK, AND BITUMINOUS TRAIL

LOCATED ON BUTLER AVENUE (SOUTH SIDE) FROM SOUTH ROBERT STREET TO STASEN LANE
BUTLER AVENUE (NORTH SIDE) FROM SPERL STREET TO STATE HIGHWAY 52



PROJECT LOCATION MAP



UTILITY INFORMATION

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

GOPHER ONE CALL TICKET NUMBER: 212173367,212173368,212173369

UTILITY COORDINATION MEETING HELD ON: SEPTEMBER 8, 2021

DESIGN DESIGNATION TRAIL
DESIGN SPEED 20 MPH
BASED ON STOPPING SIGHT DISTANCE HEIGHT OF EYE 3.83 HEIGHT OF OBJECT 0.0

EXCAVATION NOTICE SYSTEM
A CALL TO GOPHER STATE ONE (651-454-0002) IS REQUIRED A MINIMUM OF 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION.



THIS PLAN SET CONTAINS 53 SHEETS

THIS PLAN SET HAS BEEN PREPARED FOR:

CITY OF WEST ST. PAUL
1616 HUMBOLDT AVENUE
WEST ST. PAUL, MN 55118
(651) 552-4100

ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLIED WITH IN THE CONSTRUCTION OF THIS PROJECT.



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DRAFT

NICK GUILLIAMS, P.E.

DATE: MM/DD/YYYY

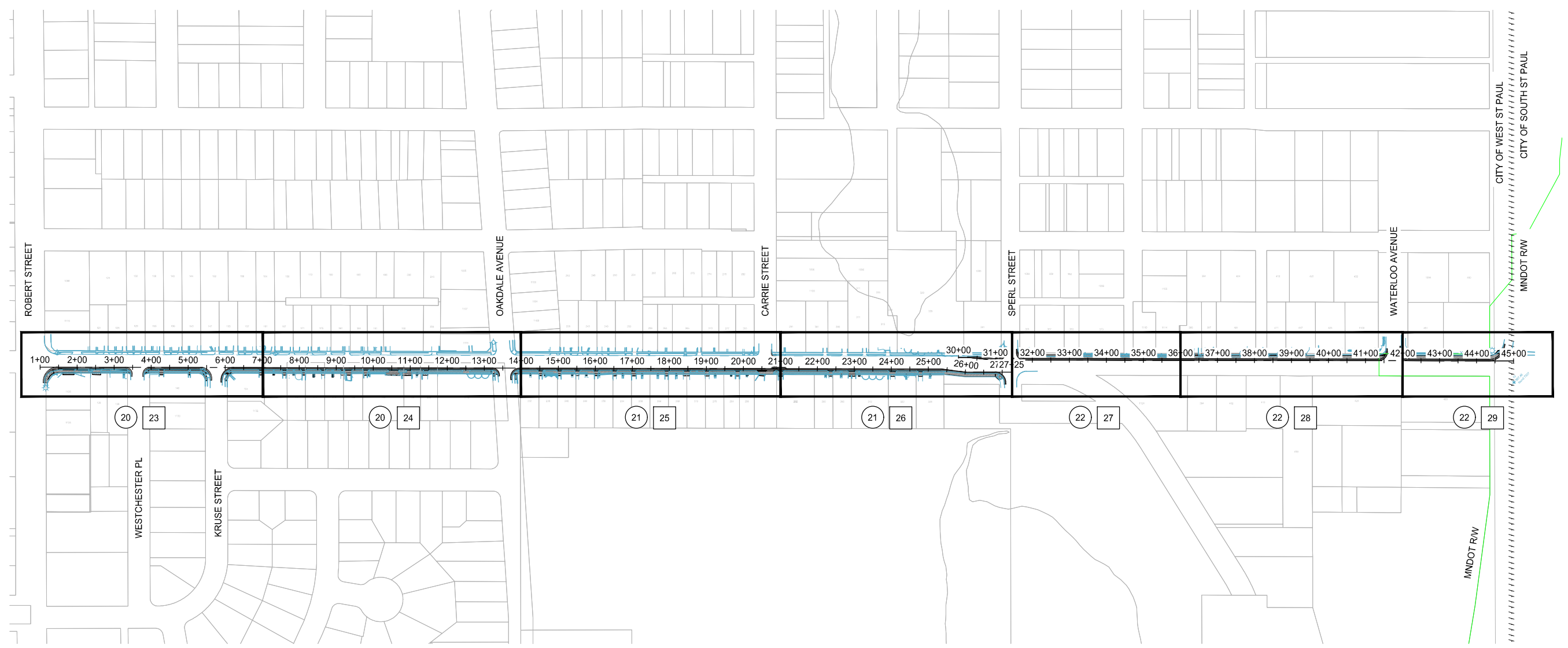
LICENSE NUMBER: 52107

PLAN REVISIONS		
DATE	SHEET NO.	APPROVED BY

WSB PROJ. NO. 017862-000

SHEET
1
OF
53

K:\017862-000\Cadd\Plan\017862-000-C-TITLE-PLAN.dwg 2/3/2022 2:54:21 PM



NO.	DATE	DESCRIPTION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DRAFT

NICK GULLIAMS, P.E.
 DATE: XX-XX-XXXX LIC. NO: 52107

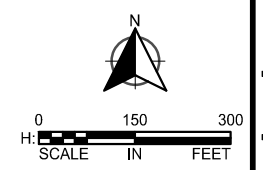
GENERAL LAYOUT

BUTLER AVENUE BIKE/PED CORRIDOR
 WEST ST. PAUL, MINNESOTA

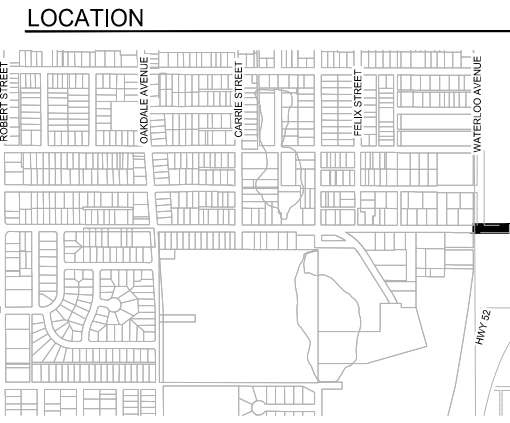
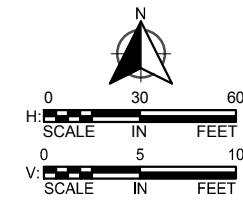
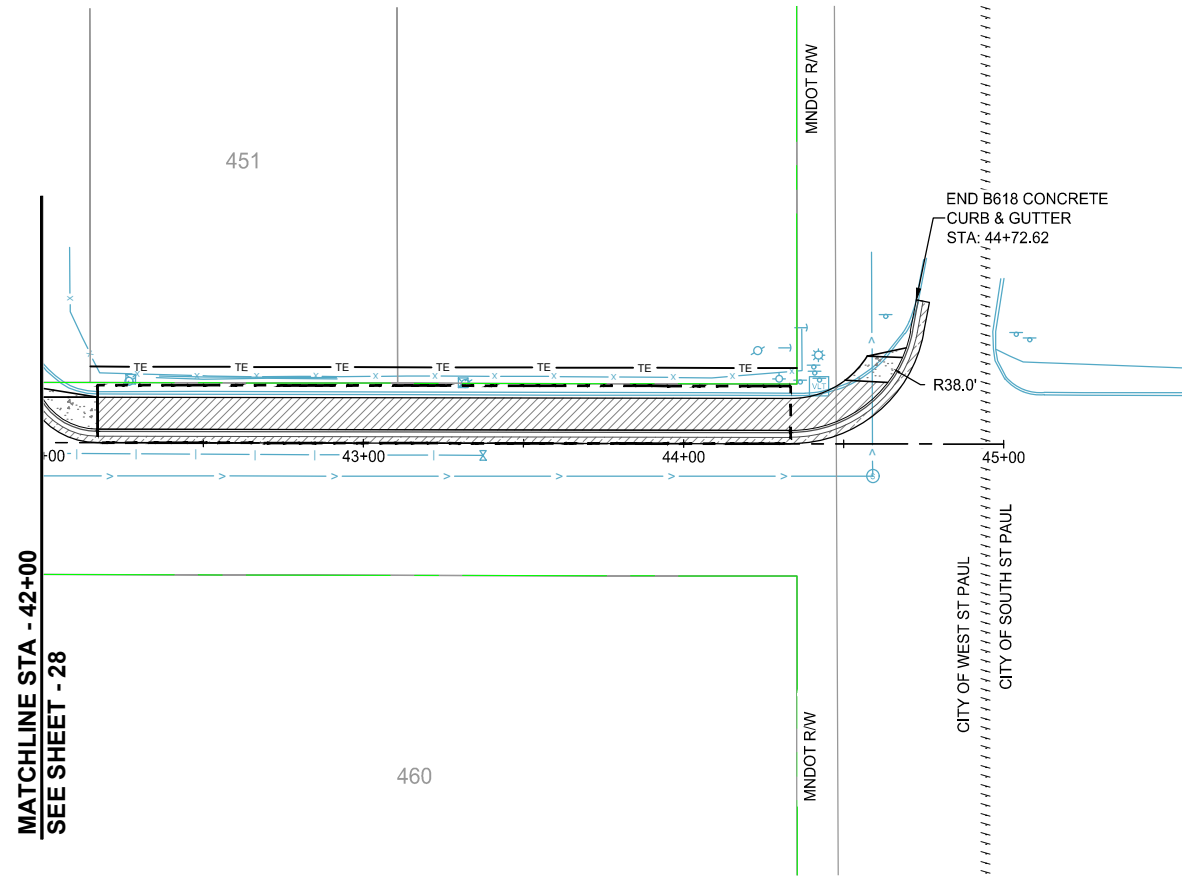
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LEGEND

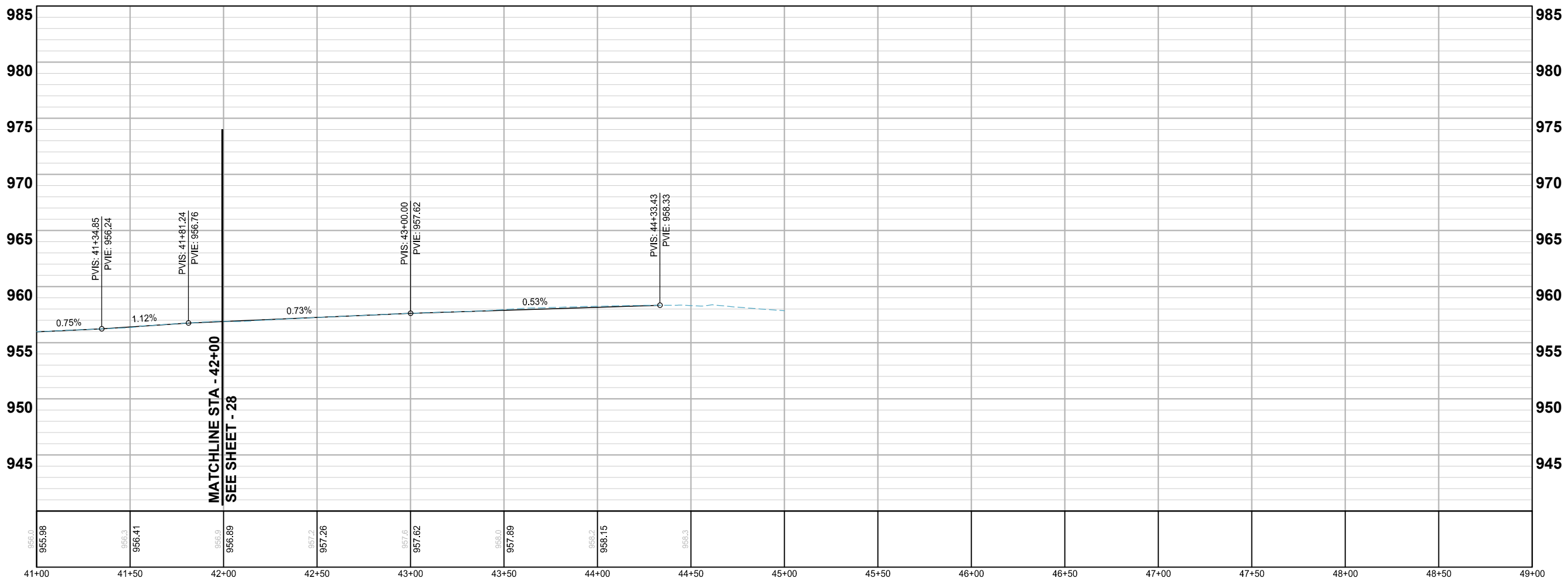
SHEET NO.	DESCRIPTION
(X)	REMOVAL PLAN
(X)	TRAIL CONSTRUCTION PLAN



BUTLER AVENUE



- LEGEND**
- PROPOSED CURB AND GUTTER
 - PROPOSED BITUMINOUS (EDGE)
 - PROPOSED CONCRETE (EDGE)
 - APPROX. CONSTRUCTION LIMITS
 - EXISTING STORM SEWER PIPE
 - EXISTING STORM STRUCTURE
 - PROPOSED STORM SEWER PIPE
 - PROPOSED DRAINAGE STRUCTURE
 - PROPOSED BITUMINOUS TRAIL
 - PROPOSED BITUMINOUS PAVEMENT
 - PROPOSED BITUMINOUS DRIVEWAY
 - PROPOSED CONCRETE DRIVEWAY/ WALK



SCALE: AS SHOWN
 DESIGN BY: KAK
 PLAN BY: THC
 CHECK BY: NBG

NO.	DATE	DESCRIPTION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DRAFT

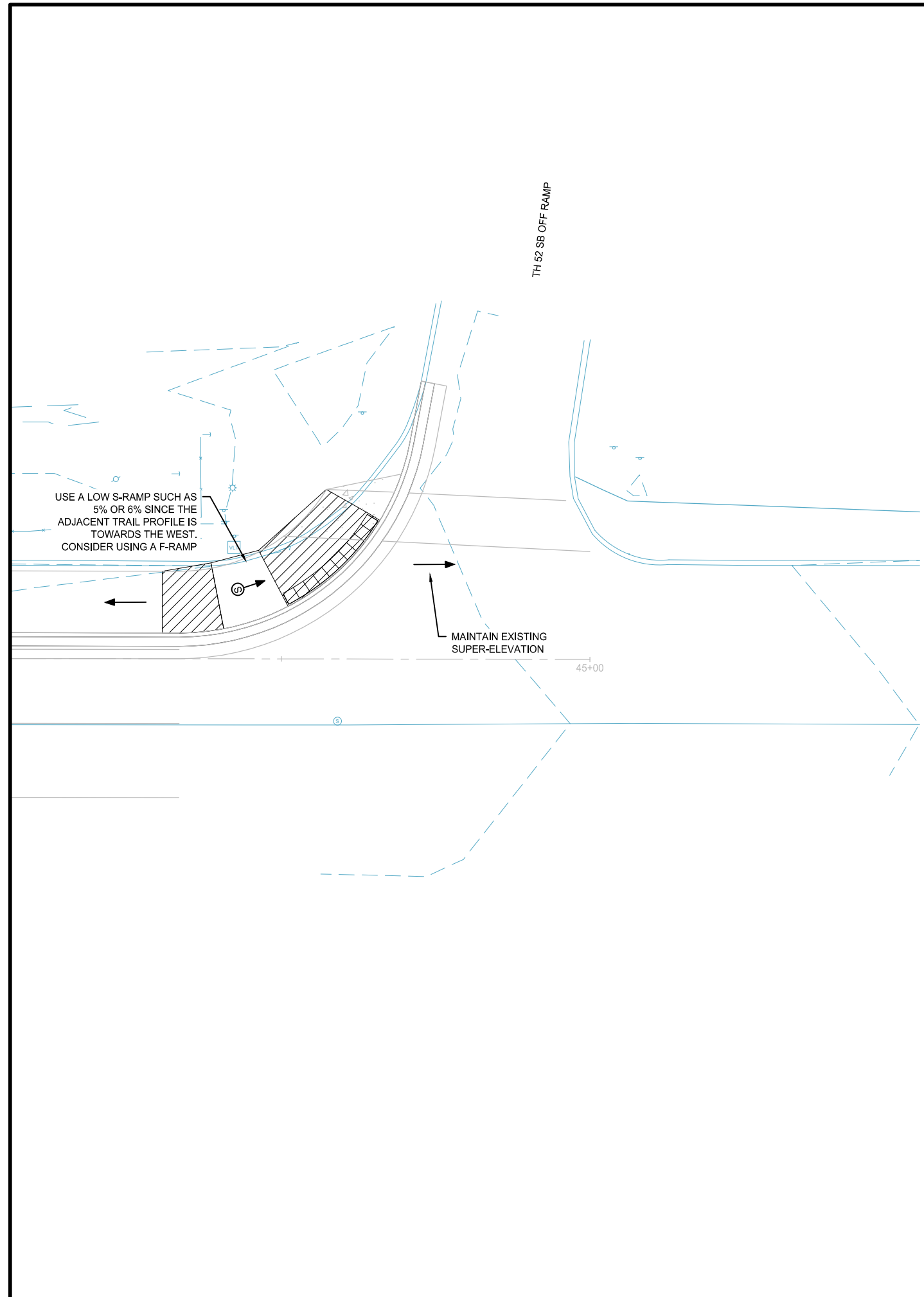
NICK GULLIAMS, P.E.
 DATE: XX-XX-XXXX LIC. NO: 52107

TRAIL CONSTRUCTION PLAN

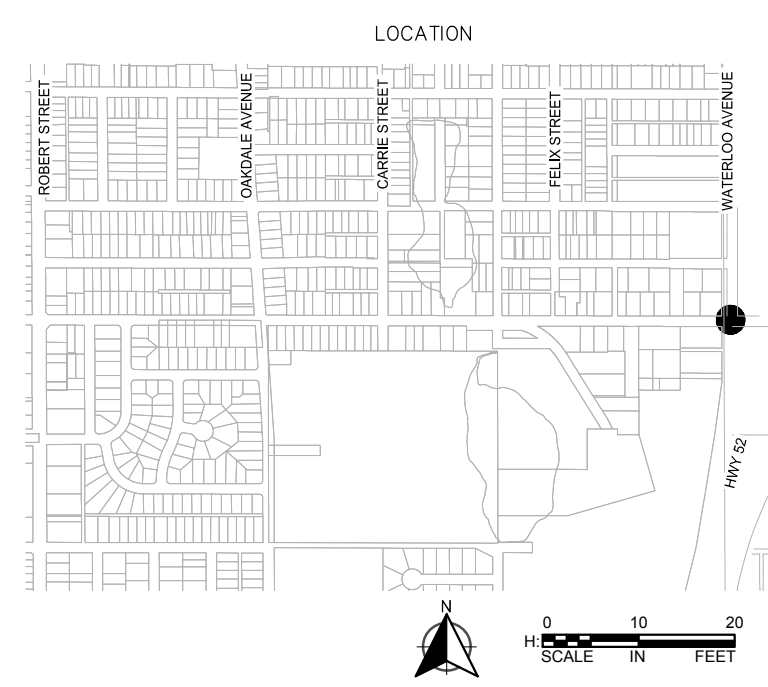
BUTLER AVENUE BIKE/PED CORRIDOR
 WEST ST. PAUL, MINNESOTA

WSB PROJECT NO. 017862-000

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LEGEND	
XXX	CONTROL POINTS AT GUTTER FLOW LINE
[Symbol]	TRUNCATED DOMES (SEE STANDARD PLATE 7038)
[Symbol]	CONSTRUCT CONCRETE CURB & GUTTER
[Symbol]	BITUMINOUS TREATMENT—SEE TABULATIONS
x"	CURB HEIGHT
[Symbol]	LANDING AREA — 4' X 4' MIN. DIMENSIONS AND MAX 2.0% SLOPE IN ALL DIRECTIONS
[Symbol]	INDICATES PEDESTRIAN RAMP — SLOPE SHALL BE BETWEEN 5.0% MINIMUM AND 8.3% MAXIMUM IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%
[Symbol]	INDICATES PEDESTRIAN RAMP — SLOPE SHALL BE GREATER THAN 2.0% AND LESS THAN 5.0% IN THE DIRECTION SHOWN AND CROSS SLOPE SHALL NOT EXCEED 2.0%
[Symbol]	DRAINAGE FLOW ARROW
[Symbol]	TRANSITION PANEL(S) — TO BE USED FOR TRANSITIONING THE CROSS-SLOPE OF A RAMP TO THE EXISTING WALK CROSS-SLOPE. RATE OF TRANSITION SHOULD BE 0.5% PER 1 LINEAR FOOT OF WALK.
[Symbol]	PARCEL LINE



wsb

SCALE: _____ DESIGN BY: _____

PLAN BY: _____ CHECK BY: _____

REVISIONS		
NO.	DATE	DESCRIPTION

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DRAFT

NICK GULLIAMS, P.E.
DATE: XX-XX-XXXX LIC. NO.: 52107

BUTLER AVENUE BIKE/PED CORRIDOR
WEST ST. PAUL, MINNESOTA