

**COUNCIL RESOLUTION  
ATTACHMENT “A”  
6/24/2011  
DRAFT**

List of fourteen (14) Projects and/or Programs to be submitted for Federal Transportation Project Funding:

**Bridge Replacement Improvement**

Jackson Street Bridge over BNSF (Empire Drive and North Acker Street): Federal Request \$2,800,000.

*Precast concrete beam bridge, bituminous approaches and retaining walls of bridge No.6517 over the BNSF Railroad. This project is being submitted for the County.*

Kellogg Boulevard Bridge (Wabasha Street to Saint Peter Street): Federal Request \$3,200,000.

*EB Precast concrete beam bridge, concrete approaches and retaining walls of bridge No.92090 over ravine.*

Wheelock Bridge Replacement (Able Street to Park Street): Federal Request \$2,300,000.

*Precast concrete beam bridge and bituminous approaches of bridge No. 90396 over Trout Brook Sewer, Trouble Creek bicycle Trail, and the BNSF Railroad.*

**Surface Transportation Program - Bike/Walk**

Grand Rounds Implementation (Johnson Parkway)\*: Federal Request \$1,600,000.

*Construction of an off road trail facility as part of Johnson Parkway, a key segment of the Saint Paul Grand Rounds.*

Great River Passage (Harriet Island to South St. Paul Trail connection/Plato): Federal Request: \$5,500,000.

*Construction of 3.2 miles of an off road bicycle and pedestrian transportation and recreation trail that fills a trail gap between Saint Paul and South St. Paul and will be part of the Mississippi River Trail. This also includes a short section of trail at the west end of Lilydale Regional Park that will connect the off-road bike trail within the park to Dakota County’s Big River Regional Trail. This is a partnering grant request arrangement with Dakota County, with Saint Paul as lead agency. (Must include Friends of the Lilydale Park on Design Committee for trail improvements and realignments.)*

**Surface Transportation Program - “A” Minor-Augmenter**

Pierce Butler East Extension (Grotto Street to Arundel Street): Federal Request \$7,000,000

*Construct a four lane connection from existing Pierce Butler Route at Grotto to Phalen Blvd at I-35E including on-road bike lanes and an off-road bike-ped trail.*

Randolph Avenue (Brimhall Street to I-35E): Federal Request \$2,560,000.00

*The project will remove and install new curb and gutter, base and street surface. The project will also install a street (Lantern style) lighting system. This street hasn't been reconstructed in over 50 years.*

White Bear Avenue (I-94 to Minnehaha Avenue): Federal Request \$1,920,000.00.

*Using the community based White Bear Avenue corridor study as a guide, the project will remove and install new curb and gutter, base, street surface. The project will also install a street (Lantern style) lighting system. This street hasn't been reconstructed in over 70 years.*

### **Transportation Enhancement**

East 7th Street (Arcade to Earl), Arcade (7<sup>th</sup> St to Minnehaha), and Forest (Minnehaha to Wells St): Federal Request \$281,200

*Pedestrian-oriented devices and bicycle facilities. This enhancement application would provide key streetscape improvements, including lighting and trees, and also traffic calming/pedestrian enhancements along and near the Beacon Bluff campus in accord with recommendation from the District 4 Plan Summary, Beacon Bluff Community Advisory Committee, and Near East Side Task Force.*

Great River Passage – Lilydale Regional Park Master Plan Amendment – Off-Road Trail Implementation: Federal Request: \$1,000,000.

*This enhancement grant would provide key renovation and realignment changes to an off-road bike and pedestrian trail which parallels the road that runs through the park (West Water Street/Lilydale Road). Trail improvements include; rest areas, overlooks, landscaping, site furniture, lighting, way-finding and interpretive signage, traffic calming measures, and pedestrian enhancements along the trail in accord with recommendations in the Lilydale Regional Park Master Plan. (Must include Friends of the Lilydale Park on Design Committee for trail improvements and realignments.)*

Lower Payne Avenue (Edgerton Street to East 7th Street - Phase II): Federal Request \$1,000,000.00

*This Phase II project will improve the streetscape on Payne Avenue between Edgerton and East Seventh Street (Phase I was Bush to Edgerton). Based on a plan developed by the Railroad Island Community, the project will remove and install new curb and gutter, and street lighting (twin lantern). The project will also install on- street bike lanes and where possible center medians. This street hasn't been reconstructed in over 80 years. The City will work with Ramsey County to coordinate the base and pavement replacement at the same time with other funds.*

Raymond Avenue (Hampden Avenue to Energy Park Drive - Phase II): Federal Request \$1,000,000.00

*This and the following Raymond project would be a continuation of Phase I which is from University to Hampden and is planned for construction in 2012. The two projects*

*seek to continue the complete streets concept, per the City's Complete Streets policy statement, from Hampden to Energy Park Drive and then from Energy Park Drive to Como Avenue. Where possible, pedestrian/bicycle/vehicle facility, streetscape, and stormwater improvements would be undertaken.*

Raymond Avenue (Energy Park Drive to Como Avenue - Phase III): Federal Request \$1,000,000.00

*This and the following Raymond project would be a continuation of Phase I which is from University to Hampden and is planned for construction in 2012. The two projects seek to continue the complete streets concept, per the City's Complete Streets policy statement, from Hampden to Energy Park Drive and then from Energy Park Drive to Como Avenue. Where possible, pedestrian/bicycle/vehicle facility, streetscape, and stormwater improvements would be undertaken.*

Wabasha (Plato Boulevard to Fillmore Avenue): Federal Request \$1,000,000.00

*The project will provide on-street bicycle facilities that effectively closes the gap on Wabasha Street between Fillmore Avenue and Plato Boulevard thereby providing a safer facility on which bicyclists can travel. This would require acquiring ten (10) feet of right-of-way, primarily on the west side of Wabasha, with some minor acquisition required on the east side of Wabasha near Fillmore.*

\* Project submitted after Transportation Committee discussion and approval. Approved only by Planning Commission.