

PROPOSAL FOR PLANNING AND DESIGN SERVICES



River to River Greenway Robert Street Pedestrian Crossing Feasibility Study

DAKOTA COUNTY, MINNESOTA

February 12, 2016



Building a Better World
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February 12, 2016

John Mertens
Dakota County Planning
14955 Galaxie Ave.
Apple Valley, MN 55124
john.mertens@co.dakota.mn.us

RE: Request for Proposals
River to River Greenway
Robert Street Pedestrian Crossing
Feasibility Study
SEH No. P-DAKOT 135875

Dear Mr. Mertens,

The River to River Greenway is part of an interconnected system of trails that provides recreational opportunities for all users. Providing a safe crossing of the trail at Robert Street in West St. Paul is of great importance to upholding the notion of the entire greenway system being a truly special, high-quality destination that provides first-class linear recreation that increases mobility for all users.

Short Elliott Hendrickson Inc. (SEH®) is most interested in serving as your partner in this effort, and continuing to build our reputation of producing quality work on behalf of Dakota County and the communities it serves. More importantly, the team dedicated to your project is comprised of individuals who are truly passionate about working with stakeholders to develop improvements that reflect the needs and priorities of the broader community.

SEH's involvement in this project started with assistance to West St. Paul in attaining \$2 million in bonding to help fund the secure and safe crossing of the River to River Greenway at Robert Street. Coupled with our team's technical expertise and experience, SEH is poised to guide the County and area stakeholders through the process of evaluating all viable crossing options and determining direction as to whether an at-grade or grade-separated crossing is the preferred solution for crossing this busy urban roadway.

We are proud to have assisted Dakota County with recent trail design projects and are again committed to work collaboratively with you to determine the most context appropriate design solution that is not only technically sound and cost appropriate but a solution that will support the anticipated increase to 100,000 annual users at this crossing by 2030.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Karl Weissenborn".

Karl Weissenborn, PLA, ASLA
Project Manager

A handwritten signature in black ink, appearing to read "Chris Hiniker".

Chris Hiniker, AICP
Project Principal

Engineers | Architects | Planners | Scientists

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Project Understanding and Approach

PROJECT UNDERSTANDING

Dakota County has demonstrated a strong commitment to developing and implementing an impressive regionally significant trail system. The primary objectives of the County's River to River Greenway Master Plan is to create a system of trail greenways to enhance safe connectivity and improve ecological systems. The Plan states the trail system should have "grade separated crossings at major roads." As a major roadway, Robert Street is a significant barrier to overcome in creating a safe linear recreation experience.

For this study, the charge given the project team is to determine the feasibility of a grade-separated crossing of Robert Street in West St. Paul, between Thompson and Wentworth Avenues, as well as provide an at-grade crossing evaluation at Wentworth Avenue. Timely coordination with the ongoing Robert Street reconstruction project presents a prime opportunity to evaluate and determine the optimal crossing of this major road and creating a lasting civic legacy – a continuous and well-connected safe trail.

SEH is proud to have assisted Dakota County with several recent trail design projects, specifically the recent Mississippi River Regional Trail, Spring Lake Park Reserve. SEH is able to commit a project team of skilled professionals who have worked together on similar projects. We are an experienced, multidisciplinary team that works collaboratively to problem solve. We believe in creating context appropriate design solutions that are thorough, technically sound and cost appropriate.

PROJECT APPROACH

Our approach to this study begins with project management. Successful project management requires a broad range of tools, procedures and practices to keep the study process moving forward and to ensure proper sequencing of technical efforts. Project Manager Karl Weissenborn, PLA, is an experienced practitioner whose primary professional focus is transportation infrastructure, context-sensitive planning and design projects. Karl is committed to continuous client communication and proactive management of the schedule to effectively manage workflow and costs.

PUBLIC ENGAGEMENT

For this feasibility study, our public involvement approach is of paramount importance to deliver a successful project. Our engagement strategy centers on: 1) effective, efficient and proactive communication at various meetings, including Project Management Team (PMT), Open Houses, City Council and County Board; 2) respectful communication with private landowners and other stakeholders; and 3) accurate, informative and timely project materials that clearly communicate relevant project issues, status and potential design solutions.

The initial project kick-off/organizational meeting will provide a forum for briefing and sharing information between the SEH project team and the PMT. We anticipate four PMT meetings, composed of technical staff from Dakota County, City of West St. Paul and appropriate stakeholders appointed by the County. We also anticipate one presentation each to County Board and West St. Paul City Council.



Proactive communication with property owners will be imperative for a successful study. As the work progresses and property impacts are more clearly understood, we will hold up to three private property owner meetings. These meetings will play an essential role toward establishing trust and gaining a thorough understanding of issues from those most directly affected.

Two open house meetings are proposed to provide project status information. Based on previous experience, we suggest discussing the public outreach strategy with the PMT after the study process begins and refining our approach to best fit the preferences and objectives of County staff and stakeholders.

The project team's work will be broken into two phases:

PHASE 1 – NEEDS ASSESSMENT AND ALIGNMENT EVALUATION

The project team will assess the overall need for a grade-separated crossing of Robert Street between Thompson and Wentworth Avenues as well as an alternate at-grade crossing alignment at Wentworth Avenue. We will compare and analyze the advantages, disadvantages and costs of alignment concepts and identify potential environmental, utility, drainage and right-of-way acquisition impacts.

Alignment Analysis

The project team will create a needs assessment and alignment analysis, compiling the findings in a Needs Assessment and Alignment Evaluation Report. As part of this report, we will create an Alternative Alignments Matrix to evaluate and assess: ADA compliance; potential impacts to the Robert Street Renaissance Plan and reconstruction project; land use impacts on current and potential adjacent properties; connectivity to existing and proposed trail and greenway destinations; pedestrian/bicycle impacts on vehicle traffic and potential delay and/or benefit for grade-separated and at-grade alignment options; compatibility with River to River Greenway Master Plan; and applicable City, State and Federal transportation guidelines. The Phase 1 effort will be led by Project Manager Karl Weissenborn, with significant input from all project team professionals.

Alignment Recommendations

Phase 1 work will conclude with a recommendation to advance the best alignments (the two best grade-separated and one at-grade alignment) for further study in Phase 2. Chris Hiniker, AICP, who was project manager for the Mississippi River Regional Trail and many other system plans and feasibility studies, will provide over-arching guidance to the project team as well as Quality Assurance/Quality Control (QA/QC) throughout the study.

Deliverables for Phase 1 include: Needs Assessment and Alignment Evaluation Report; Alternative Alignments Matrix; and supporting graphics, communication materials and PowerPoint presentation of the study finding through Phase 1.

PHASE 2 – CONCEPT DESIGN EVALUATION

The project team will provide preliminary design up to 30% for the two underpass alignment options and one at-grade option identified in Phase 1. One underpass option will be assumed to use Crawford Drive right-of-way; a second underpass option will be assumed to utilize a portion of the Auto Zone site with Crawford Drive maintained as a public road. Phase 2 will include the following assessment and evaluation components:

Compatibility Assessment

The 2011 feasibility study will be reviewed for applicability of locations, cost and alignment considerations. All alignment options proposed will need to be assessed for consistency and compatibility with various studies, proposals and ongoing initiatives of the City or State, including the Robert Street Renaissance Plan, the continuing Robert Street reconstruction project, the City of West St. Paul's adjacent land use proposals and the County's greenway vision and guidelines. Review of previous studies and relevant plans is vital for full understanding of potential resulting cost implications to this feasibility study. Early coordination and review of these ongoing plans and proposals will save time and benefit the aggressive study schedule. Project Manager Karl Weissenborn will coordinate this effort.



Structural Options

Structural options and assessment of underpass types will be led by Jeff Johnson, PE, including retaining wall needs and structure types including box culvert, 3-sided arch and a Robert Street road bridge. Preliminarily, we believe a pedestrian bridge overpass option may not be feasible due to the existing higher elevation of Robert Street as well as the potential visual and physical impacts the approaches would have on the surrounding neighborhood. However, the higher profile of Robert Street does lend itself to viable underpass options.

The potential underpass approach retaining walls, headwalls and portals create opportunities for interesting surface treatments such as form liners, coloring and/or artistic elements. The project team has a great wealth of experience working with these types of aesthetic elements as well as incorporating public art.

Fitting Program Requirements to Context

The existing right-of-way is very narrow and constrained for Wentworth Avenue, which presents considerable challenges for at-grade options. It is important to understand how the Robert Street reconstruction will change intersection operations, travel patterns and turning movements. Safety and operations must be understood relative not only vehicles, but also for pedestrians and bicyclists accessing Wentworth Library, WSP Sport Dome, commercial businesses of the Robert Street corridor and other destinations outside the immediate corridor. Heather Kienitz, PE is skilled at understanding the complexities of inter-related multimodal planning and design. Heather's expertise in evaluation and design of pedestrian and bicycle trails and facilities, crossings and signal operations and timing analyses, and multimodal complete-streets planning will prove beneficial for this important piece of the project.

Environmental Considerations

As alignment options are created, Sam Turrentine, AICP will apply his expertise to evaluate potential environmental considerations and impacts, including costs implications,

schedule consequences and regulatory requirements. Providing a thorough understanding of the range of environmental concerns early in the study process will aid timely decision-making and assessment of alignments.

Infrastructure Evaluation

SEH's experience and knowledge of design development and construction process is invaluable to understanding and minimizing potential impacts to utilities, wastewater and stormwater systems, right-of-way and private property. We will apply our understanding of these complex infrastructure systems to thoroughly evaluate at-grade and underpass alignment options in coordination with the Robert Street reconstruction utility relocations to be done in 2016. This early coordination will avoid future design delays and potential construction cost increases. Toby Muse, PE has performed this detailed level of investigation for a variety of trail and pedestrian crossing projects, from feasibility stage to final construction.

Deliverables for Phase 2 include: 30% design for two underpass options without plan sheets, including preferred horizontal and vertical alignment/locations across/under Robert Street; structural and retaining wall needs assessment; evaluation of estimated temporary and permanent impacts on adjacent properties; preliminary cost estimates and itemized total project cost (Preliminary/Final Design, Right-of-Way, Construction, etc.); three photo-realistic visualization images and supporting illustrative illustrations; and supporting graphics and communication materials such as illustrative colored sections.

Final Report Deliverable

The project team will compile a Final Report that outlines the study process, findings and recommendations including: study purpose, background and existing conditions; assessment of all alignment options, including all items outlined in Phase 1 (Needs Assessment) and Phase 2 (Final Design Evaluation); general assessment of trail connectivity beyond underpass; and conclusions and recommendations/comparisons, including cost estimates.



Key Personnel

PROJECT MANAGER



KARL WEISSENBORN, PLA, ASLA – PROJECT MANAGER

Karl will be the project manager responsible for budget and schedule oversight, as well as ensuring the project receives the staff resources required to address project needs.

Karl is a senior landscape architect and project manager with extensive experience in both public and private practice, leading interdisciplinary professionals to successfully deliver complex projects. Karl is proficient at developing complex and fiscally constrained projects, from preliminary planning stages through detailed final design. He is also skilled with stakeholder facilitation, consensus building and environmental documentation and mitigation strategies.

- **St. Croix Crossing Loop Trail and Landscaping (WisDOT Northwest Region) – St. Croix County, Wis.** Senior landscape architect for this trail project, working to complete a larger trail system. Karl was responsible for leading landscape design, site layout of trailhead facilities and development of wayfinding signage and trail amenities. This project consisted of a 6-mile stretch of highway and separate multi-use trail. The completed trail system creates a continuous loop with Stillwater, Minnesota and continuous loop across the new river crossing bridge and the historic Lift Bridge.
- **Northfield TH 3 and 3rd Street Intersection and Streetscape (City of Northfield) – Northfield, Minn.** Senior landscape architect for or leading schematic concept creation, design development and construction documents to improve safety for pedestrians crossing at this major intersection, just 1 block from Northfield’s Main Street. SEH created a new design for this full movement intersection down to three-quarter movement, eliminating certain turns to motorists. Lighting design and streetscape elements of limestone block retaining walls, limestone veneer seating walls and planting beds were developed around a plaza space that may hold future public artwork. Limestone bollards and bulb-out pedestrian landings were designed to provide a safer crossing for pedestrians and additional traffic calming cues for motorists.
- **Roseau Flood Diversion Trail and Landscaping (US Army Corp. of Engineers) – Roseau vicinity, Minn.** Technical advisor on the flood diversion project. Karl was responsible for review of landscaping construction documents and providing technical support to contractors during construction.

EXPERIENCE PRIOR TO JOINING SEH

- **Grand Rounds Missing Link Parkway/Trails Planning and Preliminary Design Study (Minneapolis Park and Recreation Board) – Minneapolis, Minn.** Deputy project manager/landscape architect to study design options for a 3.5-mile segment of parkway known as the Grand Rounds “Missing Link.” The project integrates major trail and parkway features with the new Central Corridor LRT, bus transit connections and a new roadway.
- **Ridgeway Parkway and Trail Preliminary Design and Environmental Documentation (Minneapolis Park and Recreation Board) – Minneapolis, Minn.** Technical advisor on the development of an Environmental Assessment and EAW for a trails and parkway reconstruction project in northeast Minneapolis from environmental planning through preliminary engineering. Karl was also responsible for quality assurance and quality control for the project team.
- **Bruce Vento Nature Sanctuary and Trail – City of St. Paul, Minn.** Technical representative who worked with partnering groups, including the City of St. Paul, Swede Hollow Neighborhood Association and Trust for Public Land during the formative ecological restoration planning, conceptual park planning and design development of what became the 27-acre urban oasis Bruce Vento Nature Sanctuary.
- **Bikeway Facility Design Manual (MnDOT) – Statewide Minnesota.** Project manager for rewrite and update of a nine-chapter MnDOT guide (Bikeway Facility Design Manual) which incorporates guidelines for bikeway planning and design, including Safe Routes guidance, on- and off-road trails, traffic controls, parking and maintenance practices. Karl was responsible for content, editing review and style.
- **TH 38 Bigfork Trailhead Interpretive Site (MnDOT District 1) – Bigfork, Minn.** Project manager/landscape architect on a project regarding the interpretive trailhead site in Bigfork, which is a crucial piece of the award-winning corridor. Karl was responsible for conceptual development, complete site design and construction documents. Karl designed a kiosk shelter structure housing interpretive panels, stone veneer seating walls, cast concrete panels with Henry David Thoreau script and artwork, gateway signing and landscaping.

KEY SUPPORT PERSONNEL



CHRIS HINIKER, AICP – PRINCIPAL IN CHARGE, QA/QC

Chris will be responsible for providing overarching visioning and guidance to the project team as well as quality assurance/quality control. He will draw upon his vast experience in trail system planning, most recently as project manager for the Mississippi River Regional Trail. Chris and Karl have worked together most recently on the Red Wing Bridge project.

Chris is a transportation planner with extensive engineering experience in project management, public involvement, transportation planning and National Environmental Policy Act (NEPA) documentation. Chris has been responsible for leading the preparation of corridor studies, transportation system plans and feasibility studies and public involvement efforts for local, county, regional, state and federal agencies and organizations. His relevant work experience includes:

- Mississippi River Regional Trail, Spring Lake Park Reserve – Dakota County, Minn.
- Cedar Avenue Transitway Preliminary Design and EA – Dakota County, Minn.
- Robert Street Corridor Transit Alternatives Analysis, Twin Cities (Kimley-Horn and Associates Inc.) – Dakota and Ramsey Counties, Minn.



JEFF JOHNSON, PE – STRUCTURAL DESIGN ENGINEER

Jeff will be responsible for ensuring all pedestrian crossing designs are developed in compliance with appropriate standards including local, state and federal requirements; Jeff will also draw on his history working on projects involving underpass structures evaluation. Jeff and Karl have most recently worked together on the Stillwater Bridge project.

Jeff is a structural project manager and design engineer with more than three decades of experience in project management as well as design and construction observation of a variety of bridge and hydraulic structures. Jeff's experience includes the design of new and rehabilitation of more than 600 state, county and local bridges – utilizing steel beam, arch and truss structures; prestressed girder; continuous structural concrete slab; concrete and stone arches; and timber structures. In the design of special structures, Jeff's experience includes dams, tunnels, retaining walls, box culverts, underground vaults, floodwalls and gates. His field inspection and construction administration experience includes management and

construction observation, as well as evaluation of bridge, dam, floodwall and tunnel projects. His relevant trail and pedestrian crossing experience includes:

- Mississippi River Regional Trail, SLPR – Dakota County, Minn.
- Elroy Sparta Tunnel Under STH 71 and CTH T – Monroe County, Wis.
- Loring Bikeway over Lyndale Avenue – City of Minneapolis, Minn.
- Bryant Avenue Pedestrian Bridge Rehabilitation over Minnehaha Creek (City of South St. Paul) – South St. Paul, Minn.



HEATHER KIENITZ, PE – MULTIMODAL TRAFFIC ENGINEER

Heather will evaluate the bicycle and pedestrian crossing options along with potential traffic conflicts.

Heather is a traffic engineer with extensive experience in a variety of transportation-specific projects. Heather's specialties and project experience includes signal operations and timing analyses; design of pedestrian and bicycle facilities; multimodal complete streets planning and design; providing transportation plans; and conducting corridor studies. She is also proficient in performing access studies, traffic impact studies, parking analyses, interchange and freeway operations analyses, as well as preparation of signing, pavement marking and traffic control plans. Her relevant work experience includes:

- Nine Mile Creek Regional Trail (Three Rivers Park District) – City of Edina, Minn.
- Franklin Avenue/East River Parkway Intersection Design – City of Minneapolis, Minn.
- Non-Motorized Transportation Pilot Program Bicycle Operations – City of Minneapolis, Minn.
- Cross City Trail/Munger Trail Extension – City of Duluth, Minn.
- Snelling Avenue Multimodal Transportation Plan (MnDOT Metro District) – St. Paul, Minn.
- Lakes at Lyndale Connectivity Urban Design Plan – City of Richfield, Minn.



SAM TURRENTINE, AICP – ENVIRONMENTAL AND DOCUMENT REVIEW

Sam will be responsible for overseeing the environmental documentation process and ensure all federal and state requirements are met.

Sam is a planner with extensive experience in transportation planning, design and research support. Sam’s experience includes overseeing the environmental documentation process on numerous transportation improvement projects while ensuring all applicable federal and state requirements are met. His relevant work experience includes:

- Mississippi River Regional Trail, SLPR – Dakota County, Minn.
- Cross-City Trail – Duluth, Minn.
- TH 169 Multi-Use Trail – Grand Rapids, Minn.
- Nine Mile Creek Regional Trail Project Memorandum (Three Rivers Park District) – Edina, Minn.
- North/South Corridor and Railroad Overpass Project Environmental Assessment/Environmental Assessment Worksheet (Todd County) – Staples, Minn.
- Hamline Avenue Bridge Replacement Project Memorandum (City of St. Paul) – St. Paul, Minn.
- Snelling Avenue Multi-Modal Transportation Plan (MnDOT Metro District) – St. Paul, Minn.



TOBY MUSE, PE – LEAD ENGINEER

Toby will oversee all tasks associated with preliminary activities including utility identification/relocation, right-of-way, engineer’s estimates, geometric layouts. Toby and Karl have worked together most recently in Edina on the Tracy Avenue and Valley View Roundabout projects.

Toby is a project manager with extensive experience in a variety of municipal engineering projects ranging from feasibility stages to final construction and project closeout. Toby has worked on project design scopes that include existing road, trail and parking lot rehabilitation, stormwater detention and conveyance systems, sanitary sewer systems, water distribution systems, lighting and traffic signal systems. He is responsible for feasibility development, preliminary and final design, cost estimating, preparation of plans and specifications, and construction observation. His relevant project experience includes:

- Lake Rebecca Park Reserve, Pavement Management Total Reconstruction of Trails, Roads and Parking Lots

(Three Rivers Park District) – Rockford, Minn.

- Lake Rebecca Park Reserve, Paved Trail Extension (Three Rivers Park District) – Rockford, Minn.
- Carver Park Reserve Sunny Lake Refuge Trail Development (Three Rivers Park District) – Victoria, Minn.
- Nine Mile Creek Regional Trail (Three Rivers Park District) – Edina, Minn.



KARYN LUGER, PLA, PE – PROJECT LANDSCAPE ARCHITECT

Karen will provide graphic support and visualization studies for all options explored. Karyn and Karl have worked together most recently in Cloquet on park planning and design as well as the TH 33 corridor.

Karen is a landscape architect with nine years of consulting experience in the design and development of landscape architectural projects. Karyn brings a background in schematic to detailed design, cost estimating, master plans documents, specifications and construction drawings for landscape architectural led projects as well as support for large-scale engineering and architectural projects. Architectural project types include landscape architecture for educational, athletic and medical facilities, religious institutions, multi-family residential, and office building developments. Landscape architecture led projects include urban riverfront parks, streetscapes and street improvements, city and neighborhood parks, and multi-use trails. Her relevant project experience includes:

- Mississippi River Regional Trail at Spring Lake Park Reserve – Dakota County, Minn.
- Downtown Riverfront Park Plan – City of Chippewa Falls, Wis.
- Marshall TH 23-Saratoga Street Improvements and Pedestrian Bridge – City of Marshall, Minn.
- Multi-Use Trail, County Road 10 – Mounds View, Minn.

Previous Experience

Spring Lake Park Reserve (SLPR) Trail – Dakota County, Minn.

Dakota County selected SEH to complete preliminary, final design and construction services for a new 10 ft. wide bituminous bike path including grading, orientation signage, landscaping and right-of-way acquisition. The four-mile SLPR trail is the final segment of a 26-mile trail system known as the Mississippi River Regional Trail, and is part of the national Great River Road's Mississippi River Trail which extends as far south as the Gulf of Mexico.

The project was particularly challenging because the trail alignment travels through a significant amount of rocky terrain, private rights-of-way and across a number of steep ravines. In addition to design constraints, the project was under an extremely aggressive schedule to complete final design work and begin construction in conjunction with funding requirements. SEH also assisted in landscape architecture elements of the project.

Bicycle-Pedestrian Trail Feasibility Report and Design – City of Altoona, Wis.

The first funded portion of the project includes connecting Centennial Park to Otter Creek Trail and Tenth Street West to South Beach Road adjacent to Lake Road. The future Centennial Park to Otter Creek Trail segments will provide recreational opportunities including walking, hiking, biking, cross-country skiing, fishing access, wildlife observation and educational opportunities. The Lake Road Trail segment will provide the above recreational opportunities plus access to Lake Altoona County Park. The trail projects will consist of trail construction, trail surfacing, signs, lighting and landscaping.

Hastings Way Pedestrian Underpass – City of Eau Claire, Wis.

With the construction of a new State Highway 53 bypass, Hastings Way (Business 53) was reduced from six to four lanes and downgraded to a local arterial roadway. SEH urban designers, planners and engineers helped the City and area stakeholders create a long-term vision and master plan to revitalize the corridor.

To achieve this, SEH urban designers and engineers assisted the community to develop designs for a new, more attractive multimodal facility with continuous sidewalks, trails, crosswalks and decorative streetscaping to support plans for a mixed-use, neighborhood-focused redevelopment. This project led to the redesign and reconstruction of several miles of the highway into a new multimodal urban arterial.



Spring Lake Park Reserve (SLPR) Trail – Dakota County, Minn.



Bicycle-Pedestrian Trail Feasibility Report and Design – City of Altoona, Wis.



Hastings Way Pedestrian Underpass – City of Eau Claire, Wis.

Trail Feasibility Report – City of Glencoe, Minn.

The City identified a need to provide residents with a shared-use trail for outdoor recreation, physical fitness and transportation. Working closely with the Glencoe Parks Department, SEH prepared a comprehensive trail plan of inter-connecting loops through and around the City that connects neighborhoods to parks, businesses and schools, and provides many opportunities for recreation and transportation.

The Mill Towns Trail and Bridge – City of Northfield, Minn.

This project involved the planning and design of a vital extension to the Mill Towns Trail, offering bicycles and pedestrians a new separated crossing of the Cannon River through the city park system and under the Highway 3 bridge to access the downtown area safely. Our Company provided planning, project development, and preliminary and final design services for the new trail and bridge.

A planning study considered the feasibility of several alternative alignments with the objective of connecting the existing trail to the downtown area while minimizing environmental and other impacts. Analysis of costs, impacts, and community needs led to selecting the alignment of a trail and bridge that would cross the Cannon River and connect to an existing path on the south shore. We also provided plans for a transit hub and parking area for a future trailhead facility along the north shore.

Bike/Hike Trail Pre-Planning – Three Rivers Park District, Minn.

SEH, in coordination with Three Rivers Park District, conducted a bike/hike trail pre-planning and feasibility study. Study elements included preliminary structural design and plan preparation for CSAH 11 pedestrian underpass, opportunities and constraints document, preliminary bike/hike trail improvements design and engineering as well as preliminary cost estimating and proposed schedule.

Delton Avenue – City of Minnetonka, Minn.

The features of the road reconstruction project included two-lane street with 6-foot pedestrian/bicycle lanes on either side, TH 7 slip ramp closures, 15,000 square feet of modular block retaining walls, a fully-actuated traffic signal, the first-ever NURP (storm water quality) pond in the City, and landscaping plantings and buffering. SEH services provided included a traffic study, feasibility report, TH 7 pedestrian crossing study, preliminary survey, plans and specifications, right-of-way plan and property owner relocation assistance, and construction administration, staking, and documentation.



Trail Feasibility Report – City of Glencoe, Minn.



The Mill Towns Trail and Bridge – City of Northfield, Minn.



Delton Avenue – City of Minnetonka, Minn.

PREVIOUS STATE AID EXPERIENCE

SEH's experience in preliminary and final design, public involvement and environmental reviews for projects similar to the Rosemount East trail project reflects the combination of technical and coordination expertise necessary to achieve success on Dakota County's behalf. More specifically, in the past decade SEH has successfully completed more than 50 EAs and countless PMs for state, county or other locally-led transportation projects. From a technical aspect, the projects we've completed not only include the SLPR Trail, but others including trails and pedestrian ways as part of parks, to several miles of trails located in natural and scenic preserve areas – including trails impacted by rail lines. The following matrix provides an overview of our collective experience and capabilities as it relates to federal and state aid experience.

Project	Trail Design	Structural Design	Wetland Services	Public Involvement	Environmental Documentation	Federal Aid Funding
MRRT–Spring Lake Park Reserve – Dakota County, Minn.	○	○	○	○	○	○
Nine Mile Creek Regional Trail – City of Edina, Minn.	○	○	○	○	○	○
CSAH 17/Lake Elmo Avenue – Washington County, Minn.	○			○	○	○
Bass Lake Road Regional Trail – City of Brooklyn Center, Minn.	○	○	○	○	○	○
50th Street Trail – City of Oakdale, Minn.	○		○			○
CSAH 49 Trail – City of Shoreview, Minn.	○		○	○	○	○
County Road 96 Regional Trail – Ramsey County, Minn.	○		○	○	○	○
County Road C Trail – City of Roseville, Minn.	○		○		○	○
Lakewalk Phases 1-5 – City of Duluth, Minn.	○	○	○	○	○	○
28th Avenue/CSAH 137 – City of Waite Park, Minn.	○		○	○	○	○
Cross City Trail – City of Duluth, Minn.	○		○	○	○	○
Dunes Kankakee Trail Implementation – City of Porter, Ind.	○	○		○	○	○
Loring Bikeway Trail Segments, B, C1 & D – City of Minneapolis, Minn.	○	○		○		○
Cloquet Island Scenic Overlook – City of Dayton, Minn.	○	○	○	○	○	○
Rocori Trail Design – City of Cold Spring, Minn.	○			○	○	○

SUBCONSULTANTS

SEH will not be using subconsultants for this project.

STATEMENT OF COMPLIANCE

If selected, SEH will provide a Statement of Compliance acknowledging the terms identified.

CONFLICT OF INTEREST

SEH certifies, to the best of its knowledge and belief, that neither SEH and/nor any of its principals or employees have a personal or corporate conflict with Dakota County, nor is SEH or any employee of SEH presently declared ineligible for the award of contracts by any organizations or agencies, or for violations of public contracts incorporating labor standards provisions.

FEE ESTIMATE

The SEH team has carefully assessed the tasks and activities associated with Dakota County's RFP and scope of services, and in response, provided a detailed cost estimate on the following page. SEH's proposed fee is as follows:

Project Labor Costs: \$44,498.00
 Direct Expenses: \$400.00
Total Cost for this Proposal: \$44,898.00

FEE ESTIMATE

PROJECT TASKS		PROJECT MANAGER	PRINCIPAL IN CHARGE	STRUCTURAL DESIGN ENGINEER	BIKE/PED TRAFFIC ENGINEER	ENVIRONMENTAL REVIEW	LEAD DESIGN ENGINEER	LANDSCAPE ARCHITECT	TECHNICIAN	ADMIN SUPPORT	ESTIMATED COST
1.0 PROJECT MANAGEMENT											
1.1	Conduct day-to-day project management, administration coordination and correspondence, weekly client conference calls	12									
1.2	Complete monthly schedule of work tasks/invoicing, % of work complete and % billed to date	4								4	
2.0 PUBLIC ENGAGEMENT											
2.1	Project Management Team/Kickoff Meeting (assume 1 mtg.)	3	3	3	3		3				
2.2	Project Management Team Meetings (assume 4 mtgs. w/2 SEH staff at each)	12		6			6				
2.3	County Board Presentation (assume 1 mtg. w/1 SEH staff)	2									
2.4	City Council Presentation (assume 1 mtg. w/1 SEH staff)						2				
2.5	Private Property Owner Meetings (assume 3 mtgs. w/1 SEH staff at each)	4					2				
2.6	Prepare for & Conduct Open Houses (assume 2 OH with 2 SEH staff at each)	8			4		3	2	2		
3.0 PHASE 1 – NEEDS ASSESSMENT & ALIGNMENT EVALUATION											
3.1	Create Alignment Options	2			2		8	8	48		
3.2	Alternative Alignments Matrix	4		1	2	4	4				
3.3	Create Needs Assessment & Alignment Evaluation Report	4		1	1	4	4				
3.4	Alignment Recommendations (w/supporting materials & graphics)	2	2					16	16		
4.0 PHASE 2 – CONCEPT DESIGN EVALUATION											
4.1	Compatibility Assessment	8									
4.2	Structural Options & Assessment			8							
4.3	Bike/Ped/Traffic Requirements Evaluation				8		4				
4.4	Environmental Considerations					8					
4.5	Infrastructure Evaluation			4			8				
4.6	Create 30% Design for two (2) underpass alignments (w/ preferred horiz/vert)			4			8		40		
4.7	Preliminary Cost Estimates	2					4				
4.8	Visualization Renderings (assume 3)							32	12		
4.9	Final Report (w/supporting materials & graphics)	6						16		2	
PROJECT SUMMARY											
1.0 PROJECT MANAGEMENT											
Subtotal Hours		16								4	20
Subtotal Labor Cost											\$2,622
2.0 PUBLIC ENGAGEMENT											
Subtotal Hours		29	3	9	7		16	2	2		68
Subtotal Labor Cost											\$9,767
3.0 PHASE 1 – NEEDS ASSESSMENT & ALIGNMENT EVALUATION											
Subtotal Hours		12	2	2	5	8	16	24	64		133
Subtotal Labor Cost											\$12,992
4.0 PHASE 2 – CONCEPT DESIGN EVALUATION											
Subtotal Hours		16		16	8	8	24	48	52	2	174
Subtotal Labor Cost											\$19,117
TOTAL PROJECT HOURS		73	5	27	20	16	56	74	118	6	395
										SUBTOTAL COST	\$44,498
										DIRECT EXPENSES	\$400
										TOTAL COST FOR THIS PROPOSAL	\$44,898



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