

Transportation Alternatives Solicitation

Full Application

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Note: The solicitation for transportation alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the [Met Council website](#).

Related Documents

Transportation Alternatives Solicitation Guidebook

The document includes information on the transportation alternatives solicitation requirements, qualifying activities, eligible project sponsors, cost-sharing requirements and general project timeline guidance, and key regional contacts.

Transportation Alternatives Solicitation Letter of Intent Worksheet

The document includes information on the letter of intent review process and a worksheet to assist with completing the online letter of intent form.

Transportation Alternatives Solicitation Full Application

Section 1: General Information

NOTES: If your overall project contains non-eligible or non-transportation related elements, please mention the entire project in the brief project description, but concentrate the application, budget, etc. on the elements that are eligible and transportation related.

Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project – including the potential use of Eminent Domain.

Project Information

Name of project: Restoration of the historic stone retaining wall at Bardon's Peak Overlook

Project is located in which area transportation partnership(s): 1

Project is located in which county(ies): St. Louis

Brief project description: Restore the historic stone retaining wall that is supporting Bardon's Peak Overlook at the western end of Skyline Parkway

Project applicant: City of Duluth

Contact Information

Contact person (from applicant agency / organization): Taryn Erickson

Mailing address: 411 West First Street, Room 211

City: Duluth **State:** MN **Zip:** 55802

Phone: 218-730-5087 **Fax:** 218-730-5907 **Email:** tjerickson@duluthmn.gov

Sponsoring agency (if different than applicant): N/A

Contact person (from sponsoring agency, if different than applicant): N/A

Signatures

(Applicant Signature)

(Date)

(Sponsoring Agency Engineer Signature)

(Date)

(Local Unit of Government Signature)

(Date)

(If in MPO area, signature of MPO Executive Director)

(Date)

Section 2: Project Budget

Please identify what costs will be incurred to carry out the proposed project, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. (Attach additional sheet(s) if necessary.)

Cost estimates are to be submitted in current year dollars¹.

Table A – Eligible Items

Eligible work / construction item	Estimated quantity	Unit cost	Total cost
See attached budget detail			318,150

Table B –Non-Eligible Items²

Non-eligible work / construction item	Estimated quantity	Unit cost	Total cost
Engineering (20%)			69,993
Contingency and Inflation (10%)			31,815

Total Project Budget

1. Total cost of proposed project: (Total Table A + Total Table B): \$419,958
2. Items not eligible for Alternative funding: (Total Table B): \$101,808
3. Total eligible costs – recommended range \$100,000 to \$1 million³ (Total Table A): \$318,150
4. Applicant's contribution toward the eligible alternative project costs – minimum 20% match required:
\$63,630

¹ Grant recipients will need to provide a match based on the year of construction estimate developed when the grant is awarded.

² Includes Right of Way or Land Acquisition (appraisal fees, legal fees, etc.), Administrative Costs (preliminary and construction engineering and contingencies)

³ See ATP Project Evaluation section of this document for any additional requirements related to project costs

5. Total amount requested in transportation alternatives funds (#3 minus #4): \$254,520

Section 3: Sponsoring Agency Resolution

A resolution of sponsorship from the sponsoring agency is required for each project. The resolution must be approved by an eligible sponsoring agency (see the Transportation Alternatives Solicitation Guidebook for more information on appropriate sponsoring agencies). Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

Be it resolved that [city, county or agency name] agrees to act as sponsoring agency for a transportation alternatives project identified as [project name] and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

Be it further resolved that [sponsoring agency contact person name] is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:

(Signature)_____

(Title)_____

(Date)_____

WITNESSED:

(Signature)_____

(Title)_____

(Date)_____

Section 4: Resolution Agreeing to Maintain Facility

A Resolution agreeing to maintain the facility for its useful life is also required for each project. The resolution must be approved by an eligible sponsoring agency (see the Transportation Alternatives Program Application Guidebook for more information on appropriate sponsoring agencies). Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: [city county or agency name] is the sponsoring agency for the transportation alternatives project identified as [project name].

THEREFORE BE IT RESOLVED THAT the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:

(Signature)_____

(Title)_____

(Date)_____

WITNESSED:

(Signature)_____

(Title)_____

(Date)_____

Section 5: ATP Project Evaluation

Please answer the evaluation questions below. These questions were developed by the Northeast Minnesota Area Transportation Partnership.

1. Describe the proposed activities in detail. Include the approximate number of customers that will be served by the project:

The City of Duluth will restore the existing historic stone wall that supports the overlook. The restoration will include repointing the existing stone masonry and repairing the existing concrete cap along the top of the wall. Plans may also include constructing a monument to match other existing overlooks and turnouts along the parkway, along with improving drainage conditions. This portion of Skyline Parkway serves tourists, local traffic, and equestrian riders. Bardon's Peak is one of the most popular overlooks along the parkway and sees approximately 100 users per day during the peak summer and fall months, but is closed during the winter months.

2. Describe the project location/termini- be specific and include a location map(s) and photo(s):

The project's terminus on the south end is approximately 2.35 miles east of CSAH 3 (Becks Road). The project's terminus on the north end is approximately 2.5 miles east of CSAH 3 (Becks Road). The total project length is approximately 646 feet. Please see attached location map, along with photos of the existing wall.

3. Describe how your project creates and/or enhances pedestrian/bicycle connections, community assets, and/or eliminates barriers to projects serving a transportation purpose:

This project will maintain the historic character of the rock wall, which will help to retain the driving experience for the community. In addition, if the wall fails, the road and overlook could be closed, which would provide a significant barrier to all users including drivers, pedestrians, equestrian riders, and bicyclists.

4. How does your project enhance safety at the immediate project location and to the overall transportation system?

If wall restoration is not performed, more significant failures could occur in the future, causing the overlook, and potentially the road, to be closed permanently for safety reasons. This project will allow for the continued use and enjoyment of the parkway and overlook for all users.

5. Describe how your project benefits economic development. This could include enhancing revenue, reducing expenses, adding to the community's tax base, or otherwise generating economic development:

Tourism is one of the economic drivers of Duluth and the Arrowhead Region. Skyline Parkway is considered to be the "Jewel of the North" and is listed as a point of interest on several websites including Visit Duluth, Explore MN, and the City of Duluth. Along the parkway, Bardon's Peak is one of the most popular overlooks for its outstanding views of the St. Louis River valley, along with rocky ledges above the road for climbing or picnicking. As mentioned above, this project will allow continued use and enjoyment of the overlook and parkway for tourists, along with all other users.

6. Describe how your project enhances availability and awareness, for protection of historic, cultural, aesthetic or natural resources:

Skyline Parkway is both a scenic byway and a historic road. The goals and strategies included in the Skyline Parkway Corridor Management Plan include improving the byway for all modes of travel, along with maintaining the historic integrity of the landscape. This project covers both of these goals. Skyline Parkway is a distinctive and important landscape element for the entire City of Duluth. The stone wall is considered to be a historic resource.

7. Describe how your project enhances the transportation system and benefits overall quality of life, health, community, and environment locally, regionally, and statewide:

This project is located on one of Minnesota's State Scenic Byways. Keeping the byway accessible to joggers, bikers, and hikers allows for another scenic location where healthy activities can occur. Given that the project is located on a State Scenic Byway, it is also a regional and statewide asset that deserves to be properly accessible.

8. Describe the current and/or previous uses of the project area. Detail how your project benefits the immediate project location and environment. This could include innovation, creativity, and/or a mix of activities that will take place:

This project allows for the continued current use as an overlook. Ensuring that the wall is maintained will prevent future failure of the wall and roadway.

9. Is your project identified in a statewide, regional, local plan (s)? How does it relate to other plans and projects in the state, region, or locally? Identify these plans and include relevant information:

The City of Duluth is currently in the design phase for the restoration of two other walls on Skyline Parkway planned for restoration in 2017. This project is a continuation of these efforts.

Skyline Parkway Corridor Management Plan 2015 Update. Bardon's Peak is identified in the plan as a key location because it is a prominent node along the parkway. It is also listed in the Historic Resources Protection section of the plan as needing "preventative maintenance now in order to avoid wholesale replacement in the future."

Skyline Parkway Cultural Resources Inventory 2011. The Bardon's Peak segment is identified as one of the seven primary parkway segments as defined by geographic location and construction episodes. Bardon's Peak East Overlook (project site) is identified under this segment as resource SL-DUL-2316.

10. Describe the level of community and regional support of your project. Describe all efforts that are in place to reduce costs, and include letters of support and resolutions:

The overlook is open to all members of the community at no cost and we do not expect any public controversy with this project as it will maintain the overlook and keep it open for enjoyment by all users. Bardon's Peak had previously been included in the Skyline Parkway Wall Restorations project

planned for 2017 (mentioned above). Due to lack of funding, Bardon's Peak was removed from that project. However, this location had previously received support as part of that project, from key stakeholders including the City's Mayor and Planning Commission, along with the Skyline Planning and Preservation Alliance, and the Heritage Preservation Commission. We will reach out to these groups to obtain updated letters of support for the final application.

11. Explain how you guarantee project deliverability in your desired year of construction. Please explain the status of the matching share, detail the Sponsoring Agency's history of delivering TAP like projects with federal funds, and describe the timeframe you will follow to project completion:

The City has received and administered millions of Federal and State grant dollars. The Duluth Finance Department employs a professional staff, provides quality services, and practices financial integrity. The city has the technical experience and funding match to complete the design and construction of the proposed project. We recently completed rehabilitation of the Snively Bridge and Stewart Creek Bridge, which both included \$800,000 in Scenic Byway funding. These projects were delivered and completed successfully, despite the complex historic preservation requirements. Both projects contained similar design and construction elements to our proposed project. Our consultant that is completing the Skyline Parkway Wall Restorations for 2017, also reviewed this site and has prepared a preliminary cost estimate. We expect this project to be similar in nature and as such, the design work will be expedited. Upon receiving approval of TA funding for our project, we would continue to move forward following the approximate timeline outlined in the Guide Book.

12. If you are recommended to receive TA funding for your project, would you be willing to receive less than the amount you requested and still deliver the project?

☒ Yes

☐ No

Section 6: Application Checklist

Check the boxes in the left column to ensure all needed materials in your application are submitted.

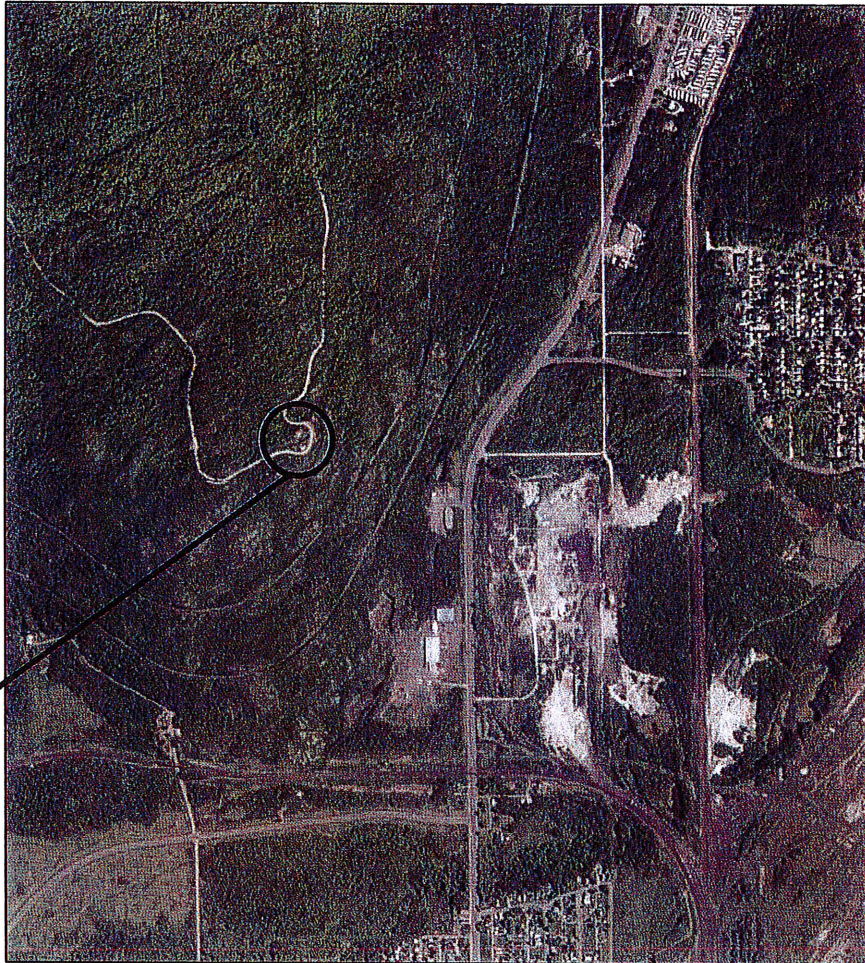
<input checked="" type="checkbox"/>	Applicant completed the Letter of Intent
<input checked="" type="checkbox"/>	ARDC/other reviewing parties reviewed the LOI and recommended that the project move forward to the full application.
<input checked="" type="checkbox"/>	Application Form Information
<input checked="" type="checkbox"/>	Section 1: General Information
<input checked="" type="checkbox"/>	Section 2: Project Budget
<input checked="" type="checkbox"/>	Section 3: Sponsoring Agency Resolution
<input checked="" type="checkbox"/>	Section 4: Resolution Agreeing to Maintain Facility
<input checked="" type="checkbox"/>	Section 5: Evaluation Questions
<input checked="" type="checkbox"/>	Other Enclosures
<input checked="" type="checkbox"/>	Project location map
<input checked="" type="checkbox"/>	Photos, drawings, graphics, other relevant information
<input type="checkbox"/>	Copies of relevant plan information
<input checked="" type="checkbox"/>	Letters of support and other resolutions – Previous Letters included, updated letters will be included in Final Application
<input checked="" type="checkbox"/>	Other attachments included – Budget Detail
<input type="checkbox"/>	Complete application emailed to Jarrett Valdez at (jvaldez@ardc.org) by 4:30 p.m. on January 13, 2017.

You will promptly receive an email confirming your application was received.

AERIAL MAP

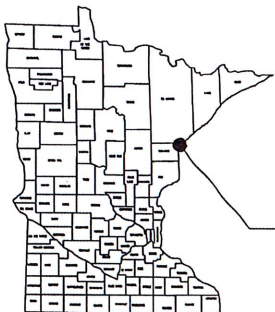


PROJECT LOCATION



SKYLINE PARKWAY RETAINING WALL RESTORATIONS (BARDONS PEAK)

750 0 750 1500 FT



PROJECT LOCATION

ST. LOUIS COUNTY
SEC. 34, T49N, R15W



PERFORMANCE
DRIVEN DESIGN.

LHBcorp.com

21 W. Superior St., Ste. 500 | Duluth, MN 55802
218.727.8446

Bardons Peak

Skyline Parkway Retaining Wall Restorations



Roadway and parapet back face of wall, looking north



Roadway and parapet back face of wall, looking south

Bardons Peak

Skyline Parkway Retaining Wall Restorations



General parapet back face of wall— note drainage scupper



Drainage scupper, front face of wall

Bardons Peak

Skyline Parkway Retaining Wall Restorations



Front face of retaining wall – note separated mortar joints



Front face of retaining wall

Bardons Peak

Skyline Parkway Retaining Wall Restorations



Front face of wall – note failed mortar joints with vegetation growth



Poured concrete cap



City of Duluth
Don Ness, Mayor

411 West First Street • Room 403 • Duluth, Minnesota • 55802-1199
218-730-5230 • Fax: 218-730-5904 • Email: dness@duluthmn.gov • www.duluthmn.gov

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August 4, 2015

Holly Slagle
Minnesota Department of Transportation
Department of Environmental Services
395 John Ireland Blvd.
Mail Stop 620
St. Paul, MN 55155-1899

RE: Skyline Parkway State Scenic Byway Grant Application

Dear Ms. Slagle,

I would like to urge your support of the City of Duluth's application for funding of the Restoration of Historic Rock Retaining Walls at Various Overlook Facilities along Skyline Parkway from the Minnesota Scenic Byways Program. The City of Duluth has administered previous FHWA projects and has the staff expertise to ensure successful project administration.

Skyline Parkway is nestled along a high ridge that provides some of the most spectacular outlooks in the city. This project involves restoring and preserving three scenic overlooks: Oneota, Bardon's Peak and Section 3 Pull off. Funding of this project would allow the City the opportunity to restore the block retaining walls needed for the safe operation of the overlook. Enclosed is a copy of City Council resolution number 15-0434R committing to the local 20% match, and an additional \$100,000 in local funds for construction, or \$420,000 of the \$1.22 million project cost.

We appreciate your office's support with past projects, and look forward to working with you on this important project to preserve a treasured historical landmark for this generation and future generations to come. Thank you for your consideration. I look forward to your response.

Sincerely,

Don Ness
Mayor

Enclosure

cc: Cindy Voigt, City Engineer



DEPARTMENT OF PLANNING & CONSTRUCTION SERVICES
Planning Division

411 West First Street • Room 208 • Duluth, Minnesota 55802-1197
218-730-5580 • Fax: 218-723-3559 • www.duluthmn.gov

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July 28, 2015

Holly Slagle
Minnesota Department of Transportation
Department of Environmental Services
395 John Ireland Blvd.
Mail Stop 620
St. Paul, MN 55155-1899

RE: Skyline Parkway State Scenic Byway Grant Application

Dear Ms. Slagle,

On behalf of Duluth's Planning Commission, I would like to urge your support of the city's application for funding of the Restoration of Historic Rock Retaining Walls at Various Overlook Facilities along Skyline Parkway.

Skyline Parkway is a significant corridor for the city, and the parkway itself has been integral to our community and economy. This project will help ensure that our scenic byway can be enjoyed by all modes of users. We need to take care of our scenic overlooks, and this grant opportunity will allow us to keep our walls from additional failures. These overlooks are in serious need of restoration in order to ensure that visitors and citizens alike will be able to enjoy the views from Skyline Parkway in a safe manner.

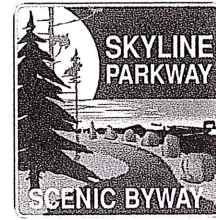
On July 14 the Planning Commission confirmed their support for this important restoration project. I hope you consider funding the restoration of these historic rock retaining walls.

Sincerely,

Zandy Zweibel
Chair of the Planning Commission

cc: Cindy Voigt, City Engineer

Skyline Planning and Preservation Alliance



July 10, 2015

Scott Bradley, Chair
Minnesota Scenic Byways Commission
c/o Holly Slagle
Minnesota Department of Transportation
Department of Environmental Services
395 John Ireland Blvd.
Mail Stop 620
St. Paul, MN 55155-1899

Dear Mr. Bradley:

The Skyline Planning and Preservation Alliance is in support of the city of Duluth's proposal for the restoration of the historic rock retaining walls along the overlooks for Skyline Parkway.

The Corridor Management Plan completed in 2003 by URS Corporation on page 47 states the importance of the Overlooks and the turnouts. The use of native stone both ornamental and structural.

Although many of the walls need some restoration work, the Oneota, Bardon's Peak and Section 3 pull off are a few of the most popular and heavily used overlooks for Duluth residents and tourists alike. Restoring these walls will ensure the safety and enjoyment of Skyline Parkway Scenic Byway for current and future generations. We are pleased that the city of Duluth has made this project a priority.

Sincerely,

Doug Stevens (past chair)
Skyline Planning and Preservation Alliance
4869 1st Ave. North
Duluth, MN. 55803
pollendug@hotmail.com



DEPARTMENT OF PLANNING & CONSTRUCTION SERVICES
Planning Division

411 West First Street • Room 208 • Duluth, Minnesota 55802-1197
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July 29, 2015

Holly Slagle
Minnesota Department of Transportation
Department of Environmental Services
395 John Ireland Blvd.
Mail Stop 620
St. Paul, MN 55155-1899

RE: Skyline Parkway State Scenic Byway Grant Application

Dear Ms. Slagle,

On behalf of Duluth's Heritage Preservation Commission, I would like to urge your support of the city's application for funding of the Restoration of Historic Rock Retaining Walls at Various Overlook Facilities along Skyline Parkway in accordance with the Secretary of Interior's standards for historic restoration.

This project involves restoring and preserving three scenic overlooks: Oneota, Bardon's Peak and Section 3 Pull off. These overlooks are in serious need of restoration in order to ensure that visitors and citizens alike will be able to enjoy the views from Skyline Parkway in a safe manner.

On July 28 the Heritage Preservation Commission confirmed their support for this important restoration project. I hope you consider funding the restoration of these historic rock retaining walls.

Sincerely,

David Woodward
Chair of the Heritage Preservation Commission

cc: Cindy Voigt, City Engineer

LHB Inc.
21 West Superior Street
Duluth, Minnesota
218-727-8446

ENGINEERS COST ESTIMATE
Bardons Peak
(645 FOOT LONG MORTARED STONE MASONRY WALL)

LHB PROJECT NO. 110481
BY: JDL, LHB INC. 08-24=16

NO.	ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	UNIT COST	TOTAL COST
1	2021.501	MOBILIZATION	LUMP SUM	1	\$28,000.00	\$28,000.00
2	2101.511	CLEARING AND GRUBBING	LUMP SUM	1	\$13,000.00	\$13,000.00
3	2104.501	REMOVE PIPE CULVERT	LIN FT		\$25.00	\$0.00
4	2105.501	COMMON EXCAVATION	CU YD	(P)	\$8.00	\$0.00
5	2105.522	SELECT GRANULAR BORROW MOD 7% (CV)	CU YD	(P)	\$36.00	\$0.00
6	2105.525	TOPSOIL BORROW (CV)	CU YD	(P)	\$44.00	\$0.00
7	2118.607	AGGREGATE SURFACING (CV) CLASS 5	CU YD	(P)	\$42.00	\$0.00
8		TYPE SP12.5 WEARING COURSE MIXTURE 3.C	TON		\$140.00	\$0.00
9	2502.601	DRAINAGE SYSTEM	LUMP SUM		\$2,500.00	\$0.00
10	2511.501	FURNISH AND SET BOULDER	EACH		\$500.00	\$0.00
11	2511.501	RESET BOULDER	EACH		\$300.00	\$0.00
12	2511.502	RANDOM RIPRAP CLASS II	CU YD		\$55.00	\$0.00
13	2511.502	RANDOM RIPRAP CLASS IV	CU YD		\$65.00	\$0.00
14	2511.604	REPOSITION EXISTING RIPRAP	SQ YD		\$200.00	\$0.00
15	2541.618	REPOINT HISTORIC STONE MASONRY	SQ FT	7700	\$32.00	\$246,400.00
16	2541.618	RECONSTRUCT STONE WALL (MORTARED)	SQ FT		\$300.00	\$0.00
17	2541.618	RECONSTRUCT STONE WALL (DRY-STACK)	SQ FT		\$260.00	\$0.00
18	2541.618	CONSTRUCT MONUMENT	LUMP SUM	1	\$20,000.00	\$20,000.00
19	2541.618		SQ FT		\$115.00	\$0.00
20	2541.618	REPAIR CONCRETE CAP	SQ FT	25	\$90.00	\$2,250.00
21	2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$6,500.00	\$6,500.00
22	2564.602	TRAFFIC SIGN WITH POST	EACH		\$350.00	\$0.00
23	2573.502	SILT FENCE, TYPE HEAVY DUTY	LIN FT		\$4.00	\$0.00
24	2573.54	FILTER LOG, TYPE STRAW BIOROLL	LIN FT		\$9.00	\$0.00
25	2573.602	TEMPORARY SEDIMENT TRAP	EACH		\$500.00	\$0.00
26	2575.523	EROSION CONTROL BLANKETS CATEGORY 3P	SQ YD		\$3.50	\$0.00
27	2575.523	EROSION CONTROL BLANKETS CATEGORY 4P	SQ YD		\$8.00	\$0.00
28	2575.555	TURF ESTABLISHMENT	LUMP SUM	1	\$2,000.00	\$2,000.00
				SUBTOTAL		\$318,150.00
+ Regrade for wall drain outlets				10% CONTINGENCY		\$31,815.00
				TOTAL ESTIMATE		\$349,965.00