



Application

01968 - 2014 Roadway Reconstruction/Modernization

02020 - Dale Street (Ramsey County State Aid Highway 53)/I-94 Interchange Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 12/01/2014 1:04 PM

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## Primary Contact

<b>Name:*</b>	Joseph	Frank	Lux
	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small>
			<small>Last Name</small>
<b>Title:</b>	Senior Planner		
<b>Department:</b>	Ramsey County Public Works		
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<b>Address:</b>	1425 Paul Kirkwold Drive		
<b>*</b>	Arden Hills	Minnesota	55112
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>
<b>Phone:*</b>	651-266-7114		
	<small>Phone</small>	<small>Ext.</small>	
<b>Fax:</b>	651-266-7110		
<b>What Grant Programs are you most interested in?</b>	Regional Solicitation - Roadways Including Multimodal Elements		

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## Organization Information

**Name:** RAMSEY COUNTY

**Jurisdictional Agency (if different):**

**Organization Type:**

County Government

**Organization Website:**

**Address:**

DEPT OF PUBLIC WORKS  
1425 PAUL KIRKWOOD DR

\*

ARDEN HILLS      Minnesota      55112  
City                      State/Province              Postal Code/Zip

**County:**

Ramsey

**Phone:\***

651-266-7100  
Ext.

**Fax:**

**PeopleSoft Vendor Number**

0000023983A30

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## Project Information

**Project Name**

Interstate Highway 94/Dale Street Interchange Reconstruction

**Primary County where the Project is Located**

Ramsey

**Jurisdictional Agency (If Different than the Applicant):**

Ramsey County and MnDOT

**Brief Project Description (Limit 2,800 characters; approximately 400 words)**

This project will reconstruct the functionally obsolete Dale Street interchange bridge over I-94 and the approach sections of Dale Street between Iglehart Avenue and University Avenue. The existing bridge lacks adequate pedestrian facilities as well as adequate accommodations for turning vehicles. Lane widths are currently deficient at 10 feet. We propose to rebuild the interchange bridge with two ten-foot wide sidewalks, two six-foot wide shoulders, two through lanes in each direction, and a left-turn lane at each ramp to I-94. In addition, we will rebuild the approach segments of Dale Street and address sidewalk and pedestrian deficiencies in the project area. Segments of Dale Street within the project limits that do not require full reconstruction will be repaved, with sidewalk and lighting improvements.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)**

0.42

**Connection to Local Planning:**

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 MnDOT 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.

**Connection to Local Planning**

Replacement of the Dale Street/I-94 interchange is identified as a priority in the City of St. Paul's comprehensive plan. In addition, specific deficiencies were identified in the 2013 Dale Street Walkability Study that was sponsored by the District Councils Collaborative.

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**Project Funding**

**Are you applying for funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$5,565,625.60

**Match Amount** \$1,391,406.40

*Minimum of 20% of project total*

**Project Total** \$6,957,032.00

**Match Percentage** 20.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** CSAH, MSA, and local funds.

**Preferred Program Year**

**Select one:** 2019

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**MnDOT State Aid Project Information: Roadway Projects**

**County, City, or Lead Agency** Ramsey County Public Works

**Functional Class of Road** Class A Minor Arterial- Augmenter

**Road System** CSAH

*TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*

**Name of Road** Dale Street

*Example; 1st ST., MAIN AVE*

**Zip Code where Majority of Work is Being Performed** 55105

**(Approximate) Begin Construction Date** 05/06/2019

**(Approximate) End Construction Date** 11/01/2019

## LOCATION

**From:**  
**(Intersection or Address)** Iglehart Avenue

*Do not include legal description;  
Include name of roadway if majority of facility  
runs adjacent to a single corridor.*

**To:**  
**(Intersection or Address)** University Avenue

## Type of Work

bridge construction, grading, aggregate base, bituminous surfacing, traffic signals, sidewalks, lighting, guardrail, pedestrian ramps

*Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*

**Old Bridge/Culvert?** Yes

**New Bridge/Culvert?** Yes

**Structure is Over/Under**  
**(Bridge or culvert name):** I-94

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$155,000.00
Removals (approx. 5% of total cost)	\$67,122.60
Roadway (grading, borrow, etc.)	\$153,721.98
Roadway (aggregates and paving)	\$226,524.08
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$37,950.42
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$184,842.18
Traffic Control	\$35,000.00
Striping	\$48,178.74
Signing	\$0.00
Lighting	\$144,000.00
Turf - Erosion & Landscaping	\$4,884.10
Bridge	\$4,386,000.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$500,000.00

Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$907,439.00
Other Roadway Elements	\$106,368.90
<b>Totals</b>	<b>\$6,957,032.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
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
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Totals

Total Cost	\$6,957,032.00
Construction Cost Total	\$6,957,032.00
Transit Operating Cost Total	\$0.00

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## 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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not 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**

3. 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**

4. 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. Expansion, reconstruction/modernization, and bridges must be between \$1,000,000 and \$7,000,000. Roadway system management must be between \$250,000 and \$7,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

6. The project must be accessible and open to the general public.

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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**

*9. 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**

*10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.*

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

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## **Requirements - Roadways Including Multimodal Elements**

### **Expansion and Reconstruction/Modernization Projects Only**

*1. The project must be designed to meet 10-ton load limit standards.*

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

*2. Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.*

*The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.*

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

### **Bridge Projects Only**

*3. The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.*

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

*4. Bridges selected in previous Bridge Improvement and Replacement solicitations (1994-2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.*

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

*5. Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.*

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

*6. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.*

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

*7. The length of the bridge must equal or exceed 20 feet.*

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

*8. Project limits for bridge projects are limited from abutment to abutment.*

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

*9. The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.*

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

### Bridge Replacement Projects Only

10. The bridge must have a sufficiency rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

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

### Bridge Rehabilitation Projects Only

11. The bridge must have a sufficiency rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

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

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## Other Attachments

File Name	Description	File Size
2020 Ramsey HSIP.pdf	Crash B/C	52 KB
Accident Diagram Dale & Concordia.pdf	Dale Street/Concordia Avenue (south ramp) Crash Diagram	101 KB
Accident Diagram Dale & St Anthony.pdf	Dale Street/St. Anthony Avenue (north ramp) Crash Diagram	92 KB
Dale at I-94 layout 1.pdf	Dale Street (CSAH 53)/I-94 Interchange Concept Layout- Reconstruction Area	603 KB
DaleStLocationMap.pdf	Location Map	8.3 MB
Dale_Interchange_SUPC_Support.pdf	Summit-University Planning Council Support Letter	65 KB
District 7 Dale street bridge support letter to Jim Tolaas.docx	Frogtown Neighborhood Association(District 7) Support Letter	336 KB
engineers estimate.xlsm	Engineer's Estimate- Preliminary	36 KB
MnDOT 94_Dale St Interchange.pdf	MnDOT Letter of support.	38 KB
RdwayAreaDef.pdf	Roadway Area Definition	783 KB
RegionalEcon.pdf	Regional Economy	1.4 MB
SocioEcon.pdf	Socio Economic	1.4 MB
St. Paul Support of Dale St Bridge 1212014.pdf	City of St. Paul Support Letter	203 KB
TransitCon.pdf	Transit Connections	1.5 MB

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## Reliever: Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the Congestion Report) 0

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## Reliever: Non-Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the table below) 0

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### Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am				
1:00am - 2:00am				
2:00am - 3:00am				
3:00am - 4:00am				
4:00am - 5:00am				
5:00am - 6:00am				
6:00am - 7:00am				
7:00am - 8:00am				
8:00am - 9:00am				
9:00am - 10:00am				
10:00am - 11:00am				
11:00am - 12:00pm				
12:00pm - 1:00pm				
1:00pm - 2:00pm				
2:00pm - 3:00pm				
3:00pm - 4:00pm				
4:00pm - 5:00pm				
5:00pm - 6:00pm				
6:00pm - 7:00pm				
7:00pm - 8:00pm				
8:00pm - 9:00pm				
9:00pm - 10:00pm				
10:00pm - 11:00pm				
11:00pm - 12:00am				

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### Expander/Connector/Augmentor/Non-Freeway Principal Arterial

Select one:	Augmenter
Area	0.999
Project Length	0.488
Average Distance	2.0471
Upload Map	Dale-94 Roadway Definition.pdf

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### Measure B: Current Heavy Commercial Traffic

Location	Dale Street, North of I-94
Current daily heavy commercial traffic volume	1568.0

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### Measure C: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply

Direct connection to or within a mile of a Job Concentration	Yes
Direct connection to or within a mile of a Manufacturing/Distribution Location	
Direct connection to or within a mile of an Educational Institution	Yes
Project provides a direct connection to or within a mile of an existing local activity center identified in an adopted county or city plan	
County or City Plan Reference (Limit 700 characters; approximately 100 words)	
Upload Map	Dale-94 Regional Economy.pdf

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### Measure A: Current Daily Person Throughput

Location	Dale Street, north of I-94
Current AADT Volume	23200.0
Existing Transit Routes on the Project	16, 53, 65, 94, 353, 355, 365, 375, 452, METRO Green Line

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### Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	523.0
Current Daily Person Throughput	30683.0

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### Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume	Yes
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METC Staff - Forecast (2030) ADT volume 23400.0

OR

Approved county or city travel demand model to determine forecast (2030) ADT volume

Forecast (2030) ADT volume 0

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## Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty Yes

Project located in Concentrated Area of Poverty

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

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

Response (Limit 1,400 characters; approximately 200 words)

Possibly more than any route in the region, I-94 through St. Paul is an example of the division of a community that a major road project can create. This project will help restore pedestrian connections between the Old Rondo neighborhood south of I-94 and the Dale/University neighborhood on the north side, providing access to businesses there, as well as to the Green Line light rail. The decrease in congestion along the corridor will benefit transit users as well as drivers and should make pedestrian travel easier as well.

Upload Map

Dale-94 Socio-Economic Map.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length (Miles)
St. Paul	0.42
	0

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## Total Project Length

Total Project Length 0.42

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
St. Paul	0.42	0.42	98.0	1.0	98.0
		<b>0</b>	<b>98</b>	<b>1</b>	<b>98</b>

## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.42
Total Housing Score	98.0

## Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1958.0	0.13	254.54	606.048
1961.0	0.04	78.44	186.762
1996.0	0.08	159.68	380.19
1956.0	0.17	332.52	791.714
	<b>0</b>	<b>825</b>	<b>1965</b>

## Average Construction Year

Weighted Year	1964.714
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## Total Segment Length (Miles)

Total Segment Length	0.42
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## Measure B: Geometric, Structural, or Infrastructure Improvements

Response (Limit 1,400 characters; approximately 200 words)

In addition to the deficiencies present for pedestrians, the Dale Street bridge over I-94, built in 1961, lacks the capacity to adequately accommodate existing traffic volume, resulting in long delays and vehicle queues that regularly extend from Concordia and St. Anthony Avenues past adjacent intersections. There is currently a left-turn lane for northbound vehicles at St. Anthony Avenue, but none at Concordia Avenue, despite approximately 70% more vehicles making that movement. Lane widths are compromised by the size of the current bridge, resulting in turning vehicles encroaching into adjacent lanes. The narrow bridge also creates sight distance issues, since the bridge is so narrow that the railings block drivers' visibility when making right turns, resulting in a very high percentage of right-angle crashes. The proposed design will build adequately-sized left-turn lanes at Concordia and St. Anthony Avenues, construct 11-foot wide through lanes, six-foot wide shoulders, and ten-foot wide sidewalks on the bridge and will build approaches to match. In addition to the geometric deficiencies of the roadway portion of the bridge, inadequate vertical clearance over I-94 will be brought up to current standards and the roadway and bridge will meet ten-ton standards. Bridge railings will be improved and pedestrian-scale lighting installed and aging traffic signals replaced.

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## Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	\$6,957,032.00
Total Peak Hour Vehicle Delay Without The Project	23.72
Total Peak Hour Vehicle Delay With The Project	16.36
Total Peak Hour Vehicle Delay Reduced by Project	7.36
Cost Effectiveness	\$945,248.91
Synchro or HCM Reports	Dale_94_PM_Retimed and FL Turn Lane- Report.pdf

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## Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	\$6,957,032.00
Total Peak Hour Kilograms Reduced by Project	1.23
Cost Effectiveness	\$5,656,123.58
Synchro or HCM Reports	Dale_94_PM_Retimed and FL Turn Lane- Report.pdf

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## Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.7
Worksheet Attachment	Dale & 94 All Combined BC Worksheet.xlsx

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	16, 53, 65, 94, 353, 355, 365, 375, 452, METRO Green Line
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Dale-94 Transit Connections.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership	2.0483222E7
Transitway Ridership	0

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## Measure B: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)

The lack of adequate pedestrian facilities in this corridor is a primary reason for proposing this project. Dale Street is heavily used by pedestrians crossing I-94 and provides a link from neighborhoods south of I-94 to businesses in the University Avenue neighborhood and to the Green Line light rail. The existing sidewalks on the bridge are less than five feet wide and there is no buffer between the sidewalks and traffic, creating a very uncomfortable walking environment. We propose ten-foot wide shoulders with a six-foot wide shoulder on each side of the bridge to accommodate pedestrians and any future bicycle improvements. On either side of the bridge, sidewalks will be brought up to current ADA standards and the traffic signals upgraded with upgraded pedestrian ramps and Audible Pedestrian Signals with countdown timers. Because of right of way impacts and because Dale Street is not identified in St. Paul's Draft Bicycle Plan as a designated bike route, we are not proposing bike shoulders, except on the bridge, but the outside lanes will be available to cyclists wishing to use them. Should expansion of the City's bike system occur, the six-foot shoulders proposed on the bridge would adequately accommodate that. On the north end of the project, there is a heavily-used mid-block crosswalk and the appropriate traffic control for it will be identified.

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## Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)

Dale Street is a heavily-used pedestrian route between the neighborhoods south of I-94 and those north of it. This corridor is a direct connection to the Green Line light rail, with a station at the Dale Street/University Avenue intersection. The existing sidewalks on the bridge are only five feet wide and pedestrian ramps at the crosswalks are substandard. No pedestrian-scale lighting exists but would be added with this project. This project would construct ten-foot wide sidewalks on each side of the new bridge and would bring all sidewalks in the project area up to current ADA standards. The traffic signals at the Concordia and St. Anthony Avenues would be upgraded to include countdown timers and Audible Pedestrian Signals. Though this corridor is not included in St. Paul's Draft Bicycle Plan, six-foot wide shoulders would be built on the bridge.

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## Transit Projects Not Requiring Construction

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

**Check Here if Your Transit Project Does Not Require Construction**

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

### 2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started Yes



50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 06/30/2016

### 3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified

50%

Document not started Yes

0%

Anticipated date or date of completion/approval 06/30/2016

### 4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated Yes

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources

0%

Anticipated date or date of completion of historic/archeological review: 04/15/2016

Project is located on an identified historic bridge

### 5)Review of Section 4f/6f Resources (15 Percent of Points)

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

No Section 4f/6f resources located in the project area Yes

100%

**Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

**Section 4f resources present within the project area, but no known adverse effects**

80%

**Adverse effects (land conversion) to Section 4f/6f resources likely**

30%

**Unknown impacts to Section 4f/6f resources in the project area**

0%

### **6)Right-of-Way (15 Percent of Points)**

**Right-of-way or easements not required**

100%

**Right-of-way or easements has/have been acquired**

100%

**Right-of-way or easements required, offers made**

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

Yes

25%

**Right-of-way or easements required, parcels not identified**

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition**

### **7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project**

Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)**

100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

**Railroad Right-of-Way Agreement required; negotiations have begun**

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

**8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion**

50%

**Construction plans have not been started**

Yes

0%

**Anticipated date or date of completion**

06/30/2016

**9)Letting**

**Anticipated Letting Date**

03/10/2017

HSIP worksheet		Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begin	Study Period End
		CR-53	Dub St @ 134				Ramsey County	1/1/2011	12/31/2013
Description of Proposed Work: Improve off-ramp/through and side driveways in revised bridge design, install left-turn lane									
Study Period: Number of Crashes	F								
	A								
	B								
	C								
	PD								
% Change in Crashes	F								
	A								
	B								
	C								
	PD								
Change in Crashes = No. of crashes X % change in crashes	F								
	A								
	B								
	C								
	PD								
Year (Safety Improvement Construction)		2018							
Project Cost (exclude Right of Way)			Type of Change in Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	B/C= 0.70	
Right of Way Costs (optional)			F		0.00	\$ 1,100,000	\$ -	Using present worth values.	
Traffic Growth Factor		0%	A	-0.19	-0.20	\$ 550,000	\$ 108,167	B= \$ 4,838,512	
Capital Recovery			B	-1.66	-0.51	\$ 160,000	\$ 88,533	C= \$ 6,957,032	
1. Discount Rate		4.5%	C	-4.50	-1.50	\$ 81,000	\$ 121,500	See "Calculations" sheet for amortization.	
2. Project Service Life (n)		20	PD	-10.36	-3.41	\$ 7,400	\$ 28,656		
Total						\$ 443,156	\$ 246,852	Office of Traffic, Safety and Technology December 2008	

HSIP worksheet		Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begin	Study Period End
		CR-53	Dub St @ Concordia Ave				Ramsey County	1/1/2011	12/31/2013
Description of Proposed Work: Improve off-ramp/through and side driveways in revised bridge design, install left-turn lane									
Study Period: Number of Crashes	F								
	A								
	B								
	C								
	PD								
% Change in Crashes	F								
	A								
	B								
	C								
	PD								
Change in Crashes = No. of crashes X % change in crashes	F								
	A								
	B								
	C								
	PD								
Year (Safety Improvement Construction)		2018							
Project Cost (exclude Right of Way)			F			\$ 1,100,000		B/C=	
Right of Way Costs (optional)			F			\$ 1,100,000		Using present worth values.	
Traffic Growth Factor		0%	A	-0.19	-0.20	\$ 550,000	\$ 108,167	B= \$ 4,025,503	
Capital Recovery			B	-1.18	-0.30	\$ 160,000	\$ 62,931	C= \$	
1. Discount Rate		4.5%	C	-3.51	-1.18	\$ 81,000	\$ 95,580	See "Calculations" sheet for amortization.	
2. Project Service Life (n)		20	PD	-7.83	-2.61	\$ 7,400	\$ 19,314		
Total						\$ 285,994	\$ 193,114	Office of Traffic, Safety and Technology December 2008	

HSIP worksheet		Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begin	Study Period End
		CR-53	Dub St @ Concordia Ave				Ramsey County	1/1/2011	12/31/2013
Description of Proposed Work: Improve off-ramp/through and side driveways in revised bridge design									
Study Period: Number of Crashes	F								
	A								
	B								
	C								
	PD								
% Change in Crashes	F								
	A								
	B								
	C								
	PD								
Change in Crashes = No. of crashes X % change in crashes	F								
	A								
	B								
	C								
	PD								
Year (Safety Improvement Construction)		2018							
Project Cost (exclude Right of Way)			F			\$ 1,100,000		B/C=	
Right of Way Costs (optional)			F			\$ 1,100,000		Using present worth values.	
Traffic Growth Factor		0%	A			\$ 550,000	\$ 113,009	B= \$ 813,009	
Capital Recovery			B	-0.48	-0.16	\$ 160,000	\$ 25,600	C= \$	
1. Discount Rate		4.5%	C	-0.96	-0.32	\$ 81,000	\$ 25,920	See "Calculations" sheet for amortization.	
2. Project Service Life (n)		20	PD	-2.53	-0.84	\$ 7,400	\$ 6,241		
Total						\$ 57,761	\$ 170,570	Office of Traffic, Safety and Technology December 2008	

02-02-13	8AM	CL	I	⊗
11-09-13	5PM	CL	D	⊗
06-18-12	1PM	CL	D	⊗
10-18-13	4PM	CL	D	⊗
12-10-13	2PM	CL	I	⊗
07-28-11	7AM	CL	D	⊗
01-23-13	5PM	CL	D	⊗
12-20-12	6PM	CL	D	⊗
08-12-13	6PM	CL	D	⊗
03-29-13	9PM	CL	D	⊗
12-25-12	9PM	CL	D	⊗
01-11-12	5PM	CLD	W	⊗
02-27-11	10PM	CL	SN	⊗
08-02-11	12PM	CL	D	⊗
04-10-12	1PM	CL	D	⊗
04-15-12	2PM	CLD	D	⊗
08-27-13	11PM	CL	D	⊗
05-21-11	8PM	R	W	⊗
12-26-12	3PM	CL	D	⊗
05-31-11	5PM	CL	D	⊗
11-13-12	9AM	CL	D	⊗

06-20-12	5PM	CLD	W	⊗
10-23-13	9AM	CLD	D	⊗
08-21-12	1PM	CL	D	⊗
09-24-12	7AM	CL	D	⊗

36 TOTAL ACCIDENTS  
 8 WITH INJURIES  
 0 FATALITIES  
 7 WITH PEDESTRIANS

12-05-13	6PM	SN	I	⊗
07-07-13	12PM	CL	D	⊗
06-17-13	6PM	CL	D	⊗
11-29-11	3PM	CL	D	⊗
09-13-11	7PM	CL	D	⊗
05-20-12	1PM	RN	W	⊗
10-20-12	2PM	CL	D	⊗
02-16-12	3PM	CL	D	⊗
10-20-11	6PM	CL	D	⊗
08-25-11	3PM	CL	D	⊗
08-03-11	8PM	CL	D	⊗

CONCORDIA AVE



DALE ST

### LEGEND

- ⊗ ACCIDENT WITH PEDESTRIAN
- ⊗ HEAD-ON
- ⊗ HEAD-ON SIDESWIPE
- ⊗ OVERTAKING SIDESWIPE
- ⊗ REAR END
- ⊗ RIGHT ANGLE
- ⊗ LEFT TURN
- ⊗ OUT OF CONTROL

#### Accident Severity

- NO INJURY
- ⊙ POSSIBLE INJURY
- ⊕ NON-INCAPACITATING INJURY
- ⊖ INCAPACITATING INJURY
- FATALITY

#### Weather

- CL=CLEAR
- CLD=CLOUDY
- R=RAINING
- SN=SNOWING
- F=FOGGY

#### Road Surface

- D=DRY
- W=WET
- I=ICY
- SN=SNOWY

EXAMPLE:

Date Time Weather Road Surface → ⊗

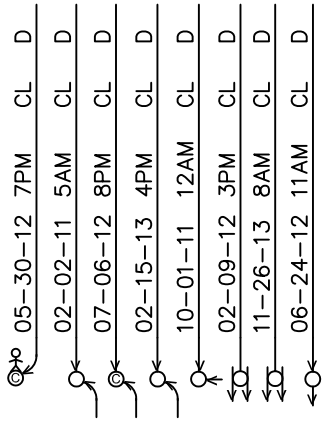


**RAMSEY COUNTY**  
 Department of Public Works

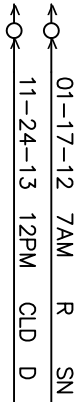
## ACCIDENT DIAGRAM

Dale Street at  
 Concordia Avenue  
 2011-2013

26 TOTAL ACCIDENTS  
 3 WITH INJURIES  
 0 FATALITIES  
 1 WITH PEDESTRIANS



01-20-11	6PM	CL	W
06-28-13	7PM	CL	D
03-21-13	6PM	CL	D
09-19-13	8PM	CL	D
07-30-13	10AM	CLD	D
02-20-11	2PM	SN	SN
01-17-12	11AM	CL	SN
07-20-12	4PM	CL	D
08-09-12	12PM	CLD	D
08-14-12	8AM	CL	D
09-04-12	2PM	CL	D
10-29-12	7PM	CL	D
08-07-11	10AM	CLD	D
06-11-12	10AM	CLD	D
10-03-12	3PM	CL	D
10-03-12	11PM	CL	D



### LEGEND

- ACCIDENT WITH PEDESTRIAN
- HEAD-ON
- HEAD-ON SIDESWIPE
- OVERTAKING SIDESWIPE
- REAR END
- RIGHT ANGLE
- LEFT TURN
- OUT OF CONTROL

#### Accident Severity

- NO INJURY
- ⊙ POSSIBLE INJURY
- ⊕ NON-INCAPACITATING INJURY
- ⊗ INCAPACITATING INJURY
- FATALITY

#### Weather

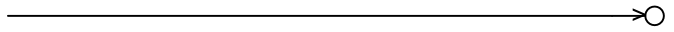
- CL=CLEAR
- CLD=CLOUDY
- R=RAINING
- SN=SNOWING
- F=FOGGY

#### Road Surface

- D=DRY
- W=WET
- I=ICY
- SN=SNOWY

EXAMPLE:

Date Time Weather Road Surface



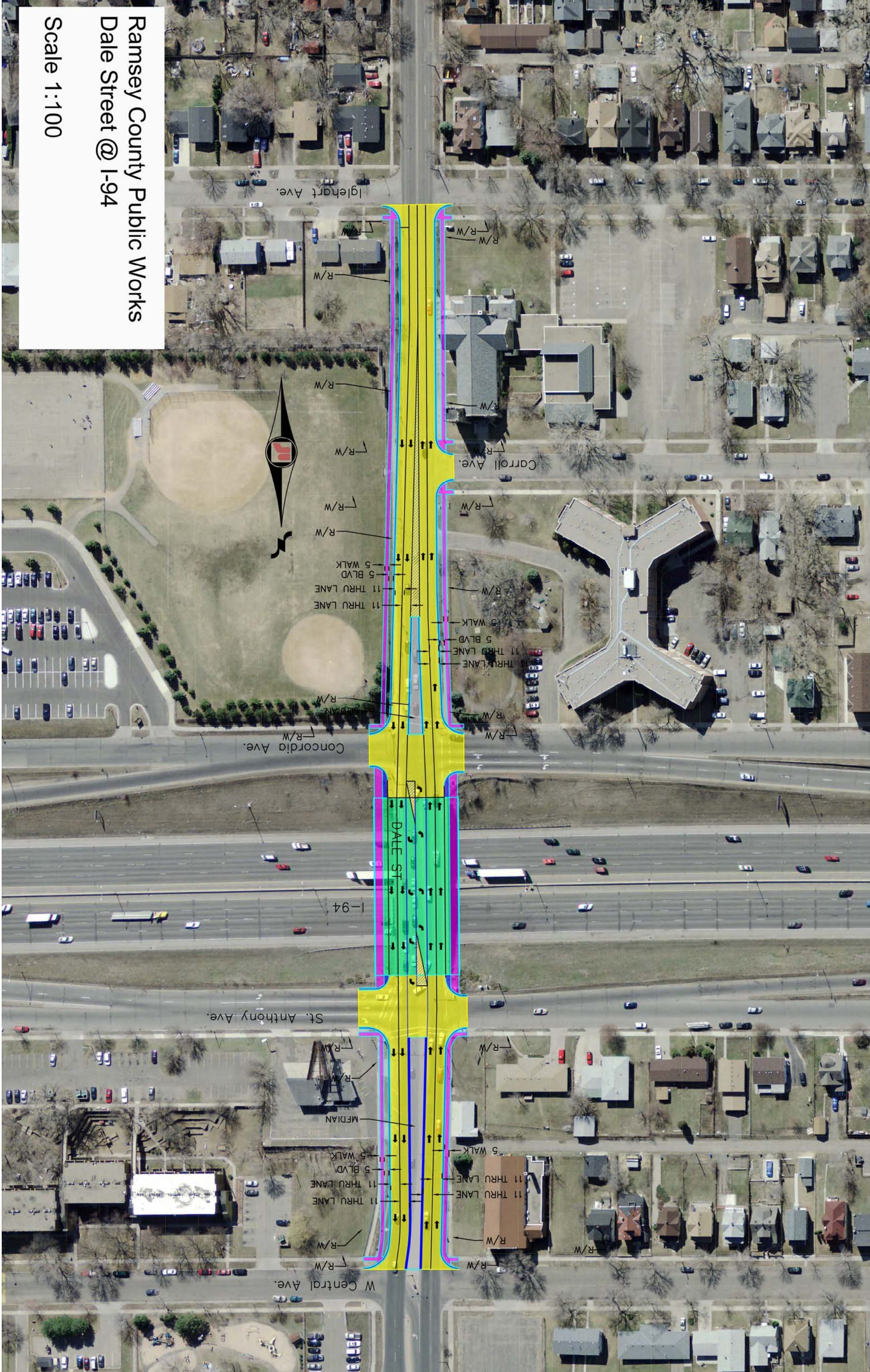
**RAMSEY COUNTY**  
 Department of Public Works

## ACCIDENT DIAGRAM

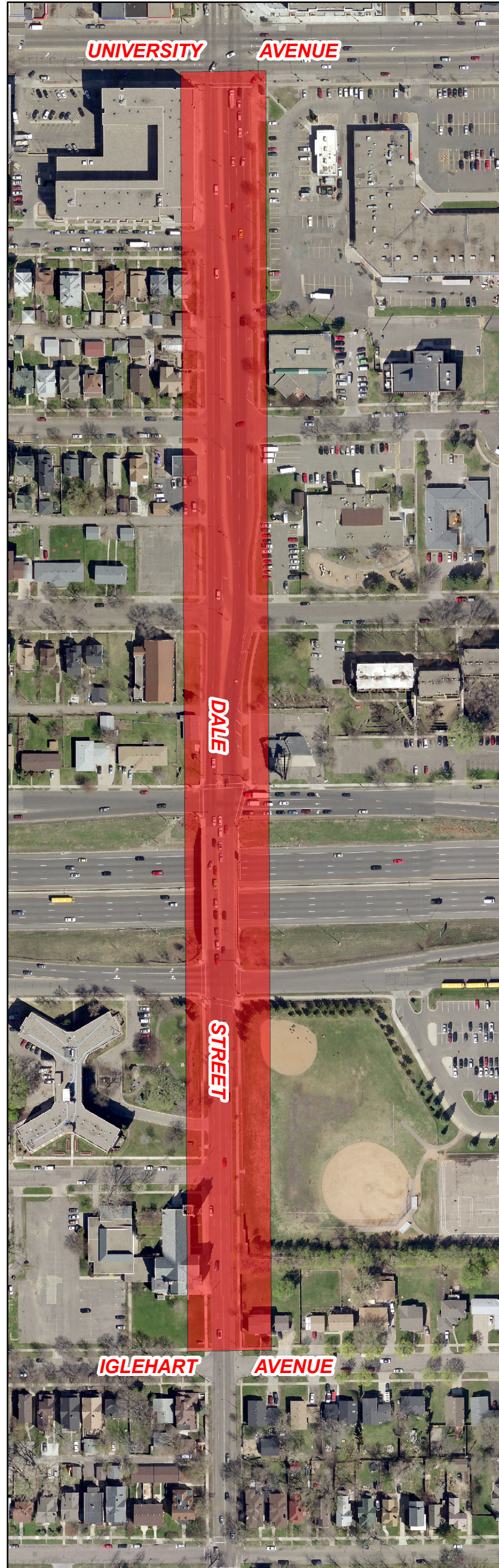
Dale Street at  
 St Anthony Avenue  
 2011-2013

Ramsey County Public Works  
Dale Street @ I-94

Scale 1:100



Dale Street  
Iglehart Avenue to University Avenue







**2014-2015**

**Board of Directors**

**Chair**

Steve Wilson  
Hallie Q. Brown Community  
Center

**Vice Chair**

Simone Harris

**Secretary**

Mary Morris  
Ramsey Hill Association

**Treasurer**

Marvin Scroggins

**Chair, Neighborhood  
Development**

**Committee**  
Stephen Filing

**Chair, Communications  
and Outreach**

Dianne Moore

**Chair, Community  
Improvement and  
Safety**

Trahern Crews

Ginny Martin  
Unity Church Unitarian

Vaughn Larry  
Aurora St. Anthony  
Neighborhood Development  
Corporation

Ibrahim Kamia

Jean Schroeppfer

Sharon Roberts

Gerald Ransom

Thomas Enst

Robert Clarksen

Theresa Nix

Martin Lorenz-Meyer

Angela Burns

Carol Maupins

Gloria Caples

Rebecca Airmet

November 20, 2014

Jim Tolaas, Director of Public Works/County Engineer  
1425 Paul Kirkwold Drive  
Arden Hills, MN 55112

Dear Mr. Tolaas:

Summit-University Planning Council or District Council 8, of the City of Saint Paul, supports the efforts of Ramsey County to solicit federal Surface Transportation Program funding for the reconstruction of the Dale Street/I-94 interchange bridge, approach roads, sidewalks, pedestrian ramps, and traffic signals.

As documented in the Dale Street Pedestrian Demonstration Project, community members have identified improving pedestrian safety, accessibility, and community connections across I-94 as an urgent priority. Currently, narrow sidewalks, limited sight lines for drivers and pedestrians, poor signalization, steep sidewalk grades and cross-slopes, sub-standard ADA curb ramps, and unsafe pedestrian crossings put youth, elders, and persons with disabilities in dangerous situations. Current conditions are inequitable - limiting public access to cultural and community activities and resources.

The proposed project on Dale Street would provide a safer pedestrian environment, improve access to Green Line light rail transit and bus transit service, and remove barriers to community cohesion. Of key importance, the project begins to address the multitude of long-standing, negative impacts the construction of I-94 had on the Rondo community. In the 1930s, Rondo Avenue was at the heart of Saint Paul's largest African-American neighborhood. African-Americans whose families had lived in Minnesota for decades and others who were just arriving from the South, made up a vibrant, viable, working-class community. The construction of I-94 in the 1960s shattered this tight-knit community, and displaced thousands of African-Americans into a racially segregated city with a discriminatory housing market, erasing the now-legendary neighborhood.

Summit-University looks forward to working with Ramsey County and other jurisdictions on the planning, design, construction of the interchange, and improvements to ensure the project benefits the community and those who visit.

Sincerely yours,

Sara K Udvig  
Executive Director  
Summit University Planning Council



**Minnesota Department of Transportation**

Metro District  
1500 West County Road B-2  
Roseville, MN 5511

November 25, 2014

Joseph Lux  
Senior Planner  
Ramsey County Public Works  
1425 Paul Kirkwold Drive  
Arden Hills, MN 55112-3933

RE: Regional Solicitation Application for I-94/Dale Street interchange reconstruction

Dear Mr. Lux:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application I-94/Dale Street interchange reconstruction impacts MnDOT right of way on along I-94.

As the agency with jurisdiction over I-94, MnDOT supports the application for the I-94/Dale Street interchange reconstruction. Details of a future maintenance agreement with the county will be determined during project development to define how the project will be maintained for the project's useful life.

This project currently has no funding from MnDOT.

Sincerely,

A handwritten signature in blue ink that reads "Scott McBride".

Scott McBride, P.E.  
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council  
Sheila Kauppi, MnDOT Metro District – North Area Manager

An Equal Opportunity Employer



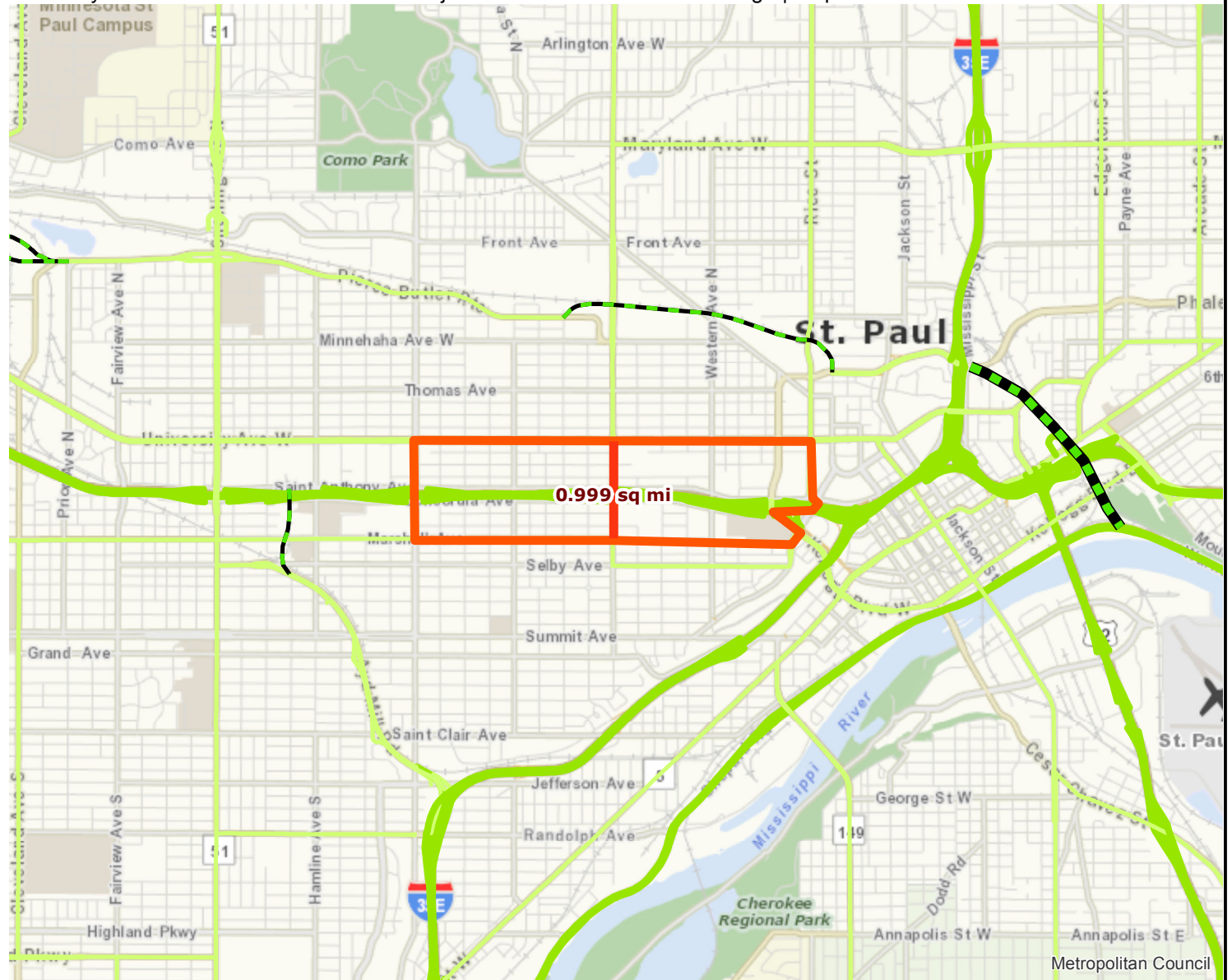
# Roadway Area Definition

Roadway Reconstruction/Modernization Project: i994 and Dale St Interchange | Map ID: 1419956091128

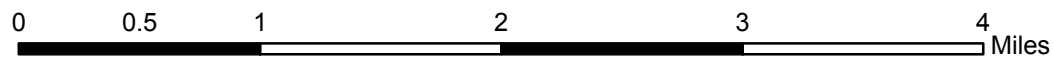
## Results

Project Length: 0.488 miles

Project Area: 0.999 sq mi



- Project
- Principal Arterials
- Principal Arterials Planned
- Project Area
- A Minor Arterials
- A Minor Arterials Planned



Created: 12/30/2014  
LandscapeRSA1



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



# Regional Economy

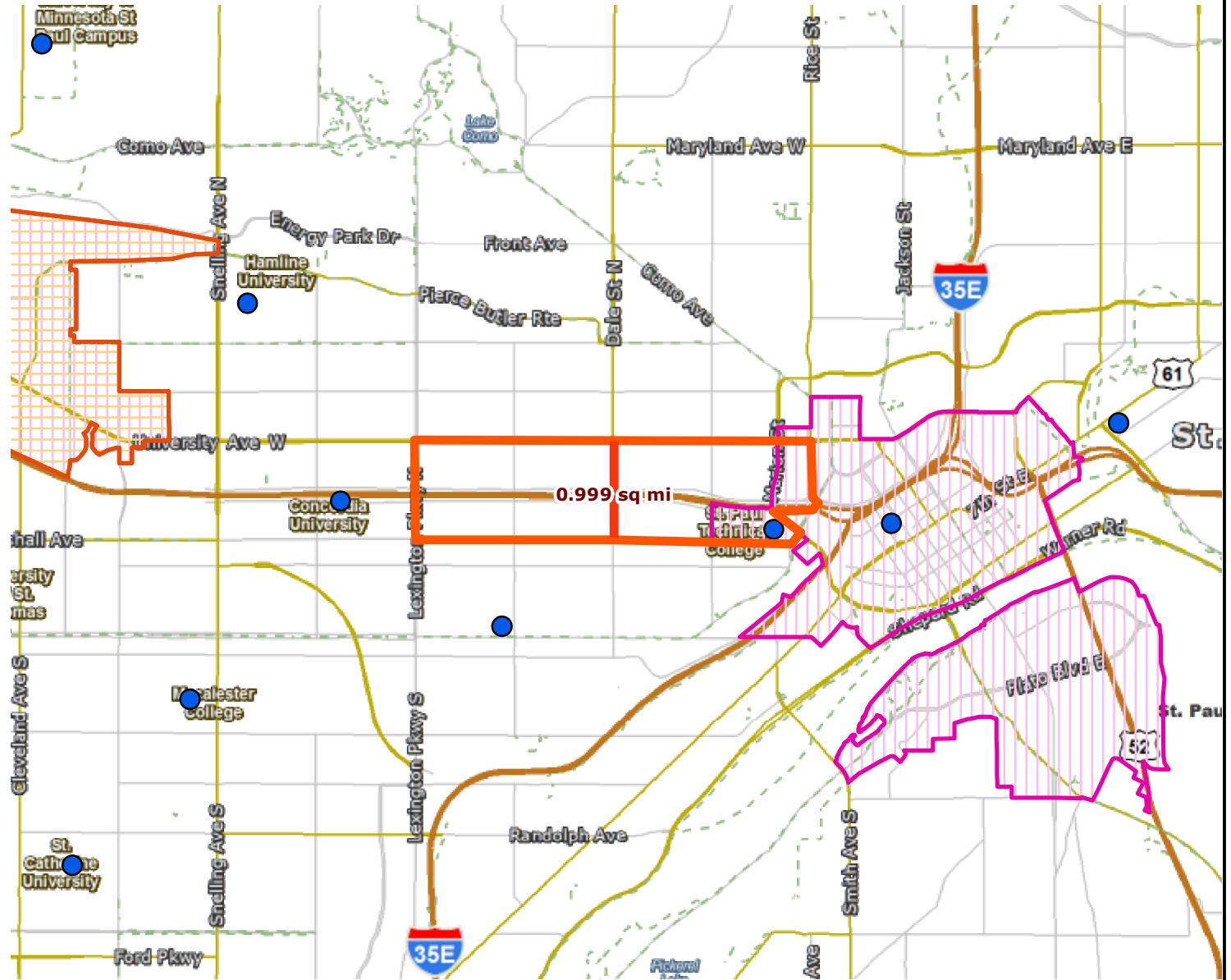
Roadway Reconstruction/Modernization Project: i994 and Dale St Interchange | Map ID: 1419956091128

## Results

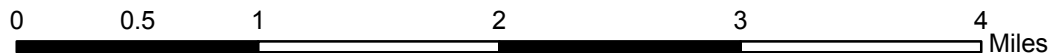
Project **WITHIN ONE MI** of area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **WITHIN ONE MI** of area of Education Institutions.



- Project
- PostSecondary Education Centers
- Job Concentration Centers
- Project Area
- Manufacturing/Distribution Centers



Created: 12/30/2014  
LandscapeRSA5

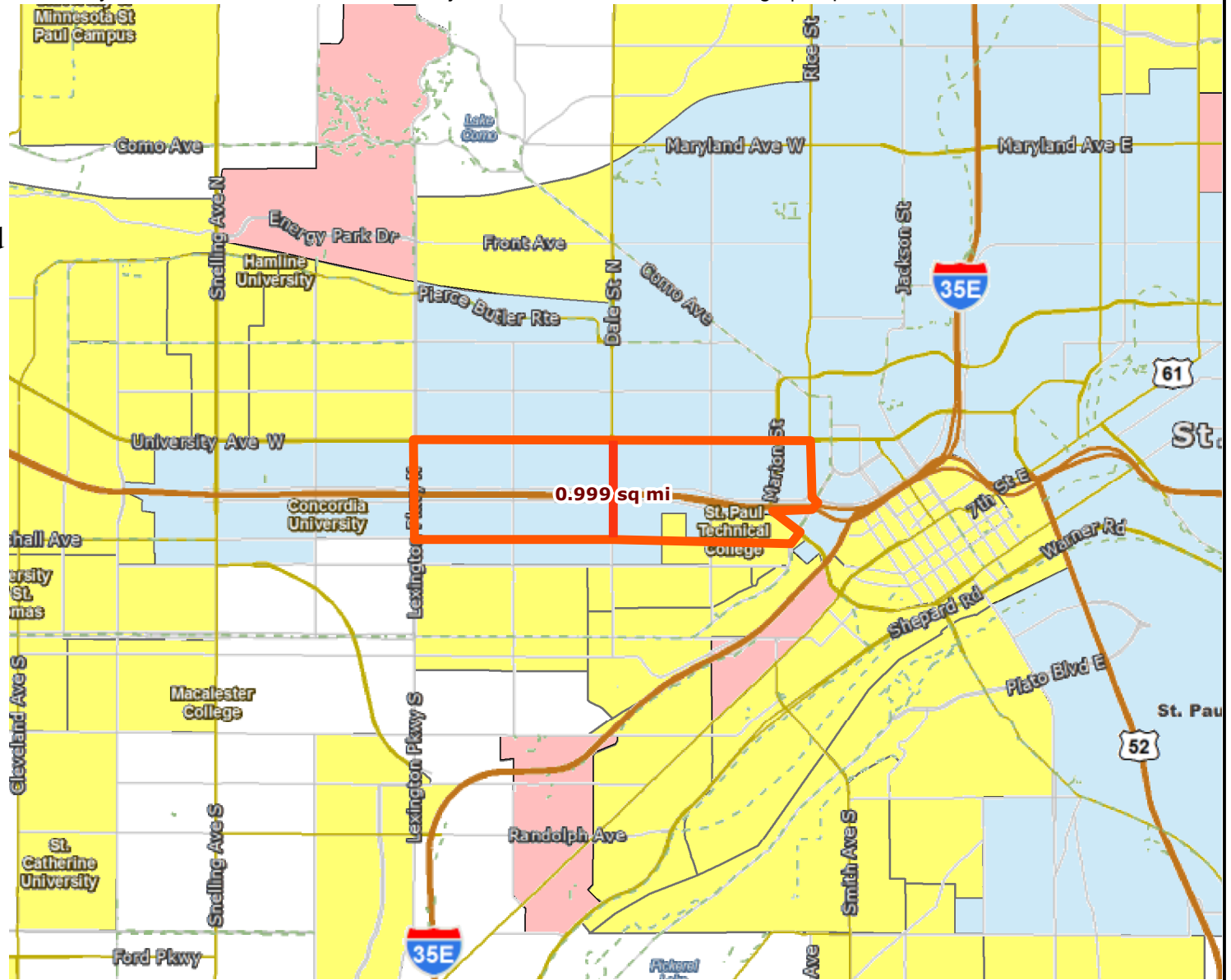


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

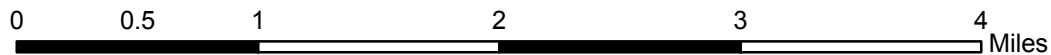


Results

Project IN a racially concentrated area of poverty.



- Project Area
- Project
- Racially concentrated area of poverty
- Above reg'l avg conc of race/poverty
- Concentrated area of poverty



DEPARTMENT OF PUBLIC WORKS

*Rich Lallier, Director*



**CITY OF SAINT PAUL**  
*Christopher B. Coleman, Mayor*

*John Maczko, City Engineer*  
*1500 City Hall Annex*  
*25 W. Fourth Street*  
*Saint Paul, MN 55102-1660*

*Telephone: 651-266-6137*  
*Fax: 651-266-6222*

December 1, 2014

James Tolaas  
Ramsey County Engineer  
Ramsey County Public Works  
1425 Paul Kirkwold Drive  
Arden Hills, MN 55112

Dear Mr. Tolaas:

I am writing this letter in support of your STP application for the replacement of the Dale Street/I-94 Interchange. This bridge is functionally obsolete and is routinely congested causing significant traffic delays. Back-ups occur during the morning and evening rush hours from I-94 to University Avenue and during daytime off peak hours from I-94 to Fuller Street. This interchange serves as an important connection from the freeway to businesses north of University Avenue, including the business park at Dale Street and Minnehaha Avenue.

In addition, and equally important, this bridge is an important pedestrian and bicycling connection between the Dale Street/University Avenue Light Rail Station and the community south of I-94. The sidewalks are completely inadequate and do not include provisions that support biking as an important transportation mode that will connect residents with an essential Light Rail Station. This is a high priority for the local community and surrounding areas.

Sincerely,

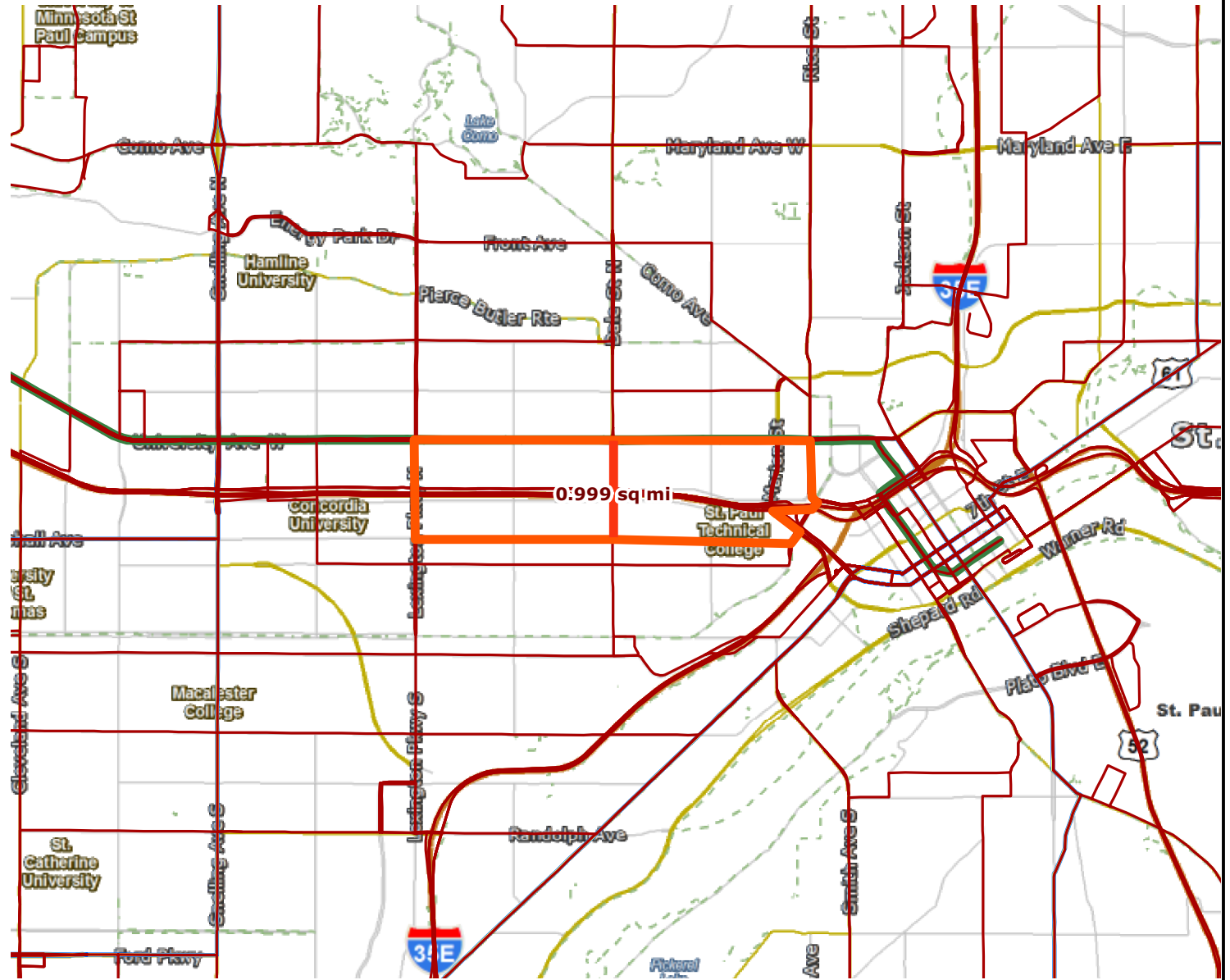
John P. Maczko, P.E., P.T.O.E.  
City Engineer

C. Councilmember Dai Thao  
Deputy Mayor Kristen Beckmann  
Nancy Homans, Interim PW Director  
Paul Kurt



*An Affirmative Action Equal Opportunity Employer*



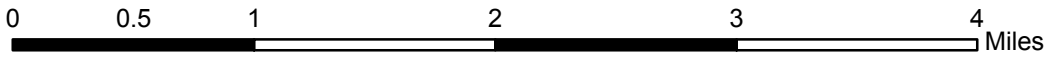


Results

Transit with a Direct Connection to project:  
16 53 65 94 353 355 365 375 452 902

*\*indicates Planned Alignments*

— Project     
 — Transit Routes     
 — Transitway     
 — Planned Alignments  
 Project Area     
 — Green Line     
 — Arterial BRT



Created: 12/30/2014  
LandscapeRSA3



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



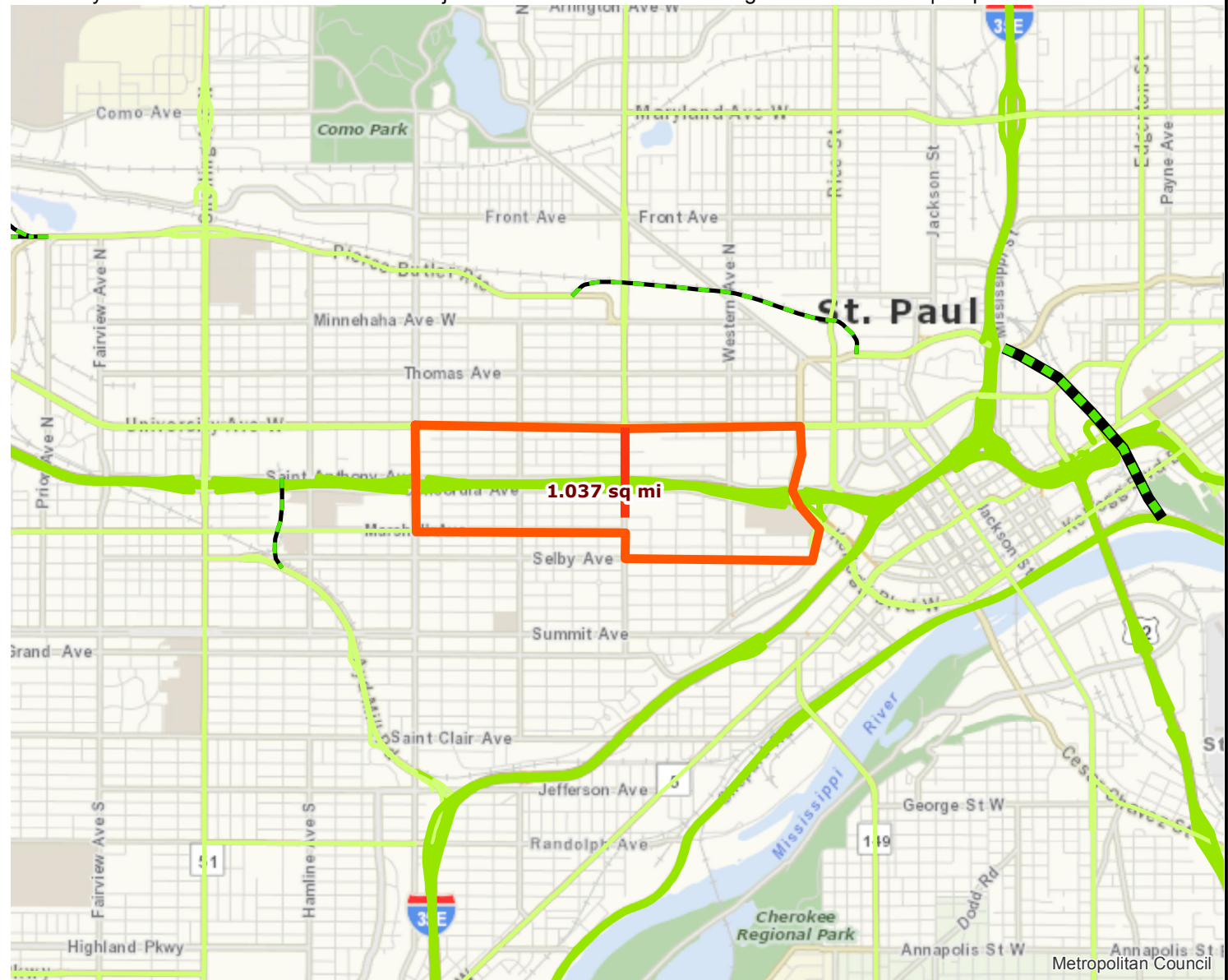
# Roadway Area Definition

Roadway Reconstruction/Modernization Project: I-94-Dale Street Interchange Reconstruction | Map ID: 1414696325003

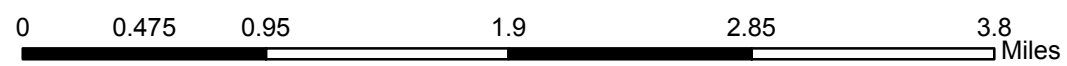
## Results

Project Length: 0.43 miles

Project Area: 1.037 sq mi



- Project
- Project Area
- Principal Arterials
- A Minor Arterials
- Principal Arterials Planned
- A Minor Arterials Planned



Created: 10/30/2014  
LandscapeRSA1

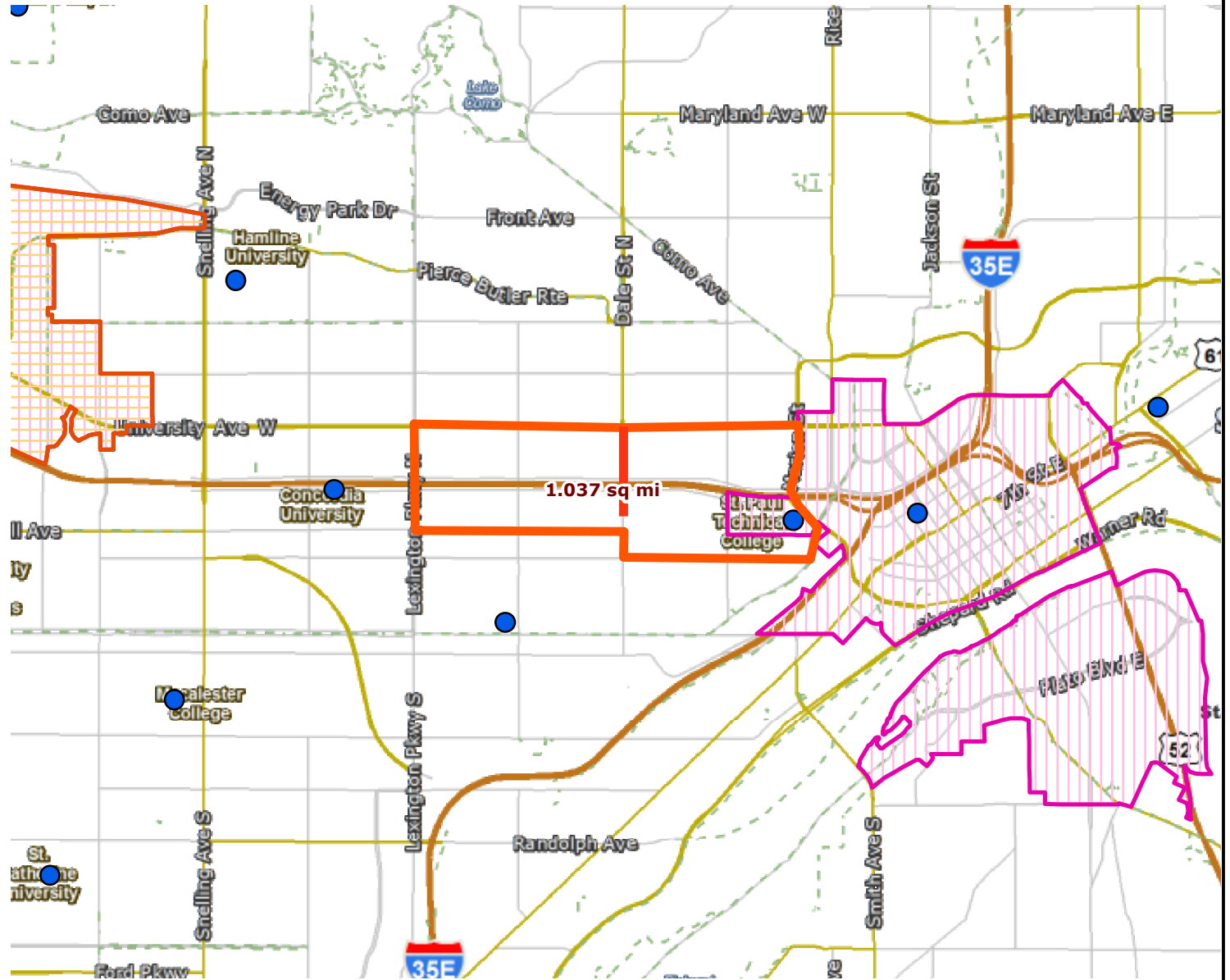


For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>





# Regional Economy



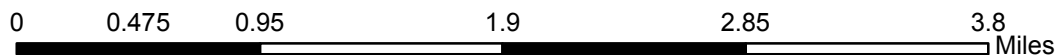
## Results

Project **WITHIN ONE MI** of area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **WITHIN ONE MI** of area of Education Institutions.

- Project
- Project Area
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 10/30/2014  
LandscapeRSA5

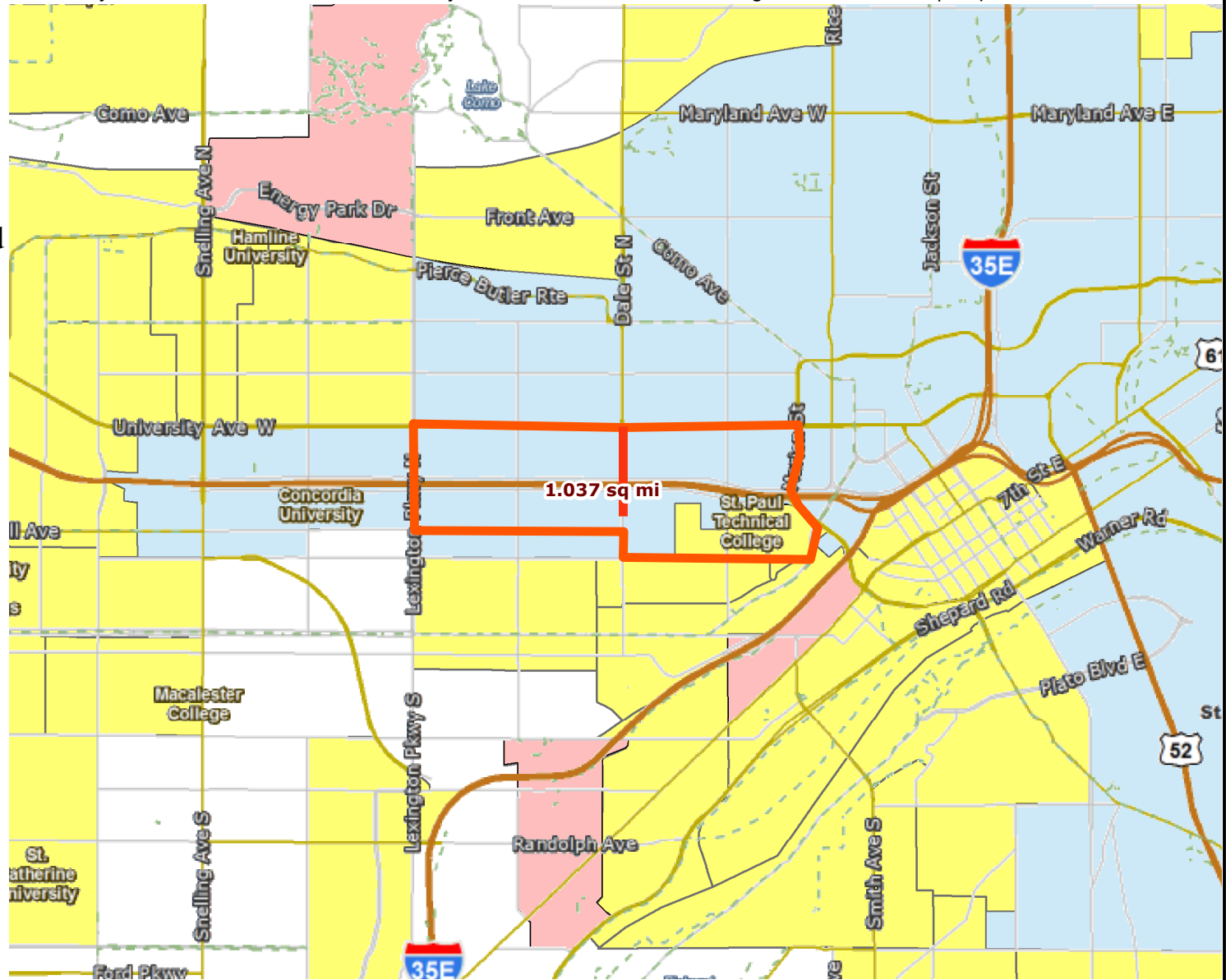


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

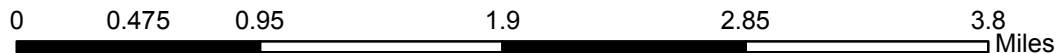


Results

Project IN a racially concentrated area of poverty.



- Project
- Project Area
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Created: 10/30/2014  
LandscapeRSA2



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



---

**3: Dale St & St Anthony Ave**

---

Direction	All
Volume (vph)	3196
Total Delay / Veh (s/v)	37
CO Emissions (kg)	4.61
NOx Emissions (kg)	0.90
VOC Emissions (kg)	1.07

---

**6: Dale St & Concordia Ave**

---

Direction	All
Volume (vph)	3143
Total Delay / Veh (s/v)	29
CO Emissions (kg)	4.02
NOx Emissions (kg)	0.78
VOC Emissions (kg)	0.93

---

**3: Dale St & St. Anthony Ave**

---

Direction	All
Volume (vph)	3196
Total Delay / Veh (s/v)	26
CO Emissions (kg)	4.07
NOx Emissions (kg)	0.79
VOC Emissions (kg)	0.94

---

**6: Dale St & Concordia Ave**

---

Direction	All
Volume (vph)	3143
Total Delay / Veh (s/v)	20
CO Emissions (kg)	3.70
NOx Emissions (kg)	0.72
VOC Emissions (kg)	0.86

---

**3: Dale St & St Anthony Ave**

---

Direction	All
Volume (vph)	3196
Total Delay / Veh (s/v)	37
CO Emissions (kg)	4.61
NOx Emissions (kg)	0.90
VOC Emissions (kg)	1.07

---

**6: Dale St & Concordia Ave**

---

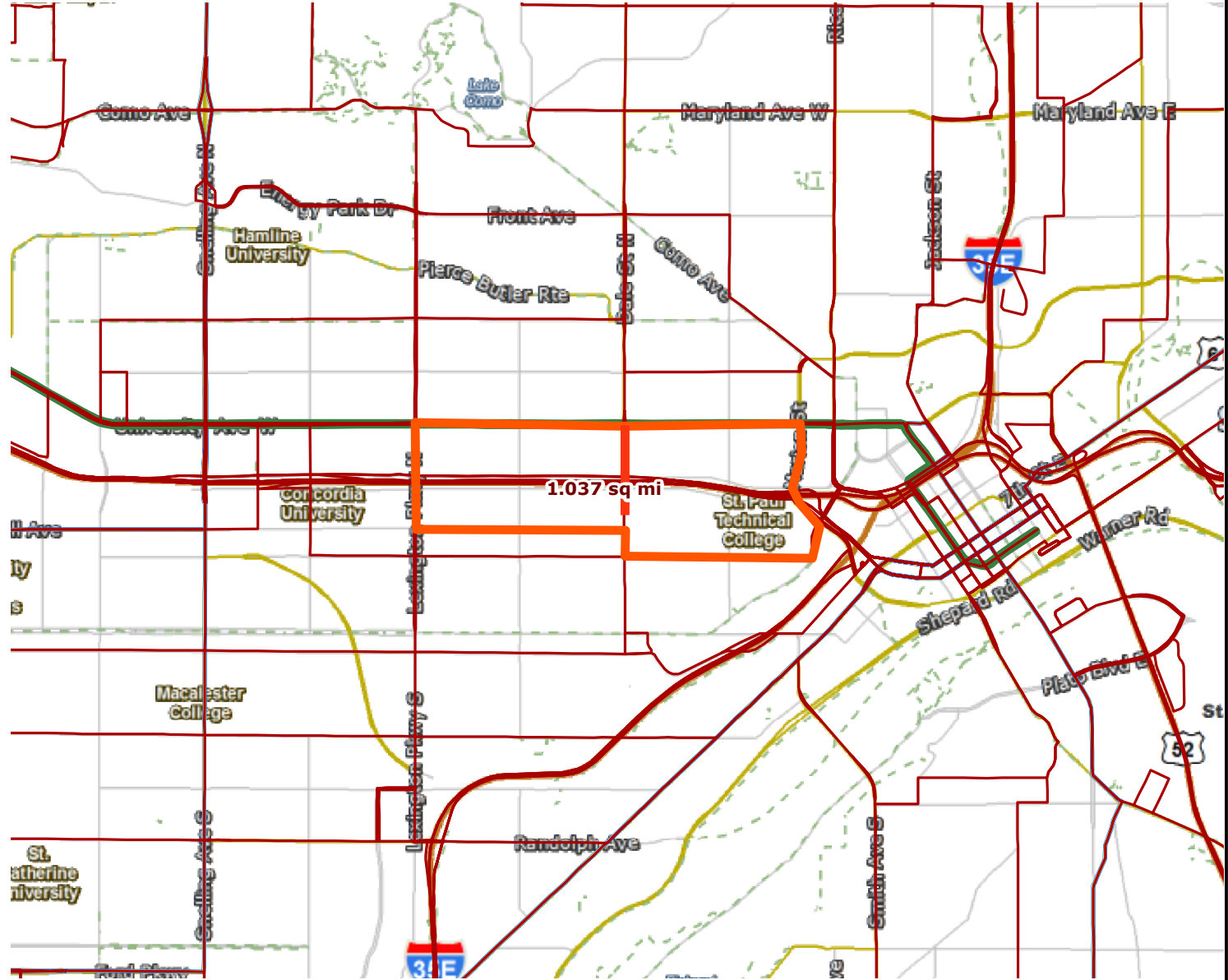
Direction	All
Volume (vph)	3143
Total Delay / Veh (s/v)	29
CO Emissions (kg)	4.02
NOx Emissions (kg)	0.78
VOC Emissions (kg)	0.93

**3: Dale St & St. Anthony Ave**

Direction	All
Volume (vph)	3196
Total Delay / Veh (s/v)	26
CO Emissions (kg)	4.07
NOx Emissions (kg)	0.79
VOC Emissions (kg)	0.94

**6: Dale St & Concordia Ave**

Direction	All
Volume (vph)	3143
Total Delay / Veh (s/v)	20
CO Emissions (kg)	3.70
NOx Emissions (kg)	0.72
VOC Emissions (kg)	0.86

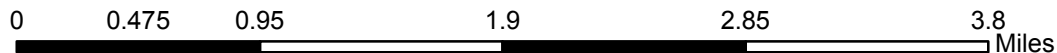


Results

Transit with a Direct Connection to project:  
 16 53 65 94 353 355 365 375 452 902

*\*indicates Planned Alignments*

— Project     
 — Transit Routes     
 — Transitway     
 — Planned Alignments  
 Project Area     
 — Green Line     
 — Arterial BRT



Created: 10/30/2014  
 LandscapeRSA3



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

