Application

01968 - 2014 Roadway Reconstruction/Modernization

02192 - Ramsey County Road C (CSAH 23)/Hennepin CSAH 94 (29th Ave. NE) Reconstruction- CSAH 88 to Long Lake Road

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	12/01/2014 10:26 AM

Primary Contact

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

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

Project Information

Project Name Ramsey County Road C (CSAH 23)/Hennepin CSAH 94 (29th Ave. NE) Reconstruction

Primary County where the Project is Located Ramsey

Jurisdictional Agency (If Different than the Applicant): Ramsey County and Hennepin County

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

Reconstruction of 29th Avenue NE and County Road C from 100 feet east of CSAH 88 to 25 west of Long Lake Road. The project will reconstruct a failing concrete roadway, reconstruct storm sewers and curb and gutter and construct a multi-use trail on the south side of the road. An existing traffic signal at Walnut Street will be replaced and the Minnesota Commercial Railroad crossing will be replaced with a new concrete surface and the signals upgraded to include gates. Access management improvements will be negotiated as part of the public involvement process.

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

Project Length (Miles) 0.96

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	This project is in Ramsey County's draft 2015-2019 Transportation Improvement Program. The proposed trail is identified in the City of Roseville's Comprehensive plan.

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	$4,496,848.00
Match Amount *Minimum of 20% of project total*	$1,124,213.00
Project Total	$5,621,061.00
Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	20.0%
Source of Match Funds	CSAH and local funds.
Preferred Program Year	
Select one:	2019

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 *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH- Ramsey CSAH 23 and Hennepin CSAH 94
Name of Road *Example; 1st ST., MAIN AVE*	Ramsey CSAH 23- County Road C; Hennepin CSAH 94- 29th Avenue Northeast
Zip Code where Majority of Work is Being Performed	55113
(Approximate) Begin Construction Date	05/06/2019
(Approximate) End Construction Date	11/15/2019
LOCATION	
From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	250' East of CSAH 88

To: **(Intersection or Address)**	25' West of Long Lake Road
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Grading, Aggregate Base, Strom Sewer, Concrete Surfacing, Multi-use Trail, Traffic Signal, including Audible Pedestrian Signals and Countdown Timers
Old Bridge/Culvert?	No
New Bridge/Culvert?	No
Structure is Over/Under (Bridge or culvert name):	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$185,000.00
Removals (approx. 5% of total cost)	$265,344.54
Roadway (grading, borrow, etc.)	$515,198.50
Roadway (aggregates and paving)	$2,051,224.75
Subgrade Correction (muck)	$0.00
Storm Sewer	$1,294,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$420,768.04
Traffic Control	$185,000.00
Striping	$9,653.15
Signing	$0.00
Lighting	$0.00
Turf - Erosion & Landscaping	$28,872.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall	$0.00
Traffic Signals	$550,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$110,000.00
Roadway Contingencies	$0.00
Other Roadway Elements	$6,000.00

Totals	**$5,621,060.98**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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
Totals	**$0.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Transit and TDM Contingencies	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	$0.00
Totals	**$0.00**

Totals

Total Cost	$5,621,060.98
Construction Cost Total	$5,621,060.98
Transit Operating Cost Total	$0.00

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 projected 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

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 MnDOTs 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 sufficienty 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 Rehabilitiation Projects Only

11.The bridge must have a sufficienty 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.

Other Attachments

File Name	Description	File Size
2192 Ramsey Co HSIP.pdf	Crash B/C	29 KB
Accident Diagram County Road C & Walnut St.pdf	County Road C/Walnut Street Crash Diagram	78 KB
County Road C_RegSolic_Support Letter_HennepinCo.pdf	Hennepin County Support Letter	275 KB
CountyRoadCLocation.pdf	Ramsey County Road C (CSAH 23)/Hennepin CSAH 94 (29th Ave. NE) Location Map	23.5 MB
CSAH 94 E of CSAH 88 - 2014 Hvy Comm Counts.pdf	Hennepin County 2014 Classification Count, East of CSAH 88	166 KB
RdwayAreaDef.pdf	Roadway Area Definition	838 KB
RegionalEcon.pdf	Regional Economy	1.4 MB
Roseville Pathway Master Plan Map.pdf	City of Roseville Pathway Master Plan Map	912 KB
Roseville RC County Road C Federal Funding Letter of Support Nov 2014.pdf	City of Roseville Support Letter	97 KB
SocioEcon.pdf	Socio Economic	1.4 MB
TransitCon.pdf	Transit Connections	1.5 MB

Reliever: Freeway Facility or

Facility being relieved

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

Reliever: Non-Freeway Facility or

Facility being relieved

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

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

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6:00pm - 7:00pm

7:00pm - 8:00pm

8:00pm - 9:00pm

9:00pm - 10:00pm

10:00pm - 11:00pm

11:00pm - 12:00am

Expander/Connector/Augmentor/Non-Freeway Principal Arterial

Select one:	Augmenter
Area	1.761
Project Length	0.939
Average Distance	1.8754
Upload Map	County Road C Roadway Definition.pdf

Measure B: Current Heavy Commercial Traffic

Location	East of CSAH 88

Current daily heavy commercial traffic volume	11.7

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	Yes
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	County Road C Regional Economy.pdf

Measure A: Current Daily Person Throughput

Location	East of Walnut Street
Current AADT Volume	13600.0
Existing Transit Routes on the Project	32, 264

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	266.0
Current Daily Person Throughput	17946.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume	Yes
METC Staff - Forecast (2030) ADT volume	18000.0
OR	
Approved county or city travel demand model to determine forecast (2030) ADT volume	
Forecast (2030) ADT volume	0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty	
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)	The project is not in any of the areas listed above because there are no residences immediately adjacent to the project. The project area does include a concentrated area of poverty and an area above the regional average concentration of race/poverty. The route provides a direct connection to a significant area of manufacturing jobs, as well as freight terminals, which provide job opportunities for laborers, semi-skilled, skilled, and technical workers.
Upload Map	County Road c Socio-Economic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
St. Anthony Village	0.16
Roseville	0.8
	1

Total Project Length

Total Project Length	0.96

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
Roseville	0.8	0.96	81.0	0.833	67.5
St. Anthony Village	0.16	0.96	55.0	0.167	9.167
		2	**136**	**1**	**77**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.96
Total Housing Score	76.667

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1979.0	0.96	1899.84	1979.0
	1	**1900**	**1979**

Average Construction Year

Weighted Year	1979.0

Total Segment Length (Miles)

Total Segment Length	0.96

Measure B: Geometric, Structural, or Infrastructure Improvements

Response (Limit 1,400 characters; approximately 200 words)	The roadway in the project area was constructed in 1979 with a 3.5' subcut, providing a sound base which will be retained. The pavement design, however, was inadequate to accommodate the traffic loads generated by the nearby freight terminals and has failed. The curb and gutter are deteriorated to the point that they require replacement. Due to its age, there are storm sewer deficiencies which will be rehabilitated and current BMPs incorporated into the project. The traffic signal at Walnut Street is also in need of replacement, due to its age. This project will address all of these issues and add a trail on the south side of the road to accommodate bikes and pedestrians.

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	$5,621,060.98
Total Peak Hour Vehicle Delay Without The Project	17.36
Total Peak Hour Vehicle Delay With The Project	10.18
Total Peak Hour Vehicle Delay Reduced by Project	7.18
Cost Effectiveness	$782,877.57
Synchro or HCM Reports	CR C-Walnut Retimed-PM LT Lane.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	$5,621,060.98
Total Peak Hour Kilograms Reduced by Project	7.18
Cost Effectiveness	$782,877.57
Synchro or HCM Reports	CR C-Walnut Retimed-PM LT Lane.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0
Worksheet Attachment	County Road C & Walnut St BC Worksheet.xlsx

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	32, 264
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	County Road C Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	464595.0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

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

The multi-use trail that we propose to construct as part of the project will connect to the City of Roseville's County Road C trail on the east end of the project and provide a connection to the Minneapolis Diagonal Trail on the west end via Walnut Street or CSAH 88. This connection is identified in Roseville's Comprehensive Plan and will remove a significant gap in non-motorized facilities.

Measure C: Multimodal Facilities

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

The multi-use trail that we propose to construct as part of the project will remove a significant gap in non-motorized facilities between Roseville's County Road C trail and the Minneapolis Diagonal Trail, both regional facilities. In addition to the trail, we will construct ADA-compliant curb ramps at all intersections, audible pedestrian signals with countdown timers at the Walnut Street traffic signal. We will coordinate with Metro Transit to accommodate stops on routes 32 and 264 in the project area.

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

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified

Yes

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 04/28/2017

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 11/10/2017

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

80%

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

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review: 11/18/2016

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 12/15/2017

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

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%*	Yes
Railroad Right-of-Way Agreement required; negotiations not begun *0%*	
Anticipated date or date of executed Agreement	03/16/2018

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 *0%*	Yes
Anticipated date or date of completion	10/12/2018

9)Letting

Anticipated Letting Date	01/10/2019

HSIP worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CR 23	County Road C @ Walnut Street			Ramsey County	1/1/2011	12/31/2013

Description of Proposed Work: Increase minor street left turn lanes from 1 to 2

Accident Diagram Codes			1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**									
	Personal Injury (PI)	**A**									
		B									
		C									
	Property Damage	**PD**				1					**1**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal	**F**									
	PI	**A**									
		B									
		C									
	Property Damage	**PD**				-29%					
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**									
	PI	**A**									
		B									
		C									
	Property Damage	**PD**				**-0.29**					**-0.29**

Year (Safety Improvement Construction): **2018**

Project Cost (exclude Right of Way):

Right of Way Costs (optional):

Traffic Growth Factor: 1%

Capital Recovery

1. **Discount Rate:** 4.5%
2. **Project Service Life (n):** 20

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,100,000	
A			$ 550,000	
B			$ 160,000	
C			$ 81,000	
PD	-0.29	-0.10	$ 7,400	$ 715
Total				$ 715

B/C= 0.00

Using present worth values,

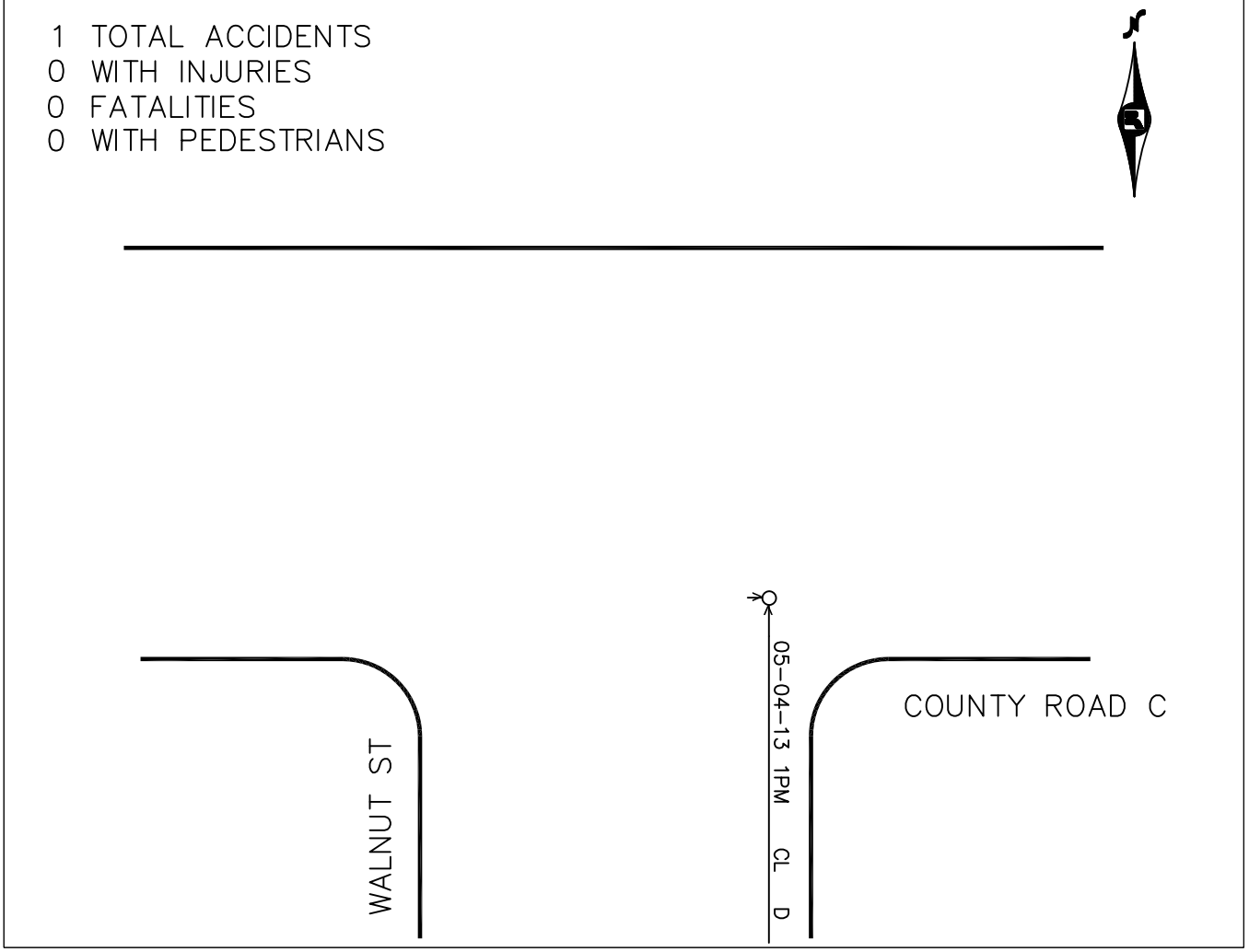
B= $ 10,526

C= $ 5,621,061

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **December 2008**

1 TOTAL ACCIDENTS
0 WITH INJURIES
0 FATALITIES
0 WITH PEDESTRIANS



LEGEND

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

Accident Severity	Weather	Road Surface
O NO INJURY	CL=CLEAR	D=DRY
© POSSIBLE INJURY	CLD=CLOUDY	W=WET
Ⓑ NON-INCAPACITATING INJURY	R=RAINING	I=ICY
Ⓐ INCAPACITATING INJURY	SN=SNOWING	SN=SNOWY
● FATALITY	F=FOGGY	

EXAMPLE:
Date Time Weather Road Surface

RAMSEY COUNTY

RAMSEY COUNTY
Department of Public Works

ACCIDENT DIAGRAM
County Road C at
Walnut St
2011-2013

Hennepin County
Public Works

Transportation Department
James N. Grube P.E., Director
1600 Prairie Drive
Medina, Minnesota 55340

612-596-0300, Phone
612-321-3410, Fax
www.hennepin.us/transportation

November 24, 2014

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

RE: County Road C/29th Avenue NE from CSAH 88 to Long Lake Road
Regional Solicitation Funding Submittal

Dear Mr. Lux:

Hennepin County has been notified that Ramsey County is submitting an application for regional solicitation funding for County Road C/29th Avenue NE (Hennepin County 94/Ramsey County 23). This project includes the reconstruction of County Road C from CSAH 88 to Long Lake Road. Hennepin County supports this funding application and acknowledges that the county has jurisdictional authority over and will operate and maintain CSAH 94 for the useful life of the improvement.

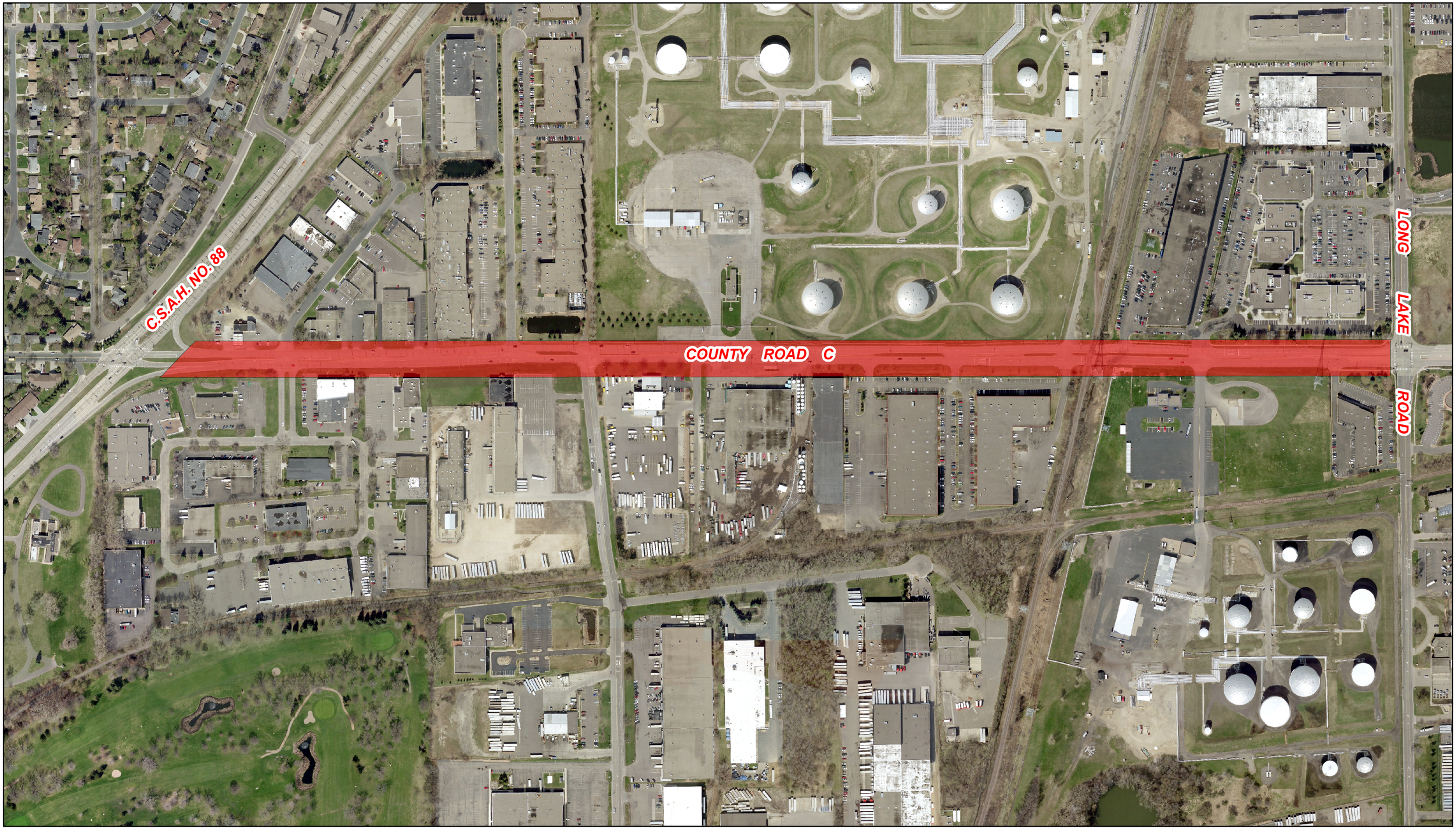
Hennepin County is willing to provide a portion of the local match funds for this project. Our agency will work together with Ramsey County to determine the appropriate split in local match funds if the project is successful in securing regional solicitation funding from the Met Council.

Sincerely,

James N. Grube

James N. Grube, P.E.
Director of Transportation and County Engineer

Ramsey County Road C Reconstruction
C.S.A.H. 88 To Long Lake Road



HENNEPIN COUNTY
TRANSPORTATION PLANNING DIVISION

CLASS COUNT DATA
CSAH 94 E. OF CSAH 88

Site: 03
Monday, 10/20/2014 9:00 AM -
Wednesday, 10/22/2014 9:00 AM

Classification Grand Totals

Hourly Averages

EB.

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
12:00 AM	9.5	0.0	4.5	1.5	0.0	0.0	1.5	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	7.5	0.0	5.0	0.0	0.0	0.0	0.5	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	7.0	0.0	3.5	1.0	0.0	0.0	0.5	0.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0
3:00 AM	15.5	0.0	5.5	4.0	1.0	0.5	1.0	0.0	1.0	2.5	0.0	0.0	0.0	0.0	0.0
4:00 AM	44.5	1.0	28.0	9.5	0.0	0.0	0.5	0.0	0.5	5.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	121.5	1.0	87.0	20.0	0.5	4.0	0.5	0.0	0.5	8.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	236.0	1.0	181.0	32.0	4.5	6.0	2.5	0.0	3.5	5.5	0.0	0.0	0.0	0.0	0.0
7:00 AM	514.5	1.0	412.0	76.5	6.0	10.0	2.5	0.0	3.5	2.5	0.0	0.5	0.0	0.0	0.0
8:00 AM	512.5	1.0	387.0	83.5	11.5	14.5	2.5	0.5	3.0	8.5	0.0	0.5	0.0	0.0	0.0
9:00 AM	302.0	1.0	202.0	64.0	3.5	10.5	2.0	0.0	6.5	12.0	0.0	0.5	0.0	0.0	0.0
10:00 AM	250.0	0.0	166.5	50.5	7.0	14.0	1.0	0.0	3.0	8.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	306.0	1.5	201.0	66.0	6.5	16.5	2.5	0.5	5.5	6.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	387.0	0.5	279.5	70.0	8.0	14.5	3.0	0.0	5.0	6.5	0.0	0.0	0.0	0.0	0.0
1:00 PM	379.5	1.5	263.0	73.5	12.5	12.5	4.0	0.5	2.5	9.5	0.0	0.0	0.0	0.0	0.0
2:00 PM	343.5	1.0	235.0	75.5	3.5	18.5	2.0	0.5	3.5	4.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	351.0	2.0	236.5	72.5	5.0	20.5	1.5	0.0	7.0	6.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	471.5	1.0	353.0	84.5	6.0	17.5	2.0	0.0	3.0	3.5	0.0	0.5	0.0	0.5	0.0
5:00 PM	499.0	0.5	406.5	66.0	5.5	12.0	1.0	0.0	3.0	4.0	0.0	0.5	0.0	0.0	0.0
6:00 PM	303.0	2.0	230.5	51.5	2.0	11.5	1.0	0.5	1.5	2.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	150.0	0.0	117.5	22.5	1.5	7.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
8:00 PM	97.5	0.5	76.0	14.0	1.0	2.0	0.5	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0
9:00 PM	63.5	0.0	51.0	9.5	0.0	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	36.5	0.0	25.0	5.0	2.0	1.0	1.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0
11:00 PM	18.5	0.0	14.0	3.0	0.5	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Daily Average	5427.0	16.5	3970.5	956.0	88.0	194.0	34.0	2.5	53.0	109.5	0.0	2.5	0.0	0.5	0.0

Study Grand Totals

	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
EB.	10854	33	7941	1912	176	388	68	5	106	219	0	5	0	1	0
		0.3 %	73.2 %	17.6 %	1.6 %	3.6 %	0.6 %	0.0 %	1.0 %	2.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %

EASTBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 486

WESTBOUND ONLY - SUM OF THE DAILY AVERAGE OF CLASSES 4 THROUGH 13 = 789

DAILY TOTAL OF HEAVY COMMERCIAL VEHICLES = 1,275

Robert P. Farniok

HENNEPIN COUNTY
TRANSPORTATION PLANNING DIVISION

CLASS COUNT DATA
CSAH 94 E. OF CSAH 88

Site: 03
Monday, 10/20/2014 9:00 AM -
Wednesday, 10/22/2014 9:00 AM

Classification Grand Totals

Hourly Averages

WB.

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
12:00 AM	14.5	1.5	11.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	15.5	0.0	9.0	4.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0
2:00 AM	17.0	0.0	11.0	1.5	0.5	0.0	0.0	0.0	0.5	3.5	0.0	0.0	0.0	0.0	0.0
3:00 AM	13.5	0.0	5.5	3.0	0.5	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0
4:00 AM	22.0	0.5	7.0	1.5	2.0	2.5	1.0	0.0	1.0	6.5	0.0	0.0	0.0	0.0	0.0
5:00 AM	65.0	0.5	31.0	10.0	3.0	5.0	1.0	0.0	0.5	14.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	139.0	1.0	78.5	28.5	4.5	10.5	1.0	0.0	1.0	14.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	321.0	2.0	215.5	46.5	10.5	24.5	1.5	0.5	5.0	14.5	0.0	0.5	0.0	0.0	0.0
8:00 AM	335.0	1.0	195.0	71.5	9.0	33.0	3.0	0.5	5.0	16.0	0.5	0.5	0.0	0.0	0.0
9:00 AM	243.0	0.5	139.5	56.5	5.5	14.0	3.0	0.0	5.5	18.0	0.0	0.5	0.0	0.0	0.0
10:00 AM	257.0	0.5	151.5	56.5	7.0	16.0	5.0	0.0	6.0	14.5	0.0	0.0	0.0	0.0	0.0
11:00 AM	379.5	1.5	250.0	73.0	9.0	18.0	3.5	0.0	4.0	20.0	0.5	0.0	0.0	0.0	0.0
12:00 PM	440.5	1.5	299.5	78.0	10.5	18.0	4.5	0.0	5.5	22.5	0.0	0.5	0.0	0.0	0.0
1:00 PM	383.5	2.0	254.0	75.0	10.5	18.5	3.5	0.0	5.0	14.0	0.0	1.0	0.0	0.0	0.0
2:00 PM	413.5	1.5	289.5	73.0	8.0	17.0	2.0	0.0	5.0	16.5	0.0	0.0	0.0	0.5	0.5
3:00 PM	643.5	4.0	443.5	121.5	11.0	25.0	3.0	0.0	10.0	21.5	1.5	2.5	0.0	0.0	0.0
4:00 PM	897.5	7.0	673.5	146.5	16.5	20.5	5.5	0.5	14.0	11.5	0.5	1.0	0.0	0.5	0.0
5:00 PM	860.5	5.5	663.5	142.0	11.0	11.5	4.0	1.0	11.0	9.0	0.0	2.0	0.0	0.0	0.0
6:00 PM	446.0	1.5	359.0	63.0	3.5	8.0	2.0	0.0	2.0	6.5	0.0	0.5	0.0	0.0	0.0
7:00 PM	313.5	1.5	243.0	50.5	1.5	7.5	0.5	0.0	1.5	7.5	0.0	0.0	0.0	0.0	0.0
8:00 PM	229.5	0.5	194.0	24.0	1.5	3.0	0.5	0.0	1.0	4.0	0.0	1.0	0.0	0.0	0.0
9:00 PM	151.0	1.0	122.0	18.5	1.5	1.0	0.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0
10:00 PM	95.5	0.5	77.5	10.0	1.5	1.5	1.5	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	61.5	0.5	47.0	8.5	0.0	1.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0
Daily Average	6758.0	36.0	4770.5	1164.0	128.5	256.0	46.5	2.5	83.5	256.0	3.0	10.0	0.0	1.0	0.5

Study Grand Totals

	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Tailgating
WB.	13516	72	9541	2328	257	512	93	5	167	512	6	20	0	2	1
		0.5 %	70.6 %	17.2 %	1.9 %	3.8 %	0.7 %	0.0 %	1.2 %	3.8 %	0.0 %	0.1 %	0.0 %	0.0 %	0.0 %

NOTE THAT THIS A POPULAR FUEL TRANSPORT ROUTE WITH THE REFINERIES JUST TO THE EAST A BIT.

Robert P. Farniok

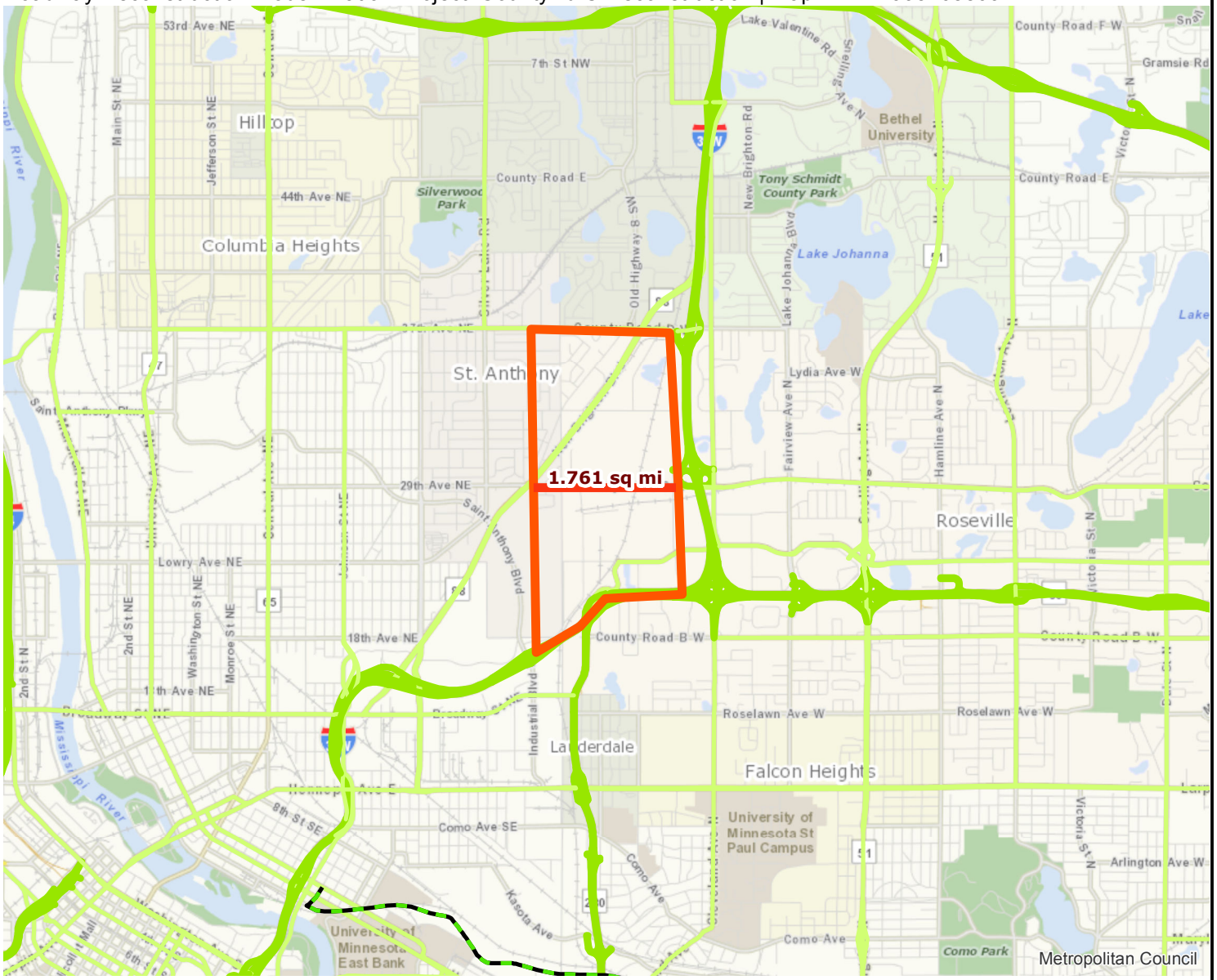
Roadway Area Definition

Roadway Reconstruction/Modernization Project: CountyRd C Reconstruction | Map ID: 1419951088091

Results

Project Length: 0.939 miles

Project Area: 1.761 sq mi



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

0 0.5 1 2 3 4 Miles

Created: 12/30/2014
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

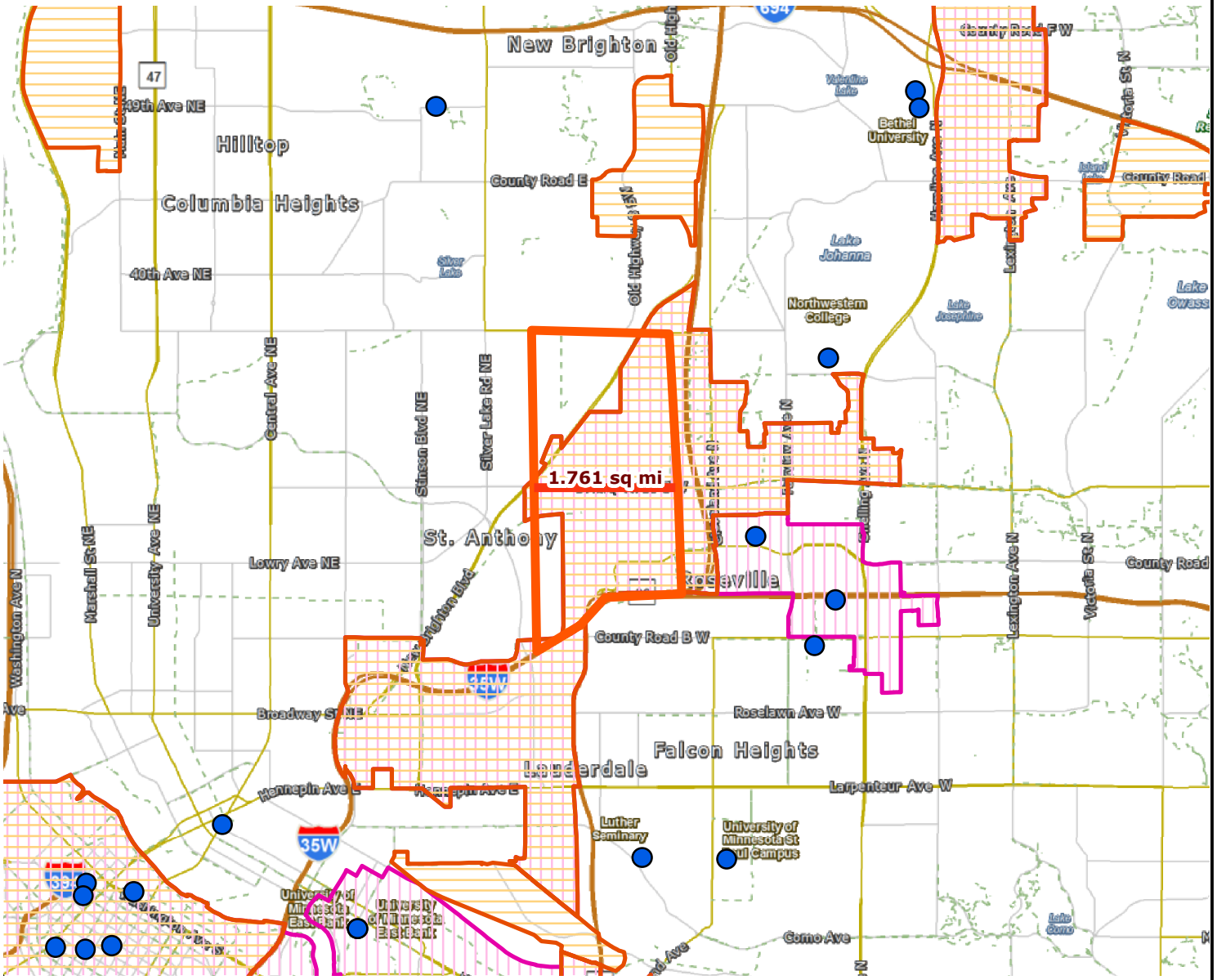
Roadway Reconstruction/Modernization Project: CountyRd C Reconstruction | Map ID: 1419951088091

Results

Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

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



Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.5 1 2 3 4 Miles

Created: 12/30/2014
LandscapeRSA5

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

METROPOLITAN COUNCIL

Pathway Master Plan

Figure 9.4

November 25, 2014

Mr. James Tolaas
County Engineer
Ramsey County Public Works
1425 Paul Kirkwold Drive
Arden Hills, MN 5112-3933

RE: Proposed County Road C (CSAH 23) Reconstruction Project

Dear Mr. Tolaas,

The City of Roseville would like to communicate its support of Ramsey County's proposed project to reconstruct County Road C (County State Aid Highway 23) from CSAH 88 to Long Lake Road.

The proposed project involves reconstructing County Road C and installing a multi-use pathway along the south side of County Road C.

The City of Roseville recognizes that it would have a shared responsibility in both maintenance and cost of the new pathway. The project is also consistent with the City's Comprehensive plan and its Pathway Master Plan.

The City of Roseville supports the County's efforts to acquire federal funding for this project. If the County's efforts are successful, we will work with you to negotiate a cost participation and maintenance agreement.

If you have any questions about this letter of support, please feel free to contact me directly.

Sincerely,

Marcus J. Culver, P.E.
Assistant Public Works Director/City Engineer

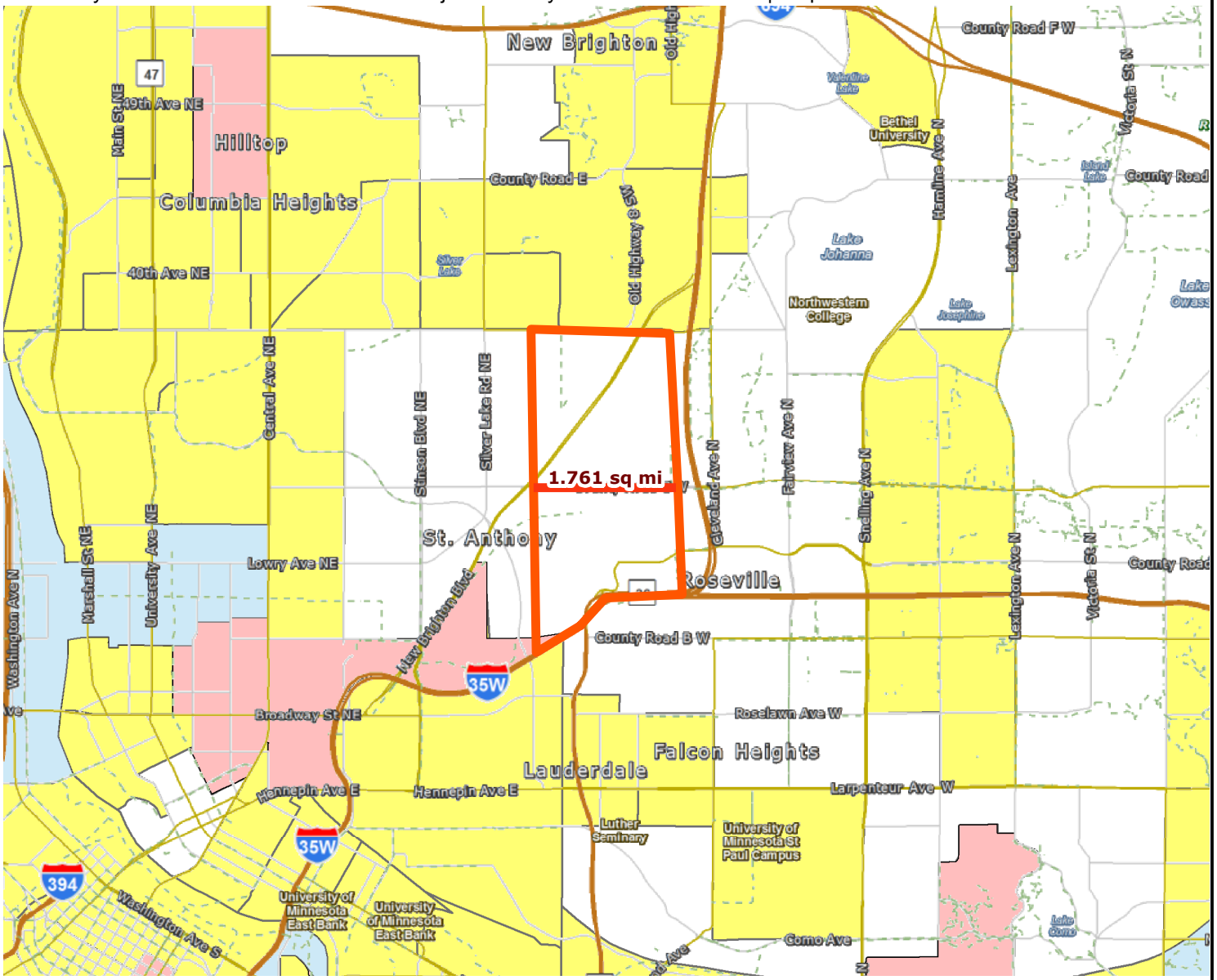
cc: Duane Schwartz, Director of Public Works

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CountyRd C Reconstruction | Map ID: 1419951088091

Results

Project **NOT IN** any area of concentrated poverty.



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

0 0.5 1 2 3 4 Miles

Created: 12/30/2014
LandscapeRSA2

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

METROPOLITAN COUNCIL

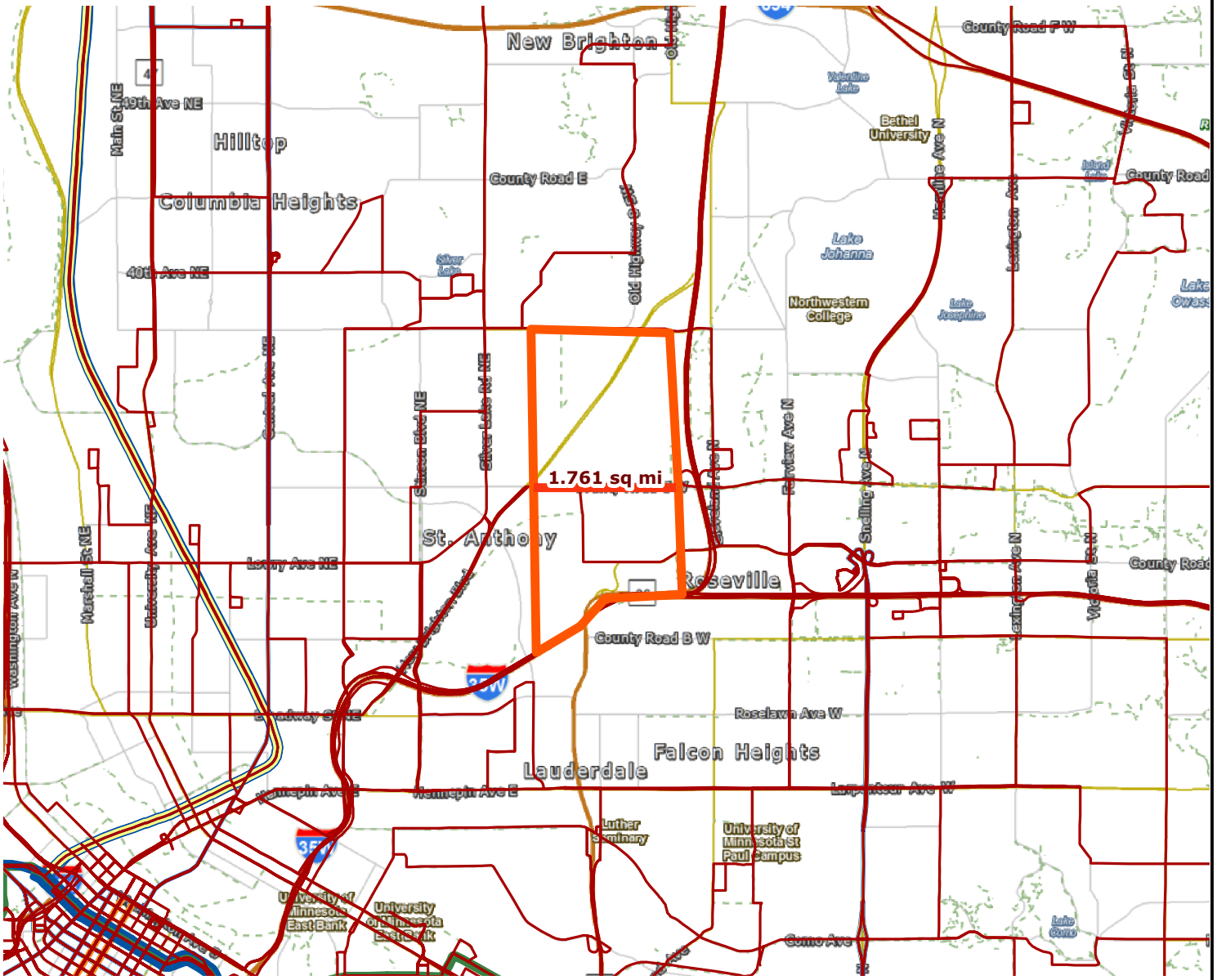
Transit Connections

Roadway Reconstruction/Modernization Project: CountyRd C Reconstruction | Map ID: 1419951088091

Results

Transit with a Direct Connection to project:
32 264

**indicates Planned Alignments*



Created: 12/30/2014
LandscapeRSA3

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

METROPOLITAN COUNCIL

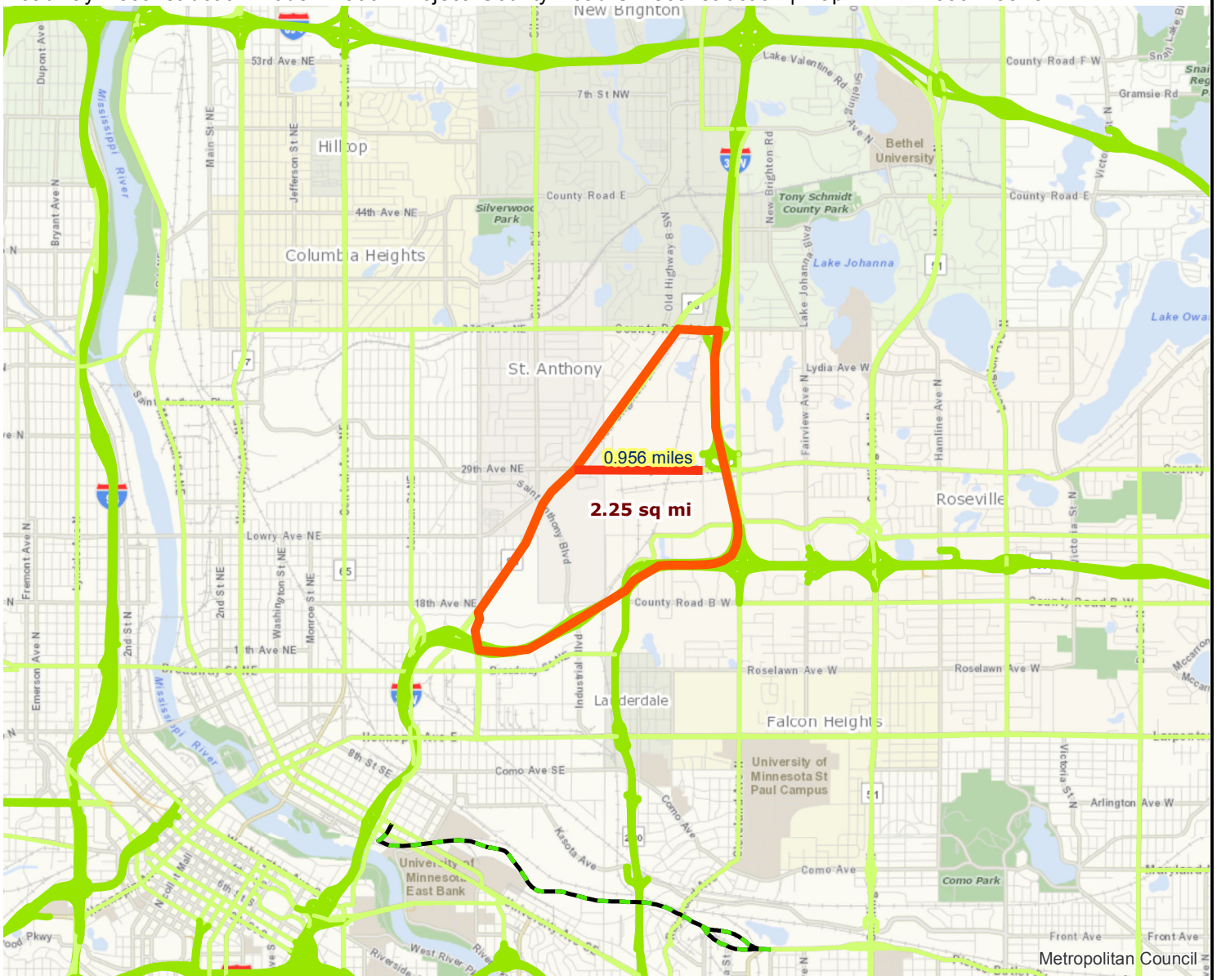
Roadway Area Definition

Roadway Reconstruction/Modernization Project: County Road C Reconstruction | Map ID: 1414699243946

Results

Project Length: 0.956 miles

Project Area: 2.25 sq mi



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

0 0.5 1 2 3 4 Miles

Created: 10/30/2014
LandscapeRSA1

METROPOLITAN COUNCIL

Regional Economy

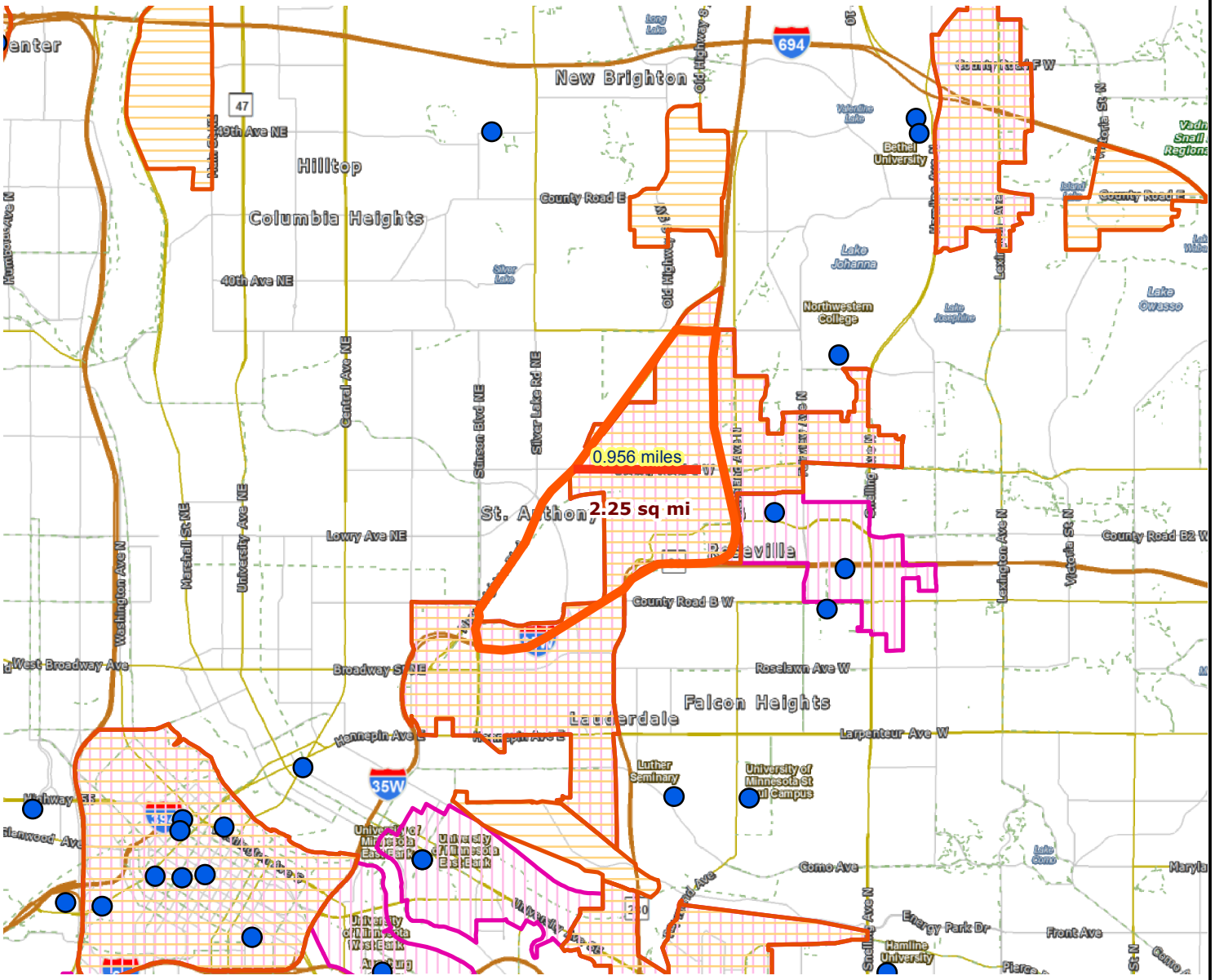
Roadway Reconstruction/Modernization Project: County Road C Reconstruction | Map ID: 1414699243946

Results

Project **IN** area of Job Concentration.

Project **IN** area of Manufacturing and Distribution.

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



Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.5 1 2 3 4 Miles

Created: 10/30/2014
LandscapeRSA5

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

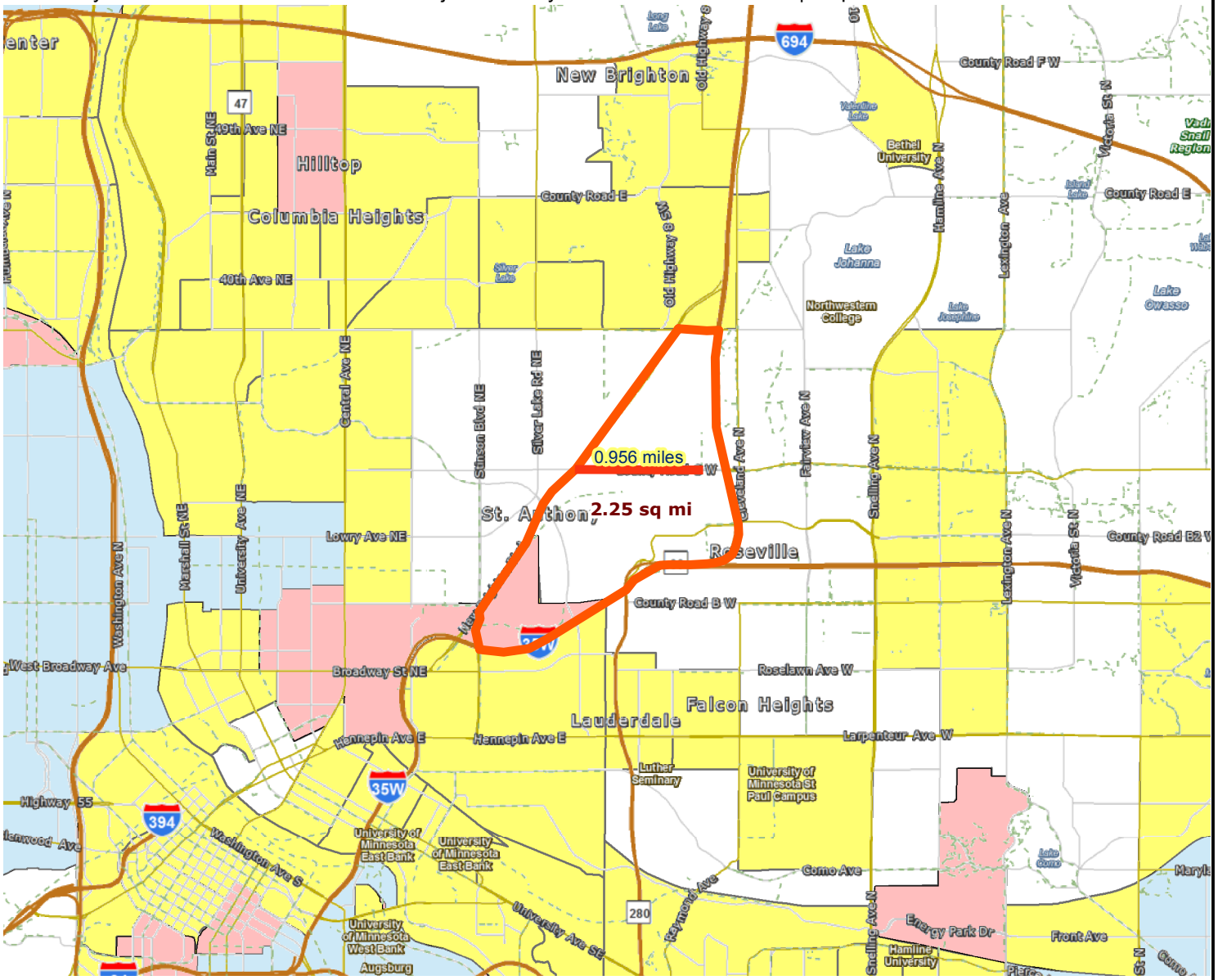
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: County Road C Reconstruction | Map ID: 1414699243946

Results

Project **NOT IN** any area of concentrated poverty.



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

0 0.5 1 2 3 4 Miles

Created: 10/30/2014
LandscapeRSA2

METROPOLITAN COUNCIL

34: Walnut St & County Road C

Direction	All
Volume (vph)	2155
Total Delay / Veh (s/v)	29
Total Delay (hr)	17
CO Emissions (kg)	4.40
NOx Emissions (kg)	0.86
VOC Emissions (kg)	1.02

34: Walnut St & County Road C

Direction	All
Volume (vph)	2155
Total Delay / Veh (s/v)	17
Total Delay (hr)	10
CO Emissions (kg)	3.88
NOx Emissions (kg)	0.76
VOC Emissions (kg)	0.90

34: Walnut St & County Road C

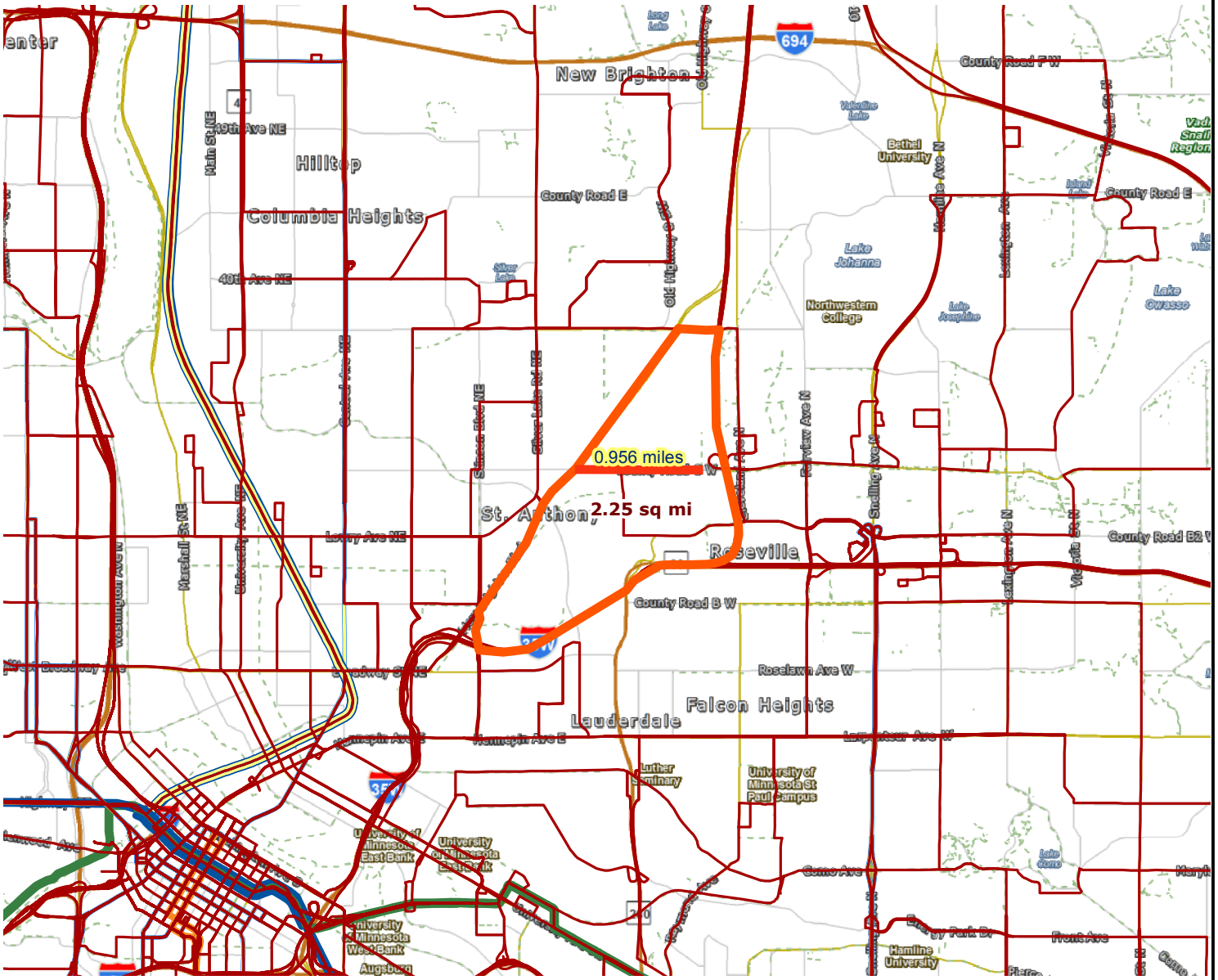
Direction	All
Volume (vph)	2155
Total Delay / Veh (s/v)	29
Total Delay (hr)	17
CO Emissions (kg)	4.40
NOx Emissions (kg)	0.86
VOC Emissions (kg)	1.02

34: Walnut St & County Road C

Direction	All
Volume (vph)	2155
Total Delay / Veh (s/v)	17
Total Delay (hr)	10
CO Emissions (kg)	3.88
NOx Emissions (kg)	0.76
VOC Emissions (kg)	0.90

Transit Connections

Roadway Reconstruction/Modernization Project: County Road C Reconstruction | Map ID: 1414699243946



Results

Transit with a Direct Connection to project:
32 264

**indicates Planned Alignments*

Project
Project Area
Transit Routes

Transitway
Blue / Green Line
Blue Line
Green Line

Northstar Line

Planned Alignments
Arterial BRT
BRT, Orange Line

Light Rail, Blue Line Extension
Light Rail, Green Line Extension

0 0.5 1 2 3 4 Miles

Created: 10/30/2014
LandscapeRSA3

METROPOLITAN COUNCIL