



Application

01968 - 2014 Roadway Reconstruction/Modernization

02241 - CSAH 23 Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/01/2014 3:41 PM

Primary Contact

Name:* Mr. Jacob Richard Rezac
Salutation First Name Middle Name Last Name

Title: Project Manager

Department:

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Address: Transportation Dept.
14955 Galaxie Ave.

***** Apple Valley Minnesota 55124
City State/Province Postal Code/Zip

Phone:* 952-891-7100
Phone Ext.

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: DAKOTA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: 14955 GALAXIE AVE

* APPLE VALLEY Minnesota 55124
City State/Province Postal Code/Zip

County: Dakota

Phone:* 952-891-7545
Ext.

Fax:

PeopleSoft Vendor Number 0000002621A28

Project Information

Project Name Reconstruction of CSAH 23 from Eveleth Ave. to CSAH 86 in Greenvale Township

Primary County where the Project is Located Dakota

Jurisdictional Agency (If Different than the Applicant):

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

This project involves the reconstruction of CSAH 23, an A Minor Connector, in Greenvale Township from Eveleth Ave to CSAH 86. The primary purpose of the project is to address safety concerns and deficient roadway geometry. The proposed project includes the widening of shoulders and the inclusion of turn lanes where necessary.

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

Project Length (Miles) 5.0

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 has been identified in the draft version of Dakota Countys 2015-2019 Capital Improvements Plan, which has been submitted to the Dakota County Board for approval. Funding is being requested for this project through the submittal of the CIP to the County Board.

Project Funding

Are you applying for funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	To be determined
Federal Amount	\$7,000,000.00
Match Amount	\$2,000,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$9,000,000.00
Match Percentage	22.22%
<i>Minimum of 20%</i> <i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	State Aid
Preferred Program Year	
Select one:	2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	Dakota County
Functional Class of Road	A Minor Connector
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Name of Road	Foliage Ave. (CSAH 23)
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55057
(Approximate) Begin Construction Date	04/10/2017
(Approximate) End Construction Date	10/27/2017
LOCATION	
From: (Intersection or Address)	Eveleth Ave.

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

To: CSAH 86 (320th St. W)
(Intersection or Address)

Type of Work GRADE, AGG BASE, BIT SURF, GUARDRAIL, CULVERT

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

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)	\$450,000.00
Removals (approx. 5% of total cost)	\$450,000.00
Roadway (grading, borrow, etc.)	\$3,852,000.00
Roadway (aggregates and paving)	\$2,200,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,200,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$87,000.00
Striping	\$141,000.00
Signing	\$10,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$10,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00

Other Roadway Elements	\$0.00
Totals	\$8,400,000.00

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	\$600,000.00
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	\$600,000.00

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	\$9,000,000.00
Construction Cost Total	\$9,000,000.00
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 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

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.

Other Attachments

File Name	Description	File Size
2241 Dakota HSIP.pdf	Crash B/C	31 KB
class count.pdf	HCADT Counts	90 KB
Project Location_CSAH23 (2).pdf	Project Location Map	274 KB

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				
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

Expander/Connector/Augmentor/Non-Freeway Principal Arterial

Select one:	Connector
Area	29.981
Project Length	5.041
Average Distance	5.9474
Upload Map	Roadway Map.pdf

Measure B: Current Heavy Commercial Traffic

Location	CSAH 23 from CR 96 to CSAH 86
Current daily heavy commercial traffic volume	205.0

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

Direct connection to or within a mile of a
Manufacturing/Distribution Location

Direct connection to or within a mile of an Educational Institution

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)

The project will enhance safety and mobility in an agricultural area. The project will provide turn lanes at intersections with other county and township roads, which will improve the safety of the corridor. In addition, shoulders will be widened and rumble strips will be added, which will also improve safety for motorists by reducing run-off-the-road crashes and allow for larger agricultural equipment to more safely share the highway with other motorists.

Upload Map

Regional Economy Map.pdf

Measure A: Current Daily Person Throughput

Location	CSAH 23
Current AADT Volume	2900.0
Existing Transit Routes on the Project	N/A

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	3770.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume

METC Staff - Forecast (2030) ADT volume 0

OR

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

Forecast (2030) ADT volume 5400.0

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.

Yes

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

The project will enhance safety and mobility in an agricultural area. The project will provide turn lanes at intersections with other county and township roads, which will improve the safety of the corridor. In addition, shoulders will be widened and rumble strips will be added, which will also improve safety for motorists by reducing run-off-the-road crashes and allow for larger agricultural equipment to more safely share the highway with other motorists.

Upload Map

Socioeconomic Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Greenvale Township	5.0
	5

Total Project Length

Total Project Length 5.0

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
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 5.0
 Total Housing Score 0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1955.0	5.0	9775.0	1955.0
	5	9775	1955

Average Construction Year

Weighted Year	1955.0
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Total Segment Length (Miles)

Total Segment Length	5.0
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Measure B: Geometric, Structural, or Infrastructure Improvements

Response (Limit 1,400 characters; approximately 200 words)	Currently, this highway does not have a 10-ton structural capacity. In addition, no paved shoulders, except at Bridge 19517, or turn lanes exist on the highway. This project will upgrade CSAH 23 to a 10-ton road and add paved shoulders with rumble strips to the highway. Turn lanes at intersections will also be added to improve safety.
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Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	\$9,000,000.00
Total Peak Hour Vehicle Delay Without The Project	0
Total Peak Hour Vehicle Delay With The Project	0
Total Peak Hour Vehicle Delay Reduced by Project	0
Cost Effectiveness	\$0.00
Synchro or HCM Reports	Synchro justification.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	\$9,000,000.00
Total Peak Hour Kilograms Reduced by Project	0

Cost Effectiveness	\$0.00
Synchro or HCM Reports	Synchro justification.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.36
Worksheet Attachment	23-76 Benefit-Cost-worksheet(1).xls

Measure A: Transit Connections

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

Response

Met Council Staff Data Entry Only

Route Ridership	0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

Response (Limit 1,400 characters; approximately 200 words)	No shared use trails, sidewalks, or bike paths currently exist along CSAH 23 in this area. In addition, the existing shoulders cannot adequately accommodate bicycle traffic. Furthermore, no connectivity to pedestrian accommodations is present near the project area.
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Measure C: Multimodal Facilities

Response (Limit 1,400 characters; approximately 200 words)	The scope of this project includes does not include the addition of trails, bike paths, or sidewalk. The scope includes the widening of shoulders to a width that would adequately accommodate bicycle traffic. The scope of the project will include examining potential future pedestrian facility connections and determining if accommodating future improvements is prudent.
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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](#)

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

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

08/31/2015

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

08/31/2015

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/archeological 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:

06/30/2015

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

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

Yes

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

25%

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

0%

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

0%

Anticipated date or date of acquisition 12/30/2016

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 01/08/2016

9)Letting

Anticipated Letting Date 01/20/2017

B/C worksheet		Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends	
			CSAH 23	From Eveleth Ave. to CSAH 86	2+00.000	5+00.991	Greenvale	1/1/2011	12/31/2013	
Description of Proposed Work		Total of all crash reduction factors: upgrade narrow unpaved shoulder to wide paved shoulder (entire segment), install shoulder rumble strips (entire segment), install right turn lane (rear end intersection crashes)								
Accident Diagram Codes		1	2	3	5	4,7	8,9	6, 90, 98, 99		
								Pedestrian	Other	Total
Study Period: Number of Crashes	Fatal	F								
	Personal Injury (PI)	A								
		B				2				2
	Property Damage	C				3				3
	PD		2		1	8				11
% Change in Crashes	Fatal	F								
	Personal Injury (PI)	A								
		B				-87%				
	Property Damage	C				-87%				
	PD		-65%		0%	-87%				
Change in Crashes = No. of crashes X % change in crashes	Fatal	F								
	Personal Injury (PI)	A								
		B				-1.74				-1.74
	Property Damage	C				-2.61				-2.61
	PD		-1.30		0.00	-6.96				-8.26
Year (Safety Improvement Construction)		2017								
Project Cost (exclude Right of Way)		\$ 9,000,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<p style="text-align: center;">B/C = 0.36</p> <p>Using present worth values, B = \$ 3,212,665 C = \$ 9,000,000</p> <p>See "Calculations" sheet for amortization.</p>		
Right of Way Costs (optional)			F			\$ 1,100,000				
Traffic Growth Factor		3%	A			\$ 550,000				
Capital Recovery			B	-1.74	-0.58	\$ 160,000	\$ 92,800			
1. Discount Rate		4.5%	C	-2.61	-0.87	\$ 81,000	\$ 70,470			
2. Project Service Life (n)		20	PD	-8.26	-2.75	\$ 7,400	\$ 20,375			
Total						\$ 183,645				

Updated 9-5-2014

Upgrade narrow unpaved shoulder to 5404 wide paved shoulder Head on, Run off 0.79 Road, SS

3620 install shoulder rumble strips 0.4 Run off road 0.874

1619 Install right turn lane 0.65 Rear end

**DAKOTA COUNTY TRANSPORTATION
TRAFFIC UNIT
TRAFFIC COUNT DATA**

Road : CSAH 23
 Location : From CR 96 to CSAH 86
 Notes : Classification Count

Site: Classification Count
 10/27/2014
 Monday

24 Hour Classification

Combined Channels

Interval Start	Total	Passenger Vehicles	Single Trucks	Trucks & Trailers	Tailgating
10:00 AM	106	97	8	1	0
11:00 AM	89	77	8	4	0
12:00 PM	107	99	7	1	0
1:00 PM	152	135	13	4	0
2:00 PM	151	135	14	2	0
3:00 PM	245	222	22	1	0
4:00 PM	264	244	18	2	0
5:00 PM	266	254	10	2	0
6:00 PM	187	179	6	2	0
7:00 PM	91	83	8	0	0
8:00 PM	77	69	6	2	0
9:00 PM	63	62	1	0	0
10:00 PM	32	32	0	0	0
11:00 PM	23	22	1	0	0
10/28/2014					
12:00 AM	18	15	3	0	0
1:00 AM	7	7	0	0	0
2:00 AM	4	4	0	0	0
3:00 AM	6	6	0	0	0
4:00 AM	18	18	0	0	0
5:00 AM	92	91	1	0	0
6:00 AM	188	178	9	1	0
7:00 AM	265	243	20	2	0
8:00 AM	172	156	13	3	0
9:00 AM	105	95	10	0	0
Total	2728	2523	178	27	0
%		92.5	6.5	1.0	0.0

Road : CSAH 23
 Location : From CR 96 to CSAH 86
 Notes : Classification Count












24 Hour Classification

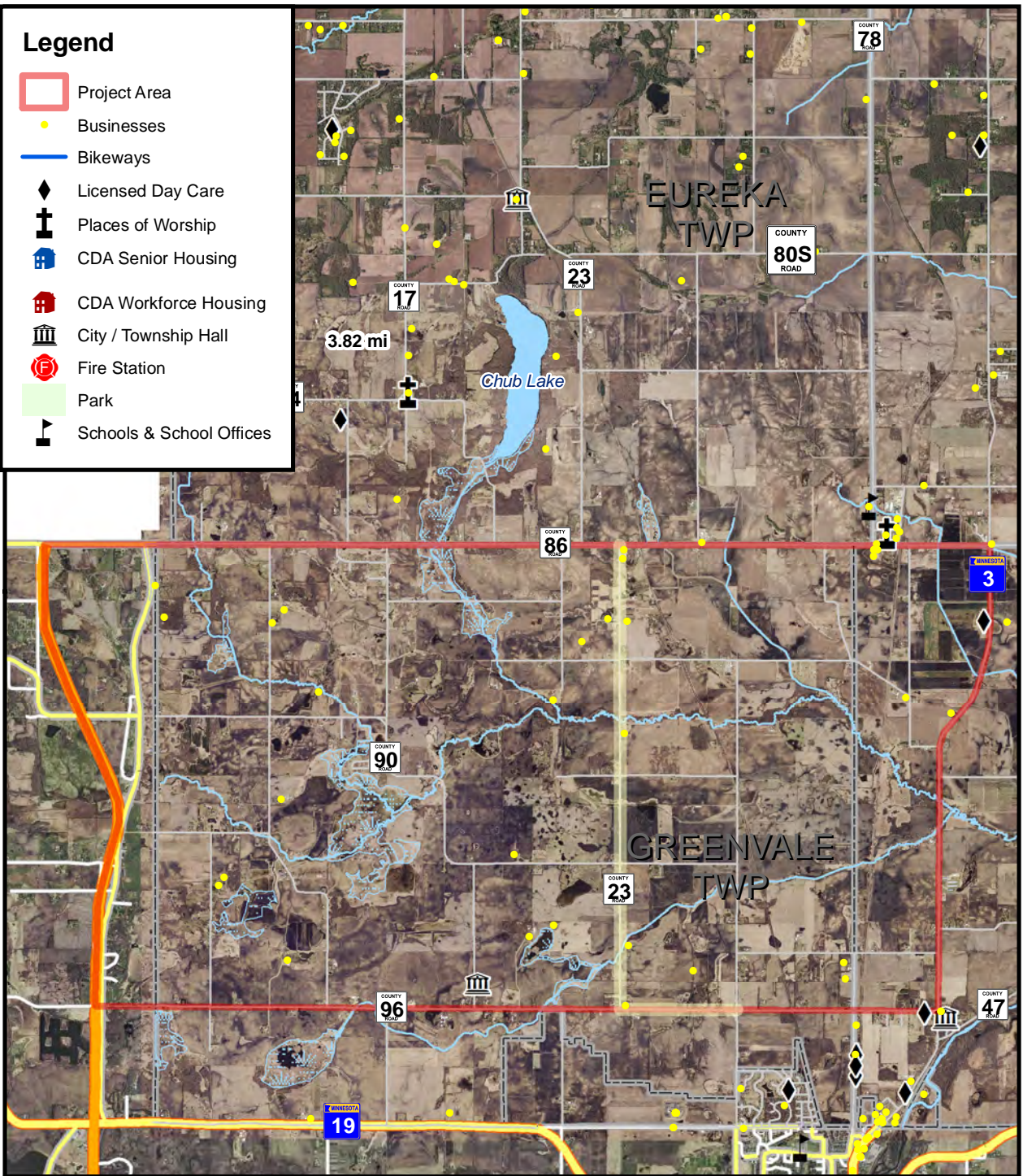
Combined Channels

Interval Start	Total r Vehicles	Passenge	Single Trucks	Trucks & Trailers	Tailgating
10:00 AM	99	93	5	1	0
11:00 AM	111	99	9	3	0
12:00 PM	113	93	14	6	0
1:00 PM	122	108	11	3	0
2:00 PM	176	161	12	3	0
3:00 PM	216	198	16	2	0
4:00 PM	271	254	16	1	0
5:00 PM	266	253	9	4	0
6:00 PM	179	167	8	4	0
7:00 PM	116	111	4	1	0
8:00 PM	73	67	4	2	0
9:00 PM	63	63	0	0	0
10:00 PM	37	37	0	0	0
11:00 PM	25	24	1	0	0
10/29/2014					
12:00 AM	12	12	0	0	0
1:00 AM	7	6	1	0	0
2:00 AM	6	6	0	0	0
3:00 AM	6	5	1	0	0
4:00 AM	24	24	0	0	0
5:00 AM	88	87	1	0	0
6:00 AM	171	160	11	0	0
7:00 AM	254	232	17	5	0
8:00 AM	159	146	13	0	0
9:00 AM	124	117	7	0	0
Total	2718	2523	160	35	0
%		92.8	5.9	1.3	0.0

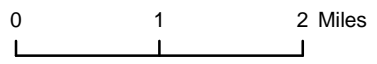
Site: Classification Count
 10/28/2014
 Tuesday

Legend

-  Project Area
-  Businesses
-  Bikeways
-  Licensed Day Care
-  Places of Worship
-  CDA Senior Housing
-  CDA Workforce Housing
-  City / Township Hall
-  Fire Station
-  Park
-  Schools & School Offices



Roadway Reconstruction/Modernization Project: CSAH 23 Connector



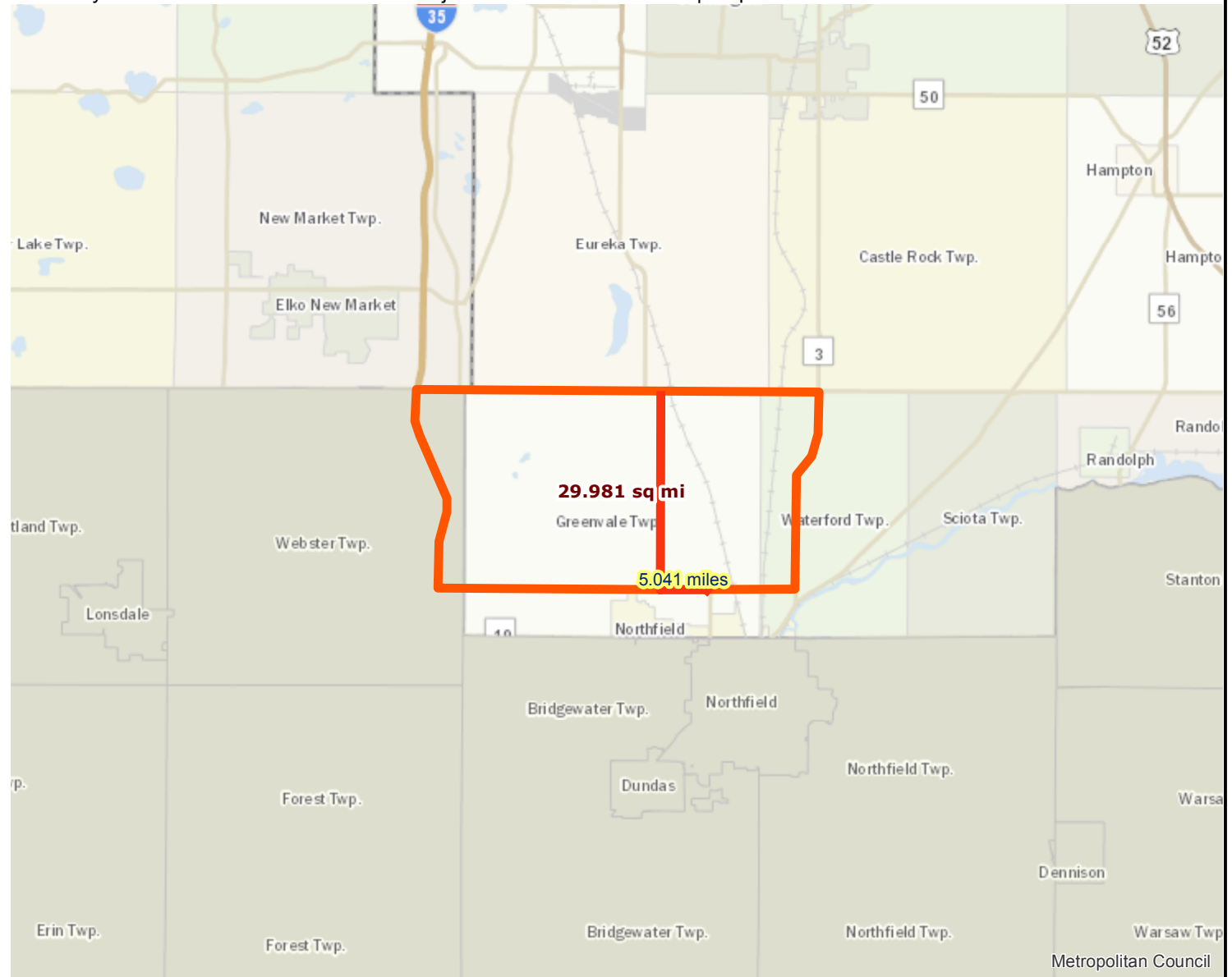
Roadway Area Definition

Roadway Reconstruction/Modernization Project: CSAH 23 Connector | Map ID: 1417466501631

Results

Project Length: 5.041 miles

Project Area: 29.981 sq mi



— Project

□ Project Area



Created: 12/1/2014
LandscapeRSA1



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



Regional Economy

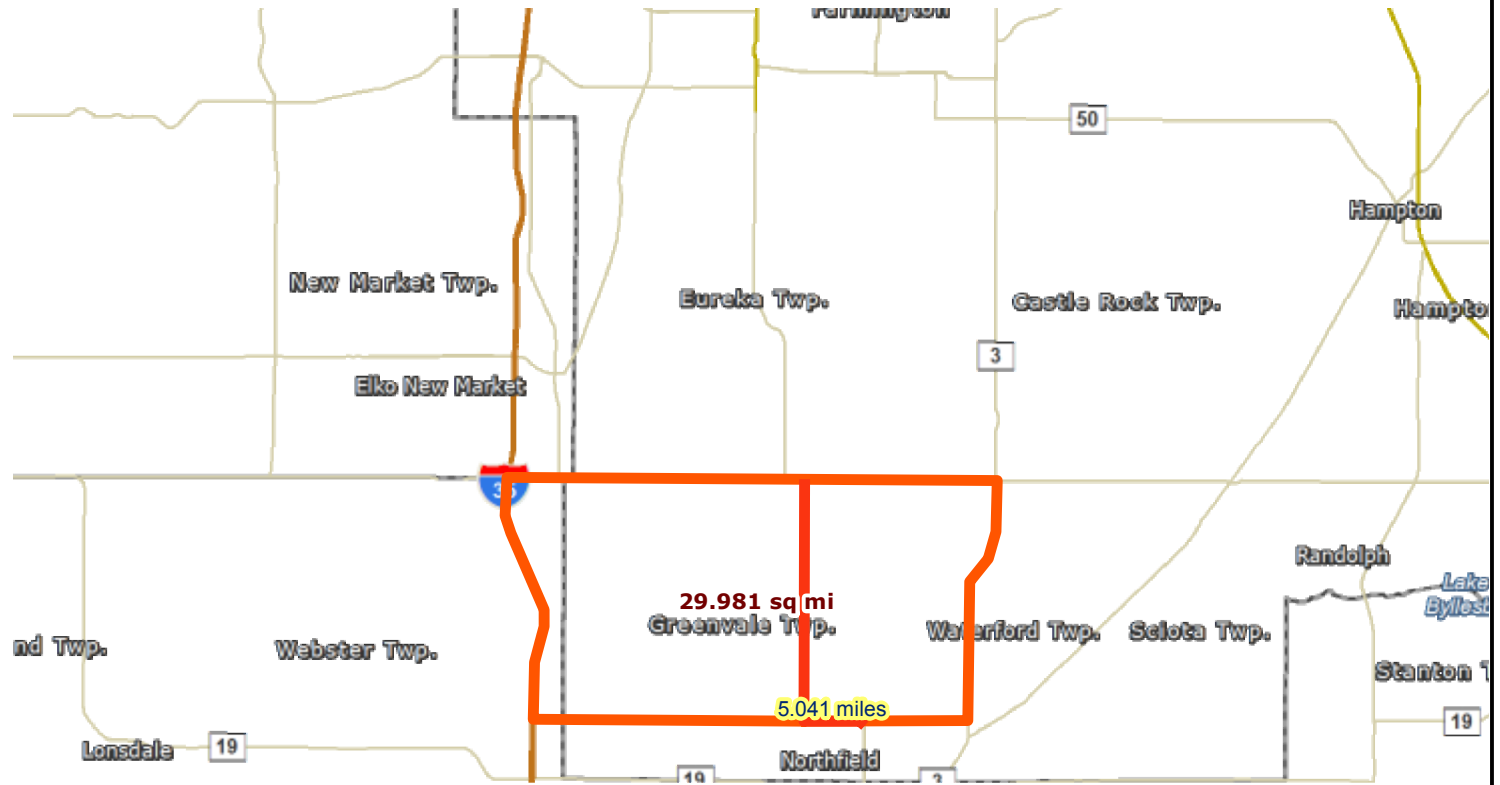
Roadway Reconstruction/Modernization Project: CSAH 23 Connector | Map ID: 1417466501631

Results

Project **NOT IN** area of Job Concentration.

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

Project **NOT CONNECTED** to area of Education Institutions.



-  Project
-  Project Area



Created: 12/1/2014
LandscapeRSA5

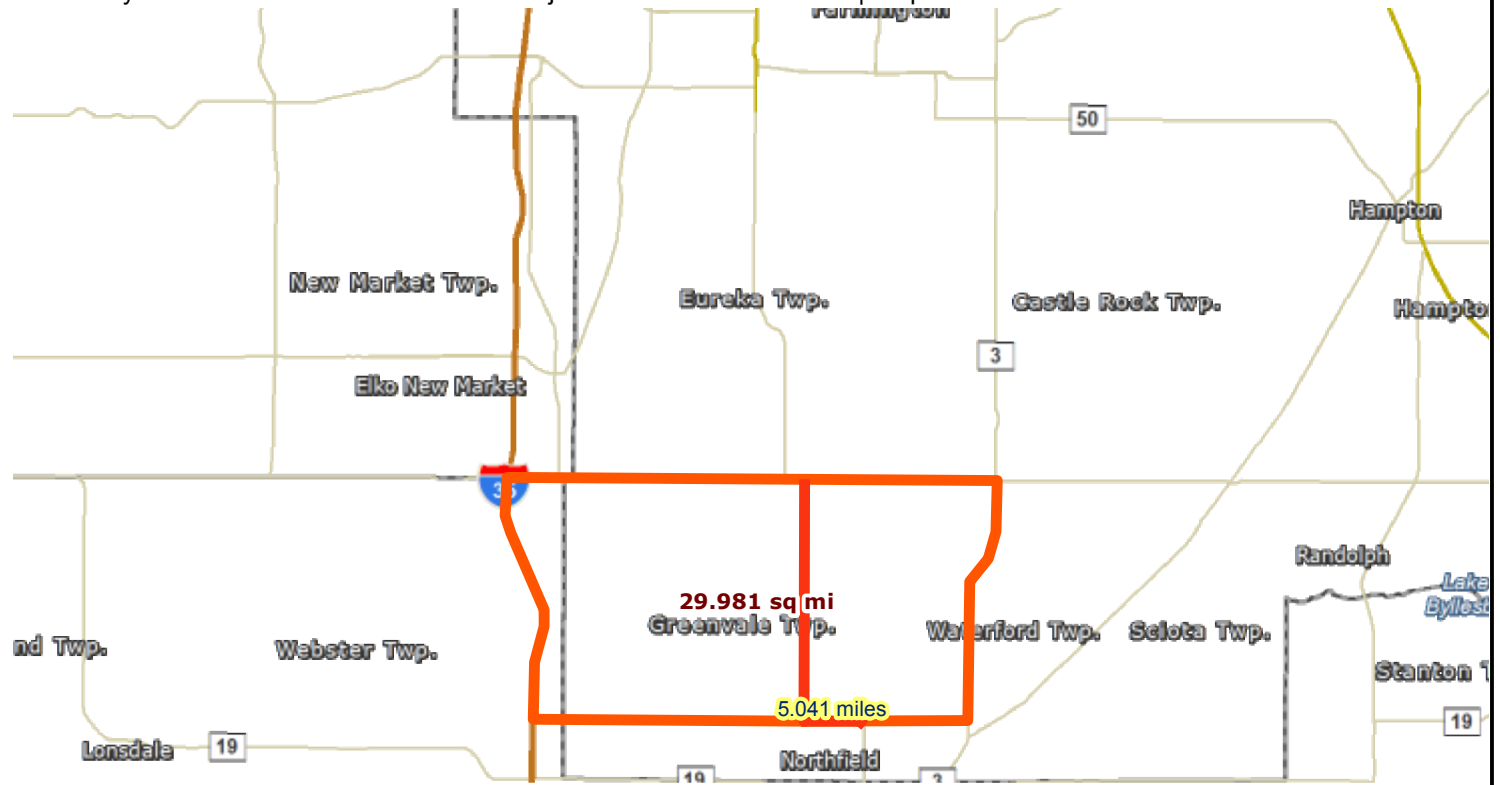


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



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



Created: 12/1/2014
LandscapeRSA2



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

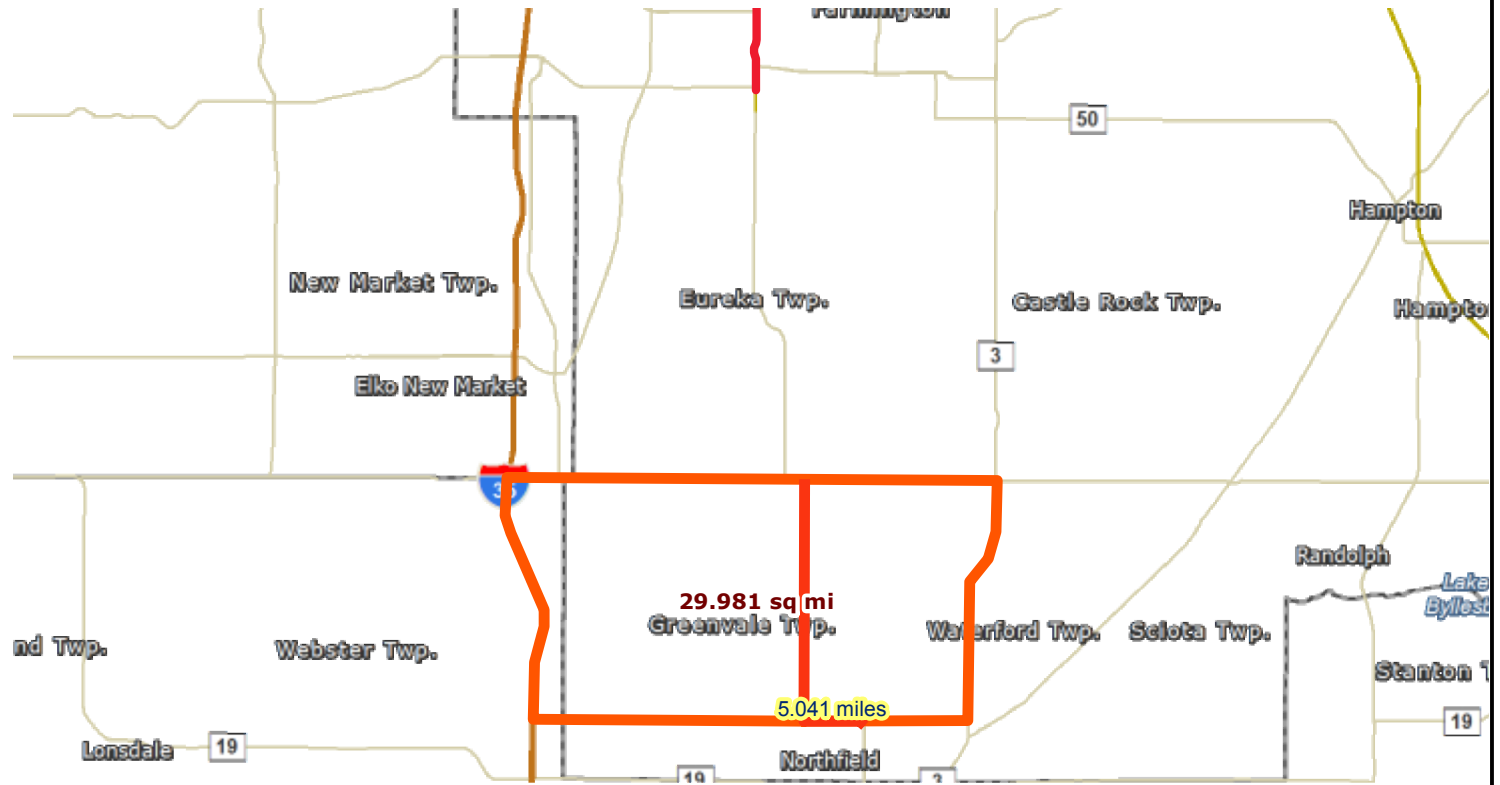


CSAH 23 from Eveleth Ave. to CSAH 86

The delay and congestion along this corridor is minimal. This project will not involve any intersection improvements or lane additions, with the exception of the addition of turn lanes at various intersections. As a result, there is no need to reduce delay or congestion, and the scope of this project will not significantly alter the delay in delay or emissions on this project.

CSAH 23 from Eveleth Ave. to CSAH 86

The delay and congestion along this corridor is minimal. This project will not involve any intersection improvements or lane additions, with the exception of the addition of turn lanes at various intersections. As a result, there is no need to reduce delay or congestion, and the scope of this project will not significantly alter the delay in delay or emissions on this project.



Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

- Project
- Project Area
- Planned Alignments
- BRT, Red Line - Phase 2



Created: 12/1/2014
LandscapeRSA3



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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

