



Application

04776 - 2016 Bridges

04884 - County Road C (CSAH 23) Replacement of Bridge No. 62519

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 07/15/2016 7:44 AM

Primary Contact

Name:*	Joseph	Frank	Lux
	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small> <small>Last Name</small>
Title:	Senior Planner		
Department:	Ramsey County Public Works		
Email:	joseph.lux@co.ramsey.mn.us		
Address:	1425 Paul Kirkwold Drive		
*	Arden Hills	Minnesota	55112
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>
Phone:*	651-266-7114		
	<small>Phone</small>	<small>Ext.</small>	
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

County Road C Bridge No. 62519 Replacement

Primary County where the Project is Located

Ramsey

Jurisdictional Agency (If Different than the Applicant):

Applicant

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

This project will replace Bridge No. 62519, which carries County Road C, Ramsey County State Aid Highway 23, over the Burlington Northern Santa Fe Railroad. Bridge 62519 was constructed in 1970 and now has a structural rating of 44.6. It is a fracture-critical structure, lacking redundancy to prevent its collapse in the event of the failure of a structural member. This project would retain still viable structural members and replace the failing deck and beams. The bridge piers would be evaluated and rehabilitated or replaced, as necessary. It would be designed to add structural redundancy to eliminate the fracture-critical deficiency.

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

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Bridge No. 62519 Replacement, Ramsey CSAH 23

Project Length (Miles)

0.05

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 \$4,471,200.00

Match Amount \$1,117,800.00

Minimum of 20% of project total

Project Total \$5,589,000.00

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 and local funds.

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one: 2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information-Roadways

Ramsey County Public Works

County, City, or Lead Agency 1425 Paul Kirkwold Drive

Arden Hills, MN 55112

Functional Class of Road Class A Minor Arterial- Augmenter

Road System CSAH

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

Road/Route No. 23

i.e., 53 for CSAH 53

Name of Road County Road C

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55113

(Approximate) Begin Construction Date 05/18/2020

(Approximate) End Construction Date 09/25/2020

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: 900 feet west of Victoria Street
(Intersection or Address)

To: 675 feet west of Victoria Street
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At BNSF Railroad

Primary Types of Work Bridge Reconsruction

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.: 62519

New Bridge/Culvert No.: TBD

Structure is Over/Under BNSF Railroad
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$243,000.00
Removals (approx. 5% of total cost)	\$243,000.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$243,000.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$4,860,000.00
Retaining Walls	\$0.00
Noise Wall (do not include in cost effectiveness measure)	\$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	\$5,589,000.00

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	\$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
Contingencies	\$0.00
Right-of-Way	\$0.00

Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$5,589,000.00
Construction Cost Total	\$5,589,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

This project is consistent with the Transportation System Stewardship goals of the Transportation Policy Plan (pages 58 and 161). It is an existing corridor in the Regional Bikeway Plan and the Ramsey County Pedestrian and Bike Plan.

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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:

The project is in the County's 2016-2020 Transportation Improvement Program. It is a community corridor in the Ramsey County Pedestrian and Bike Plan. Roseville's Comp Plan shows an extension of the Mpls. NE Corridor Busway along the rail corridor.

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. 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. Funding amounts by application category are listed below.

Roadway Expansion: \$1,000,000 to \$7,000,000

Roadway Reconstruction/ Modernization: \$1,000,000 to \$7,000,000

Roadway System Management \$250,000 to \$7,000,000

Bridges Rehabilitation/ Replacement: \$1,000,000 to \$7,000,000

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

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

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

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

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

10. 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

11. 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

12. 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

13. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1. All roadway and bridge projects 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. Yes

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a Principal Arterial freeway 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. Yes

4. 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 application categories. Rail-only bridges are ineligible for funding.

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

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

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Measure A: Functional Classification

Area	0.0128
Project Length	0.081
Average Distance	0.158
Upload Map	1474485755484_RAD04884RamsCoCrC.pdf

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile:	7238
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	264
Existing Students:	0
Upload Map	1466171705140_Regional Economy Map.pdf

Measure C: Current Daily Heavy Commercial Traffic

Location	west end of Bridge 62519
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Current Daily Heavy Commercial Traffic Volume	819.0
Date Heavy Commercial Count Taken:	06/08/2016

Measure D: Freight Elements

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

As a freight route, County Road C is an east/west link between Highway 88 to the west and I-35E to the east. It provides interchange access to I-35W and at-grade access to TH 51, from which westbound I-694 and TH 10 can be accessed. At its west end are numerous truck terminals, refinery storage tanks, trucking companies, and manufacturing facilities. The BNSF railroad, which runs parallel to County Road C and under Bridge 62519 is operated by the Minnesota Commercial Railroad.

Measure A: Current Daily Person Throughput

Location	between Lexington Ave. and Victoria St.
Current AADT Volume	8500.0
Existing Transit Routes on the Project:	N/A
Upload Transit Map	1468272946060_Transit Connections Map.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	11050.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
METC Staff - Forecast (2040) ADT volume	0
OR	
Approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	0

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

Project located in Area of Concentrated Poverty:

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

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 2,800 characters; approximately 400 words)

The project area abuts areas of Roseville and Little Canada that are above the regional average for population in poverty or of color. The area immediately adjacent to the project is Roseville's Central Park, to the south, which serves these areas. To the north, the area is dominated by senior housing, with another large senior living complex now under development.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map

1466167937781_Socio Economic Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Roseville	0.04
	0

Total Project Length

Total Project Length (Total Population) 0.05

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)	0.04
Total Housing Score	0

Measure A: Bridge Condition

Bridge Sufficiency Rating	44.6
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Measure B: Project Improvements

Load Posted (Check box if the bridge is load-posted):	Yes
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Measure A: Multimodal Elements and Existing Connections

Response (Limit 2,800 characters; approximately 400 words)

County Road C is included as an existing route in the Regional Bikeway Plan and in the Ramsey County Pedestrian and Bike Plan. It is adjacent to and provides non-motorized access to Roseville's Central Park. There is an existing ten-foot trail on the north side that is constrained by the five-foot sidewalk on the bridge, which will be replaced with ten-foot sidewalks on each side. County Road C will be studied for conversion to a three-lane section between Lexington Avenue and Rice Street when it is repaved in conjunction with the bridge replacement.

Transit Projects Not Requiring Construction

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

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	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

50%

Layout or Preliminary Plan has not been started

Yes

0%

Anticipated date or date of completion

09/29/2017

3)Environmental Documentation (5 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%

date submitted

Document in progress; environmental impacts identified; review request letters sent

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge

Yes

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%

Unsure if there are any historic/archaeological resources in the project area

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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

Yes

80%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

Yes

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

Right-of-way, permanent or temporary easements required, parcels identified

25%

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

0%

Right-of-way, permanent or temporary 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

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

Yes

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps

Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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

11/03/2017

10) Letting

Anticipated Letting Date

02/07/2020

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):

\$5,589,000.00

Enter Amount of the Noise Walls:

\$0.00

Total Project Cost subtract the amount of the noise walls:

\$5,589,000.00

Points Awarded in Previous Criteria

Cost Effectiveness

\$0.00

Other Attachments



Posted Load Limits

7.6 MB



Bridge 62519 Deck Condition

1.1 MB

File Name	Description	File Size
Co Rd C bridge over RR RCPW 11x17 (1).pdf	Concept Layout	1.2 MB
CoRdCBROverBNSFRR Location Map.pdf	Project Location Map	859 KB
County Maintenance Letter Bridge 62519.pdf	Ramsey County Commitment to Maintain	56 KB
Roseville Letter of Support.pdf	City of Roseville Letter of Support	298 KB
Roseville Master Trail Plan Map.pdf	Roseville Master Trail Plan Map	912 KB

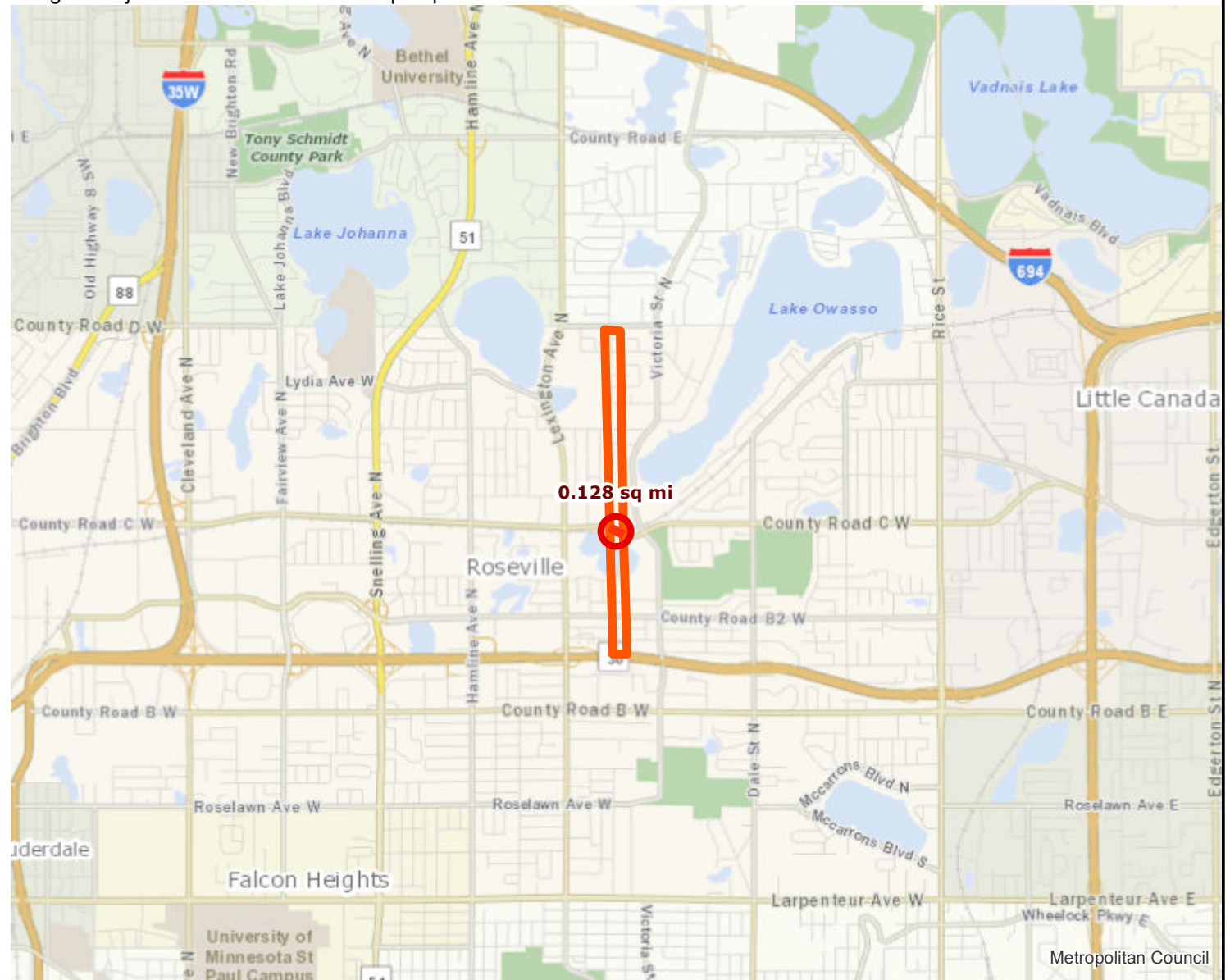
Roadway Area Definition

Bridges Project: 04884 Rams Co Cr C | Map ID: 1474465480433

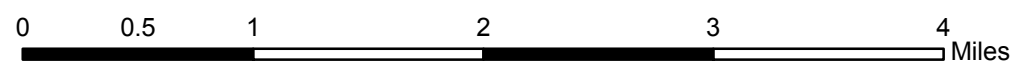
Results

Project Length: 0.081 miles

Project Area: 0.128 sq mi



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



Created: 9/21/2016
LandscapeRSA1



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



Regional Economy

Bridges Project: County Road C, Bridge No.62519 | Map ID: 1466094635624

Results

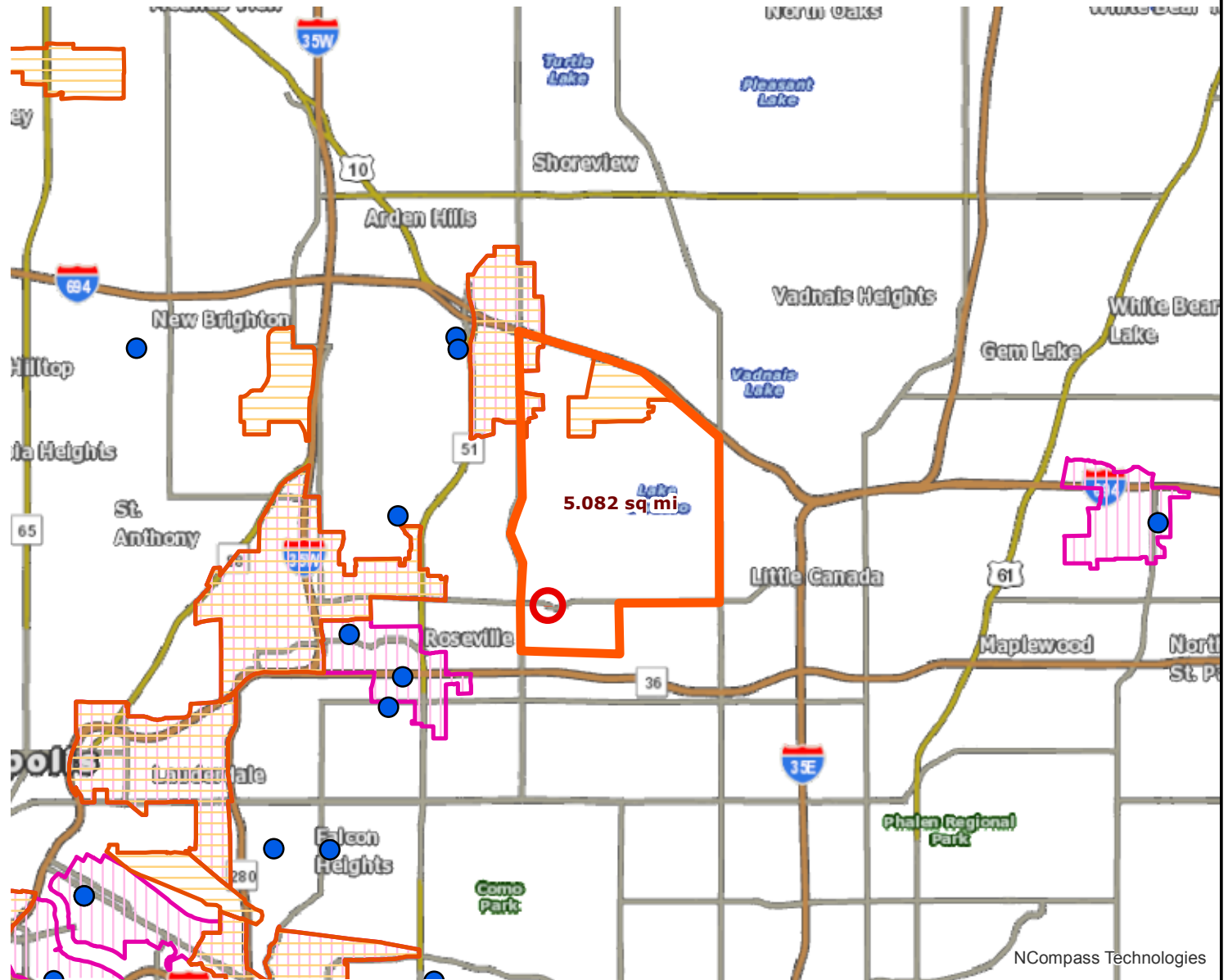
WITHIN ONE MI of project:

Totals by City:

Arden Hills
 Population: 847
 Employment: 869
 Mfg and Dist Employment: 32

Roseville
 Population: 17646
 Employment: 6369
 Mfg and Dist Employment: 232

Postsecondary Students:
 0



NCompass Technologies

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

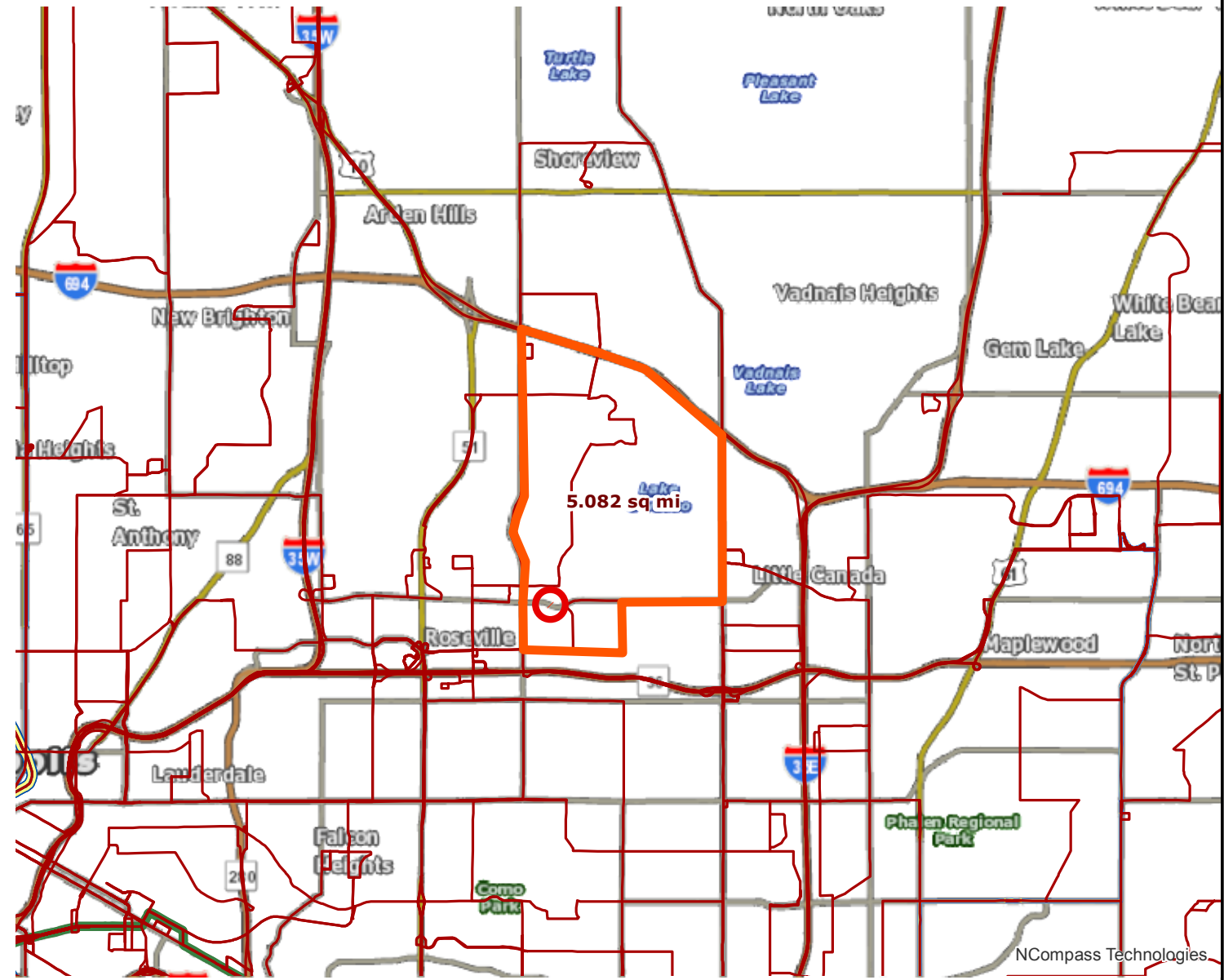


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 LandscapeRSA5



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Results

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


*indicates Planned Alignments

 Project Points	 Project Area	Transitway	 Green Line	Planned Alignments
 Project	 Transit Routes	 Blue Line	 Northstar Line	 Arterial BRT

0 0.75 1.5 3 4.5 6 Miles

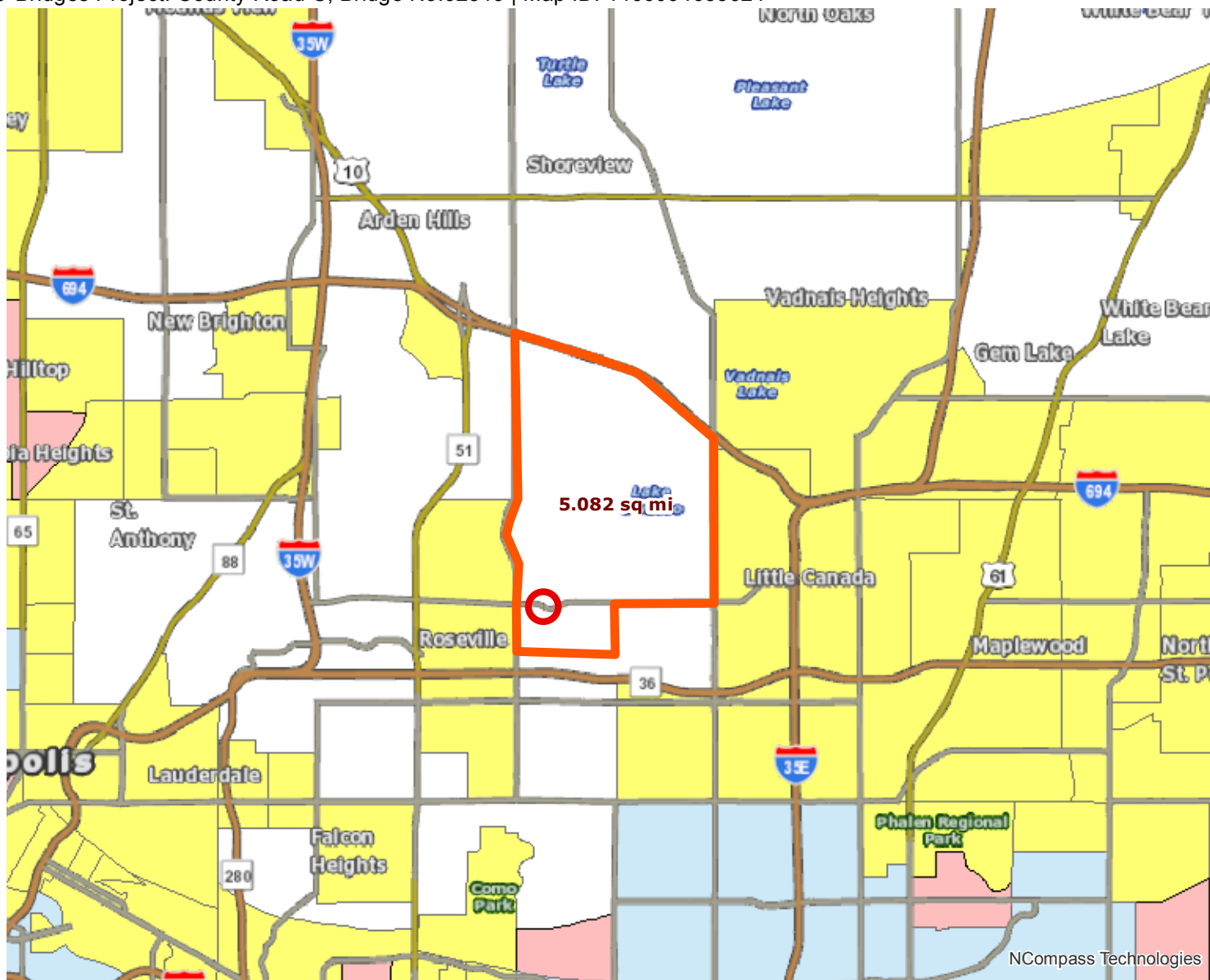
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Results

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:
(0 to 12 Points)



-  Project Points
-  Project
-  Project Area
-  Area of Concentrated Poverty > 50% residents of color
-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



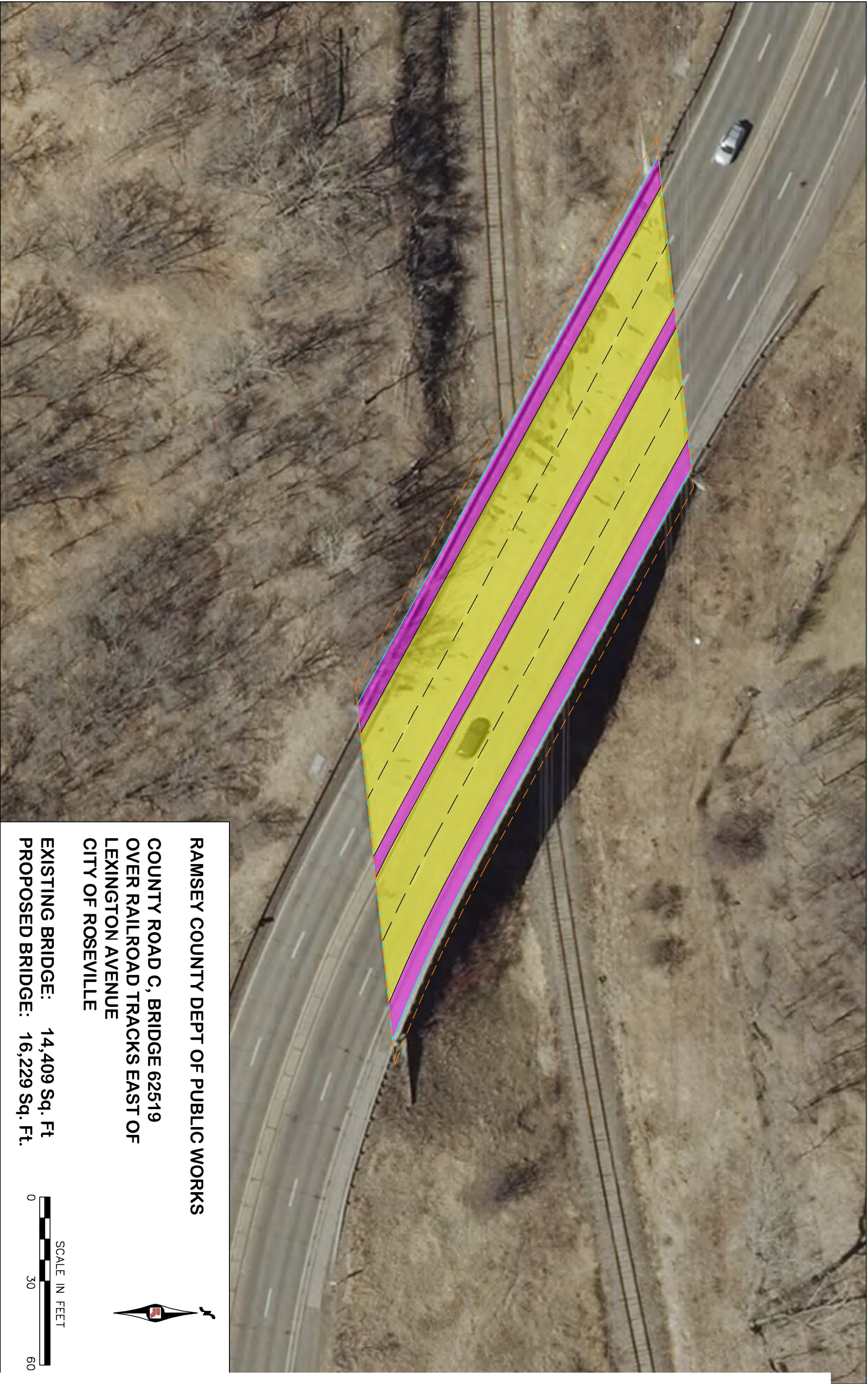
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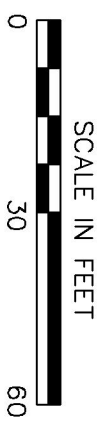
NCompass Technologies



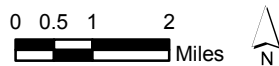
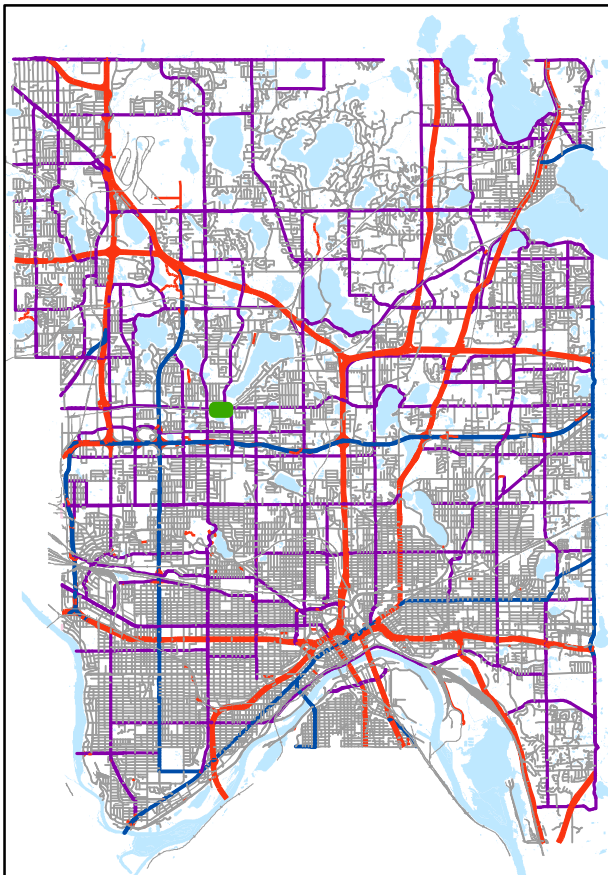
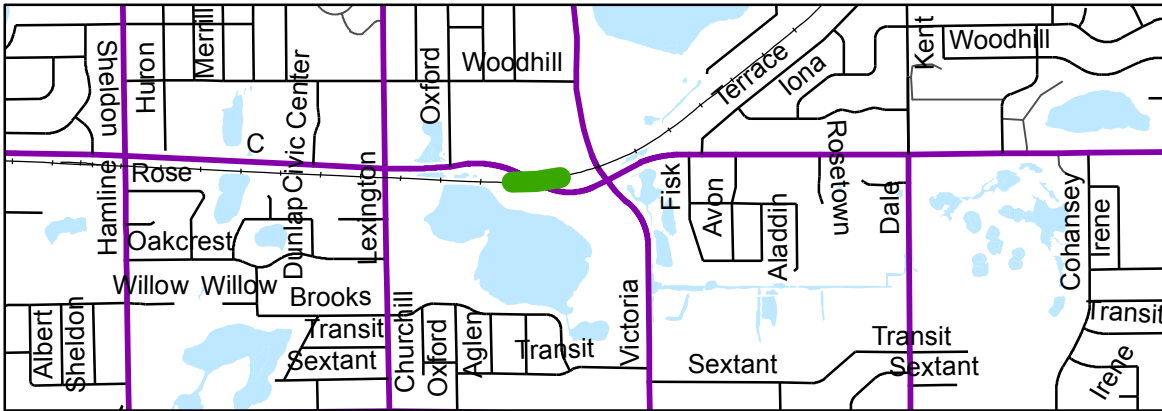
**RAMSEY COUNTY DEPT OF PUBLIC WORKS
COUNTY ROAD C, BRIDGE 62519
OVER RAILROAD TRACKS EAST OF
LEXINGTON AVENUE
CITY OF ROSEVILLE**



**EXISTING BRIDGE: 14,409 Sq. Ft
PROPOSED BRIDGE: 16,229 Sq. Ft.**



County Road C (23) Bridge over BNSF RR



Map Produced 7/12/2016 by Ramsey County Public Works



The information on this map is a compilation of Ramsey County Records. THE COUNTY DOES NOT WARRANT OR GUARANTEE THE ACCURACY OF THIS DATA. The county disclaims any liability for any injuries, time delays, or expenses you may suffer if you rely in any manner on the accuracy of this data.

July 11, 2016

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 Robert St. N.
Saint Paul, MN 55101

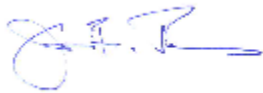
SURFACE TRANSPORTATION PROGRAM FUNDING APPLICATION FOR RECONSTRUCTION OF BRIDGE NO. 62519, ON COUNTY ROAD C, RAMSEY COUNTY STATE AID HIGHWAY (CSAH 23)- INTENT TO MAINTAIN

Dear Ms. Koutsoukos:

Ramsey County, as the political subdivision with jurisdiction over Bridge No. 62519 on County Road C (CSAH 23) hereby states its intention to operate and maintain the facility, including any improvements funded through the Surface Transportation Program, for the full design life of the facility and planned improvements.

The application for Surface Transportation Program funds that we have submitted would not replace any regionally-funded improvements that were opened to traffic within the last five years.

Sincerely,



James E. Tolaas, P.E.
Director of Public Works/County Engineer

Enclosure



July 13, 2016

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

Re: STP System Management Funds

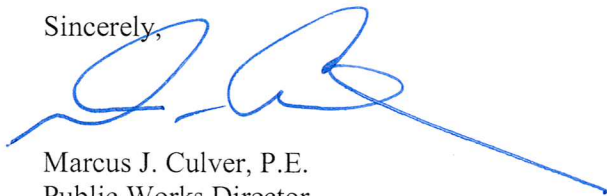
Dear Joe:

The City of Roseville, Minnesota is happy to support Ramsey County's request for federal Surface Transportation Program Federal Funds in the Program Bridge category for the County Road C (CSAH 23) bridge over the Burlington Northern Railroad tracks between Lexington Ave and Victoria Street in the City of Roseville.

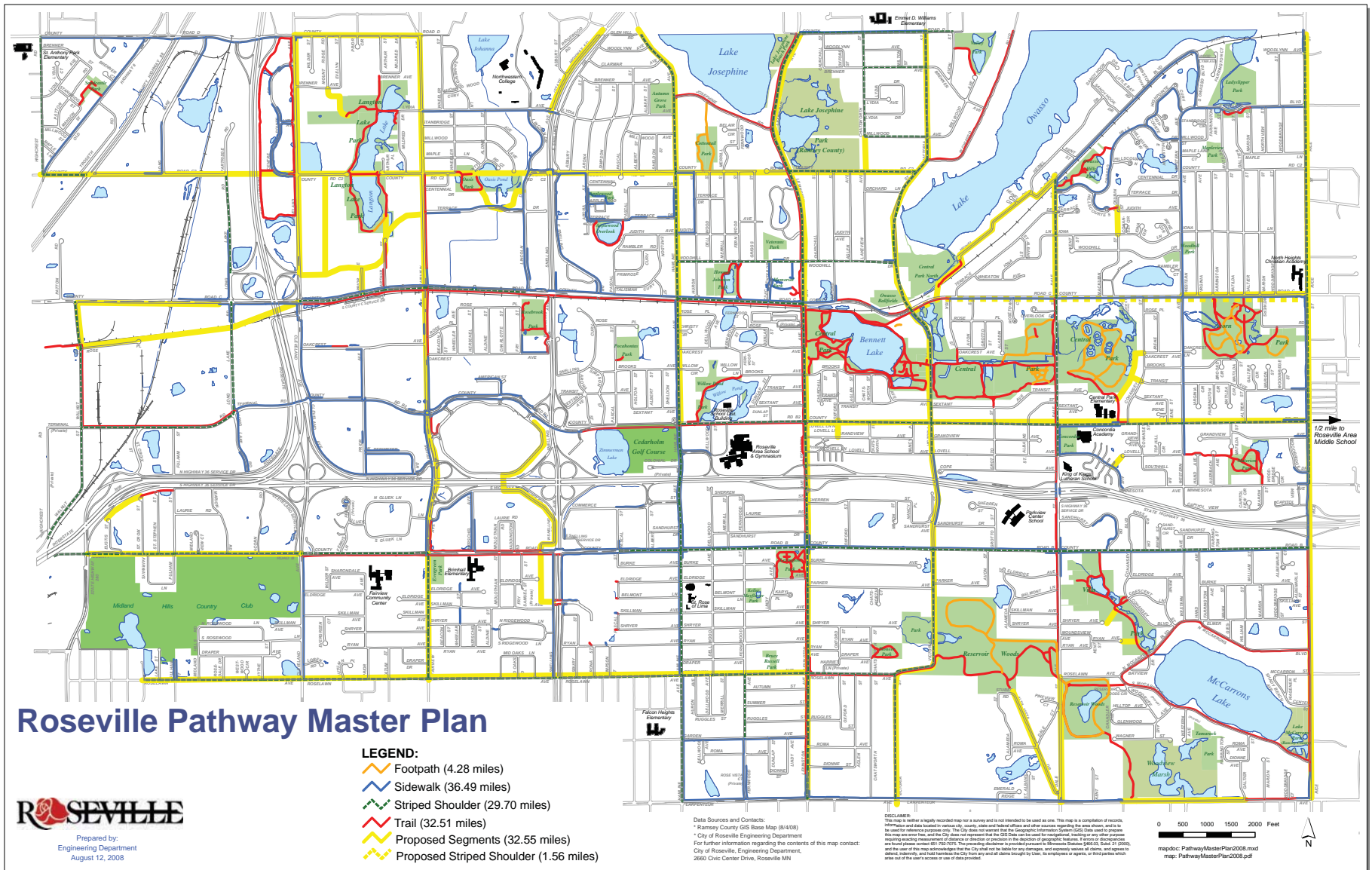
The existing bridge over the railroad tracks is structurally deficient per the FHWA bridge rating system and is considered fracture critical. This stretch of roadway is a vital corridor for the City of Roseville for several modes of transportation including bikes and pedestrians.

Good luck on the grant application.

Sincerely,



Marcus J. Culver, P.E.
Public Works Director



Pathway Master Plan

Figure 9.4