Application

04751 - 2016 Roadway Expansion

05191 - Snelling Ave Third Lane - County Rd B2 to Lydia Ave

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/15/2016 12:46 PM

Primary Contact

Name:*	Mr.	Marcus		Culver
	Salutation	First Name	Middle Name	Last Name
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Department:				
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*	Roseville	Minnesota		55113
	City	State/Province		Postal Code/Zip
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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements			

Organization Information

Name:	ROSEVILLE,CITY OF

Jurisdictional Agency (if different):	
Organization Type:	City
Organization Website:	
Address:	2660 CIVIC CTR DR

*	ROSEVILLE	Minnesota	55113
	City	State/Province	Postal Code/Zip

County:	Ramsey
Phone:*	651-490-2200 Ext.
Fax:	
PeopleSoft Vendor Number	0000020989A1

Project Information

Project Name	Snelling Avenue Improvements near County Road C
Primary County where the Project is Located	Ramsey
Jurisdictional Agency (If Different than the Applicant):	MnDOT

The project will expand Snelling Avenue (TH 51), an A-Minor Arterial Augmentor, from County Road B2 to north of Lydia Avenue in Roseville. The project will add one 12-foot wide through lane in the northbound direction that ties in to the off-ramp from County Road B2 on the south end of the project area and ends about 1,180 feet north of Lydia Avenue on the north end. The existing right and left turn lanes at intersections will remain.

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

This project will add capacity to and improve safety on the A-Minor arterial system, support and invest in a developed community, and improve mobility and accessibility to regional manufacturing/distribution and job concentration centers.

Please note that this project will achieve a peak hour emissions reduction of 0.93 kg. This reduction is not reflected in Measure 5B of the application due to the need to round the per vehicle reduction to three decimal places. The reduction calculation is shown in the Synchro Reports with Emissions Summary attachment.

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)	TH 51 (Snelling Avenue) from County Road B2 to north of Lydia Avenue, add one northbound through lane
Project Length (Miles)	1.3

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	$2,718,292.00
Match Amount	$679,573.00
Minimum of 20% of project total	
Project Total	$3,397,865.00

Match Percentage 20.0%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds City of Roseville

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: 2021

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: Roadway Projects

County, City, or Lead Agency City of Roseville

Functional Class of Road A-Minor Arterial Augmentor

Road System TH

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

Road/Route No. 51

i.e., 53 for CSAH 53

Name of Road Snelling Ave

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55113

(Approximate) Begin Construction Date 03/01/2021

(Approximate) End Construction Date 10/31/2021

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

From:
(Intersection or Address) County Road B2

To:
(Intersection or Address) 1,180 feet north of Lydia Avenue

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work Grade, agg base, bif surf, signals

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.:

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)	$150,000.00
Removals (approx. 5% of total cost)	$0.00
Roadway (grading, borrow, etc.)	$371,725.00
Roadway (aggregates and paving)	$807,500.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$0.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$72,540.00
Traffic Control	$0.00
Striping	$13,000.00
Signing	$6,300.00
Lighting	$0.00
Turf - Erosion & Landscaping	$216,800.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (do not include in cost effectiveness measure)	$1,360,000.00
Traffic Signals	$150,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$250,000.00
Roadway Contingencies	$0.00
Other Roadway Elements	$0.00
Totals	**$3,397,865.00**

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
Substotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$3,397,865.00

Construction Cost Total	$3,397,865.00
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:

- Goal: Safety and Security; Objective A. Reduce crashes and improve safety and security for all modes...; Strategy B1...incorporate safety and security...throughout processes; page 2.7

- Goal: Access to Destinations; Objectives B. Increase travel time reliability and predictability...; Strategies C2...provide a system of interconnected arterial roads, streets, bicycle facilities, and pedestrian facilities..., C9....support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations; page 2-8, 2-9

- Goal: Competitive Economy; Objectives A. Improve multimodal access to regional job concentrations..., C. Support the region's economic competitiveness through the efficient movement of freight; Strategies D5...identify the impacts of highway congestion on freight and identify cost-effective mitigation; page 2.11

- Goal: Healthy Environment; Objective A. Reduce transportation-related air emissions; Strategies E4...protect, enhance, and mitigate impacts on natural resources...including air and water quality, E5...protect, enhance and mitigate impacts on the cultural and built environments; page 2.13

- Goal: Leveraging Transportation Investments to Guide Land Use; Objectives A. Focus regional growth in areas that support the full range of multimodal travel, B. Maintain adequate highway...accessible land to meet existing and future demand for freight movement; Strategy

F3...operate, maintain, and rebuild an adequate system of interconnected highways and local roads; page 2.14

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: City of Roseville 2030 Comprehensive Plan, pages 5-33 and 5-41

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. Yes

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.

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.

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

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

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.

Requirements - Roadways Including Multimodal Elements

Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	Augmentor
Area	2.499
Project Length	1.296
Average Distance	1.9282
Upload Map	1468435170548_Roadway Area Definition Map.pdf

Reliever: Relieves a Principle Arterial that is a Freeway Facility

Facility being relieved

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

Reliever: Relives a Principle Arterial that is a Non-Freeway Facility

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			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	
4:00am - 5:00am			0	
5:00am - 6:00am			0	
6:00am - 7:00am			0	
7:00am - 8:00am			0	
8:00am - 9:00am			0	
9:00am - 10:00am			0	
10:00am - 11:00am			0	
11:00am - 12:00pm			0	
12:00pm - 1:00pm			0	
1:00pm - 2:00pm			0	
2:00pm - 3:00pm			0	
3:00pm - 4:00pm			0	
4:00pm - 5:00pm			0	
5:00pm - 6:00pm			0	
6:00pm - 7:00pm			0	
7:00pm - 8:00pm			0	
8:00pm - 9:00pm			0	
9:00pm - 10:00pm			0	

10:00pm - 11:00pm	0
11:00pm - 12:00am	0

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

Existing Employment within 1 Mile:	21139
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	2305
Existing Students:	4920
Upload Map	1468435237802_Regional Economy Map.pdf

Measure C: Current Heavy Commercial Traffic

Location:	Snelling Avenue & County Road C
Current daily heavy commercial traffic volume:	1766
Date heavy commercial count taken:	6/7/16

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)	The project will increase the capacity of Snelling Avenue, reducing delay at intersections and improving access to industrial and commercial land uses.

Measure A: Current Daily Person Throughput

Location	Between County Road B2 and County Road C
Current AADT Volume	36000
Existing Transit Routes on the Project	65, 84, 225, 264
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	1468435457979_Transit Connections Map.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	46800.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

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 will provide an investment and transportation benefit in a community that is above the regional average for population in poverty or population of color. The project will add capacity to TH 51/Snelling Avenue, improving mobility and accessibility for all travelers, including riders on bus Route 225. There are existing pedestrian crossings at County Road C, County Road C2, and Lydia Avenue. These crossings will be upgraded to current ADA standards, benefitting people with disabilities and young children in strollers.

Negative impacts will be limited to construction of the proposed project, which will be temporarily disruptive to the surrounding commuter and travelers in the corridor. Construction-phase impacts can be mitigation through staging and implementing best management practices.

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

Upload Map	1468437415456_Socio-Economic Conditions Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Roseville	1.296
	1

Total Project Length

Total Project Length (Total Population)	1.3

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)	1.296
Total Housing Score	0

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1970.0	2.75	5417.5	1970.0
	3	**5418**	**1970**

Average Construction Year

Weighted Year	1970.0

Total Segment Length (Miles)

Total Segment Length	2.75

Measure A: Vehicle Delay Reduction

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles Per Hour)	Total Peak Hour Delay Reduced by the Project (Seconds)	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable:	Synchro or HCM Reports
63.6	55.4	8.2	5742.0	47084.4		1468438015145_Synchro Reports.pdf

Total Delay

Total Peak Hour Delay Reduced	47084.4

Measure B:Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0.005	0.005	0	5742.0	0
0	**0**		**5742**	**0**

Total

Total Emissions Reduced:	0
Upload Synchro Report	1468513730828_Synchro Reports with Emissions Summary.pdf

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0		0	0

Total Parallel Roadways

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

Measure B:Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0

Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:	0.15
(Limit 700 Characters; approximately 100 words)	
Rationale for Crash Modification Selected:	Since the bulk of the improvements along the Snelling Avenue corridor is widening from four lanes to five lanes, a CMF was applied consistent with the study authored by Park et al (March 2015). In this study, the impacts to the amount of crashes after the study roadway widened from four to six lanes was reviewed over time. The results indicated that the conversion of a four-lane road to a six-lane road resulted in a crash reduction of 15 percent for total crashes. Therefore, a CMF of 0.15 was applied to all crashes along TH 51. Since this corridor will only be widened in one direction, the benefit was reduced by 50 percent.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio:	245139.0
Worksheet Attachment	1468447125034_Benefit Sheet and CMF.pdf

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

There are no sidewalks or trails along Snelling Avenue in the project area, but there are three trail crossings in the project area: at Country Road C, County Road C2, and Lydia Avenue. These crossings will be upgraded to ADA-compliant crossings, making them safer for bicyclists and pedestrians.

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

There are five transit routes with a direct connection to the project area (Routes 65, 84, 225, 264, and 921). The Increased Revenue Scenario for Transitways in the 2040 Transportation Policy Plan also shows Snelling Avenue as the alignment for Accelerated Arterial BRT investments up to the former Twin Cities Army Ammunition Plant (TCAAP) site, which is being redeveloped as a mixed-use development now known as Rice Creek Commons. Increasing the capacity of Snelling Avenue will decrease congestion, benefitting customers on existing and future transit routes.

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 Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 06/28/2016

3)Environmental Documentation (5 Percent of Points)

EIS

EA Yes

PM

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 03/01/2020

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

100%

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

80%

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

40%

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

0%

Anticipated date or date of completion of historic/archeological review: 03/01/2020

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

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

Yes

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 01/31/2021

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 01/31/2021

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 01/31/2021

10)Letting

Anticipated Letting Date	03/31/2021

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$3,397,865.00
Enter Amount of the Noise Walls:	$1,360,000.00
Total Project Cost subtract the amount of the noise walls:	$2,037,865.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
2016-0628_ Snelling Avenue Widening Layout1.pdf	Project Layout	4.7 MB
Existing Conditions Photos.pdf	Existing Conditions Photos	3.9 MB
Pages from Chapter-6-Transit-Investment-Direction-and-Plan.pdf	Map of Increased Revenue Scenario Transitways from 2040 TPP	947 KB
Roseville Parks and Trails Map.pdf	Roseville Parks and Trails Map	1.7 MB
Snelling Avenue_TH 51 MnDOT letter of support.pdf	MnDOT Letter of Support	106 KB

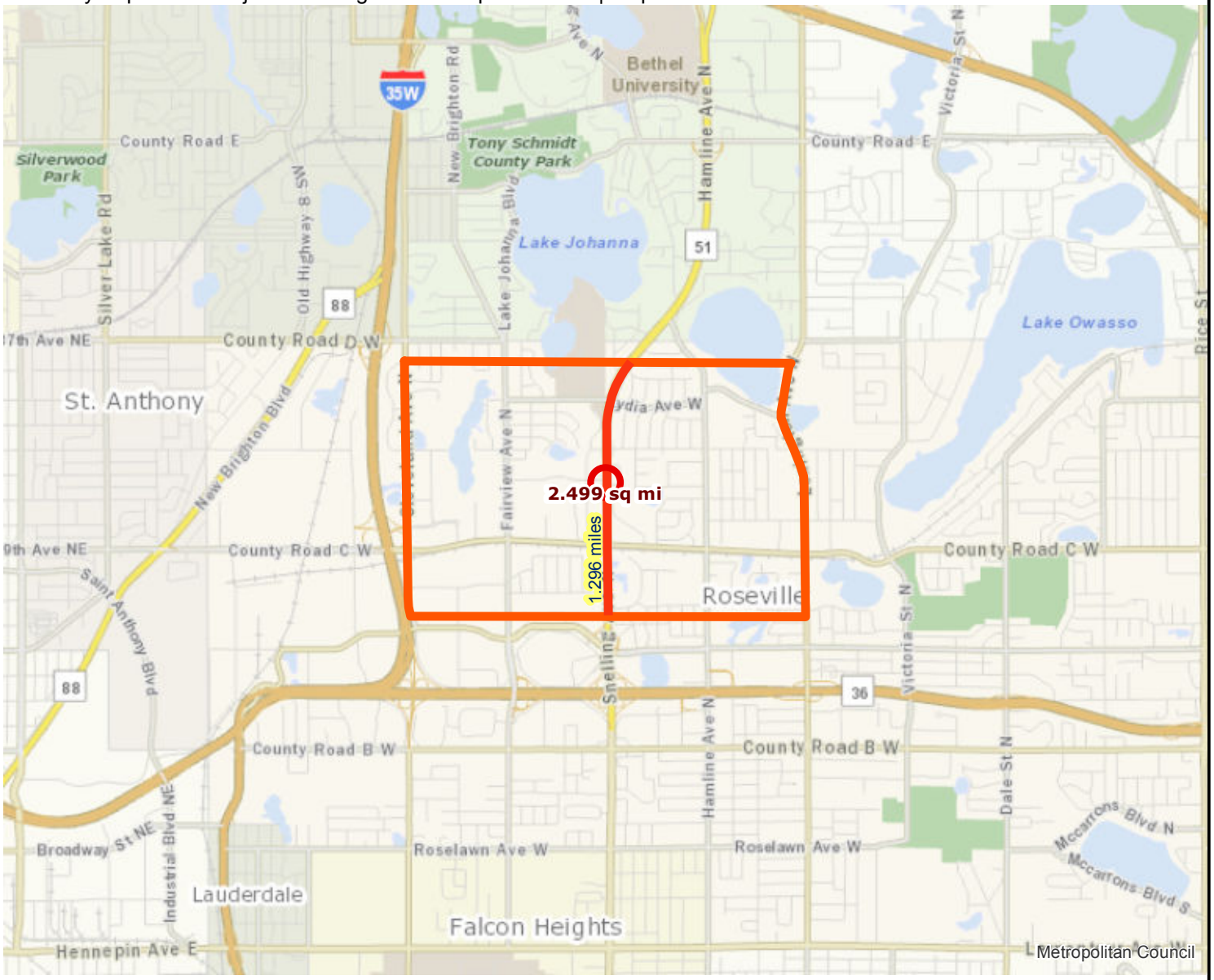
Roadway Area Definition

Roadway Expansion Project: Snelling Avenue Improvements | Map ID: 1467240723049

Results

Project Length: 1.296 miles

Project Area: 2.499 sq mi



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

0 0.5 1 2 3 4 Miles

Created: 6/29/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Roadway Expansion Project: Snelling Avenue Improvements | Map ID: 1467240723049

Results

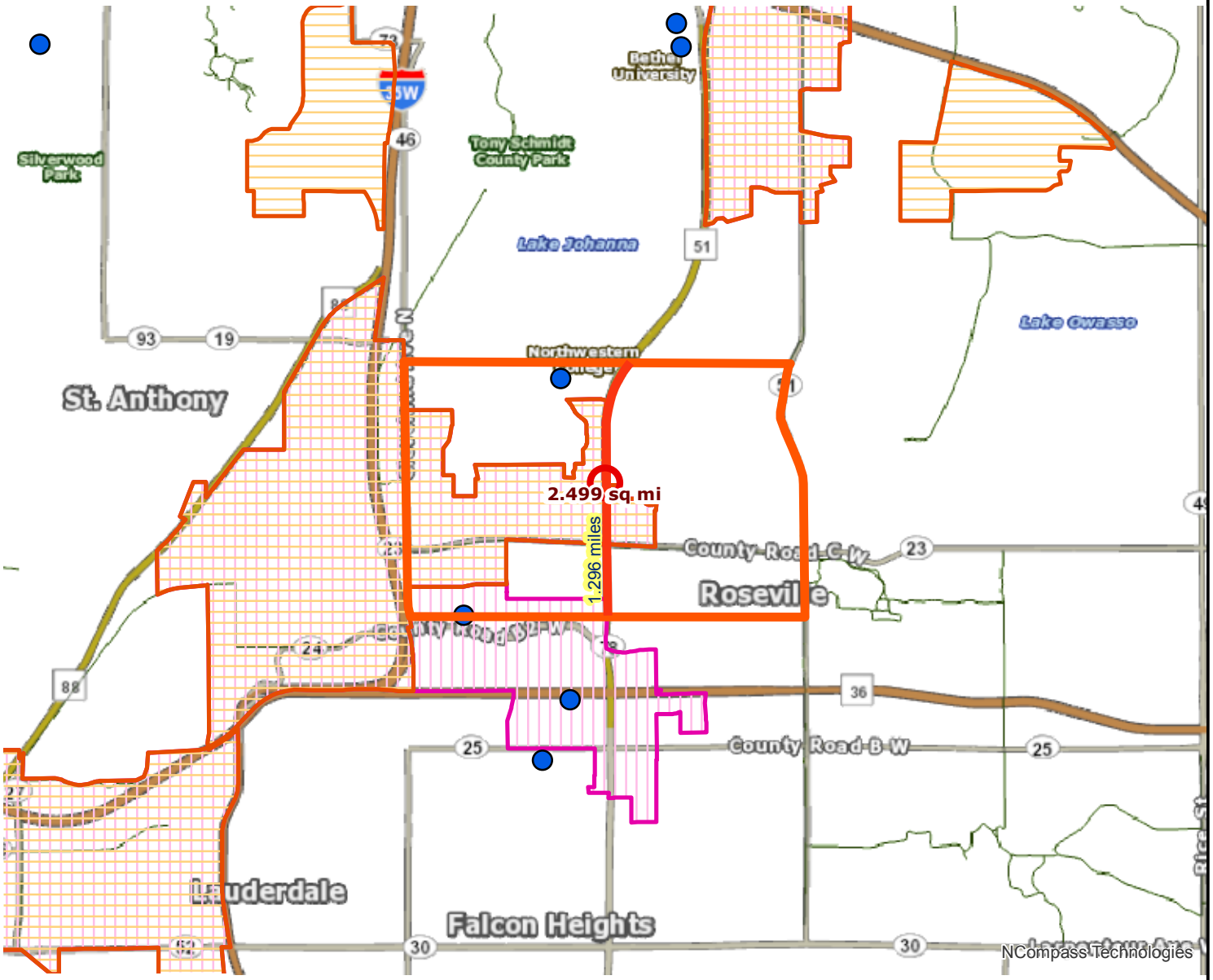
WITHIN ONE MI of project:

Totals by City:

Arden Hills
Population: 5009
Employment: 2510
Mfg and Dist Employment: 94

Roseville
Population: 8792
Employment: 18629
Mfg and Dist Employment: 2211

Postsecondary Students:
4920



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

0 0.5 1 2 3 4 Miles

Created: 6/29/2016
LandscapeRSA5

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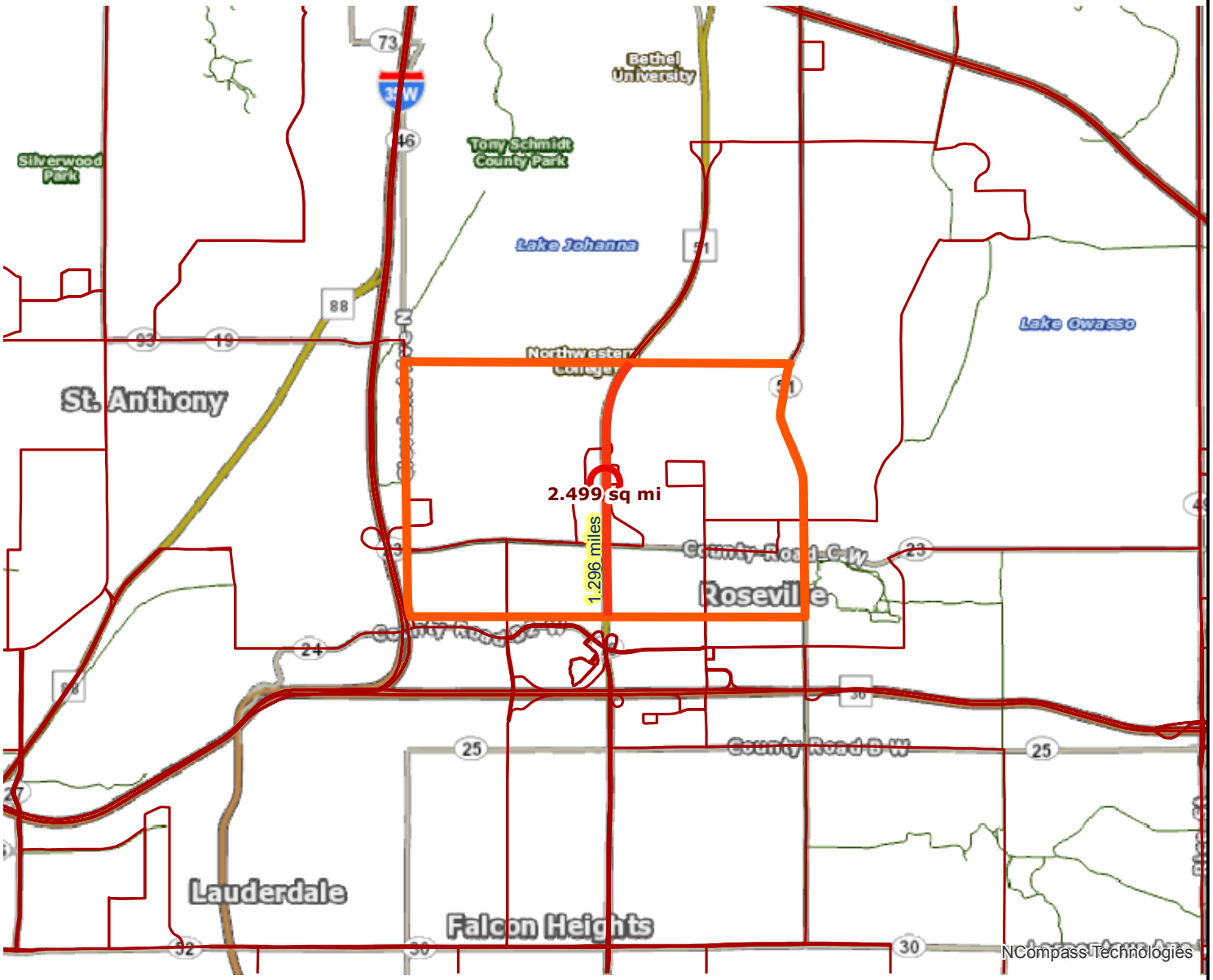
http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx

METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion Project: Snelling Avenue Improvements | Map ID: 1467240723049



Results

Transit with a Direct Connection to project:
65 84 225 264 921

**indicates Planned Alignments*

Project Points | Project Area

Project | Transit Routes

0 0.5 1 2 3 4 Miles

Created: 6/29/2016
LandscapeRSA3

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

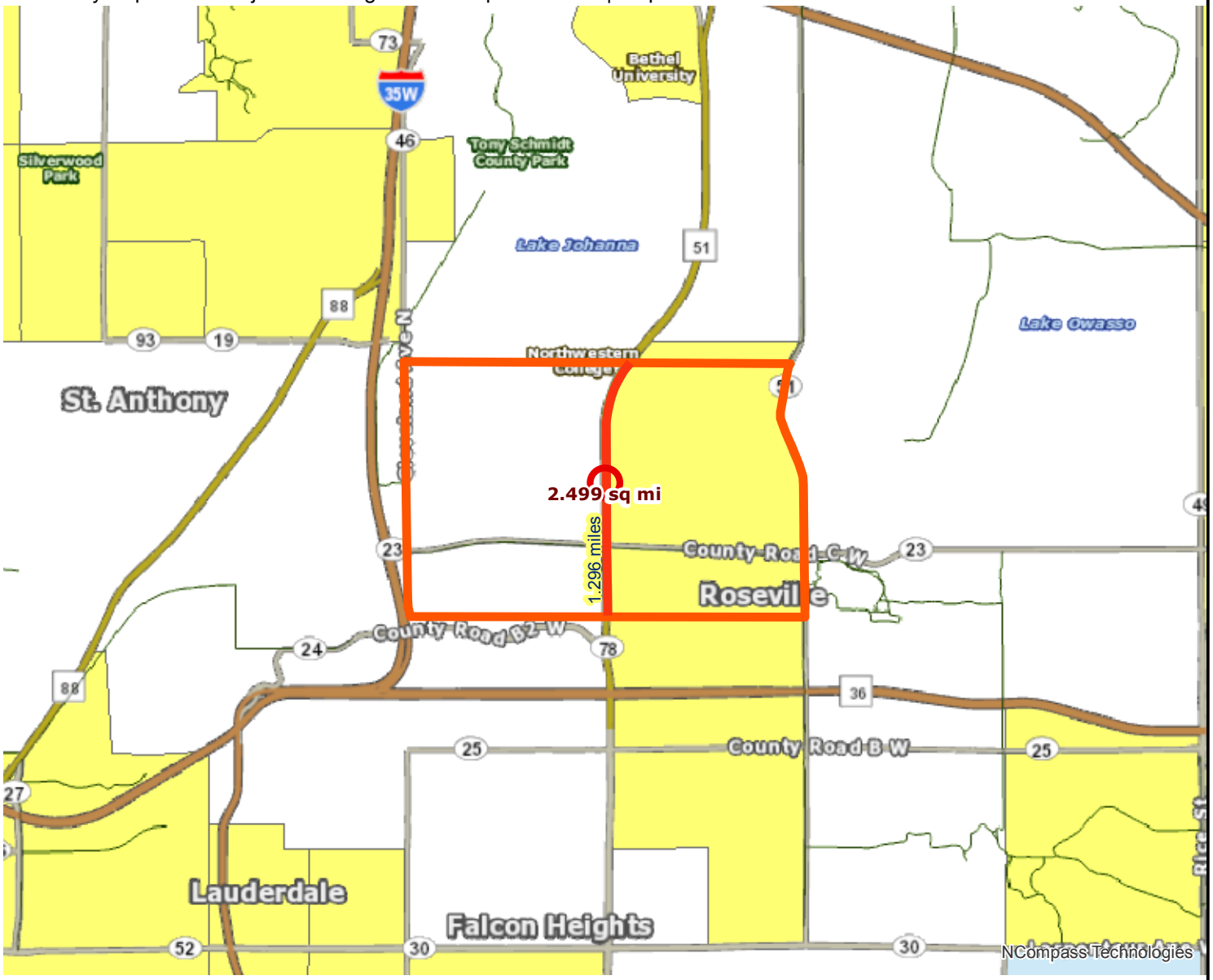
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: Snelling Avenue Improvements | Map ID: 1467240723049

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)



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

0 0.5 1 2 3 4 Miles

Created: 6/29/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

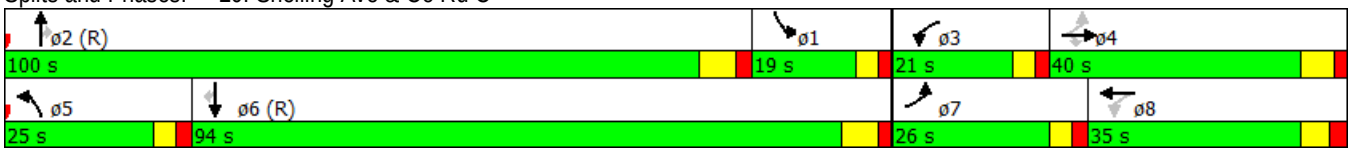
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	625	416	199	368	110	319	1684	133	133	1408	111
Future Volume (vph)	236	625	416	199	368	110	319	1684	133	133	1408	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		5.0	7.0	7.0	5.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3384		3400	3505	1568	1752	3505	1568
Flt Permitted	0.15	1.00	1.00	0.14	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	271	3505	1568	257	3384		3400	3505	1568	1752	3505	1568
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	238	631	420	201	372	111	322	1701	134	134	1422	112
RTOR Reduction (vph)	0	0	176	0	15	0	0	0	51	0	0	42
Lane Group Flow (vph)	238	631	244	201	468	0	322	1701	83	134	1422	70
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)	54.3	33.5	33.5	44.7	28.7		19.5	93.0	93.0	14.0	87.5	87.5
Effective Green, g (s)	54.3	33.5	33.5	44.7	28.7		19.5	93.0	93.0	14.0	87.5	87.5
Actuated g/C Ratio	0.30	0.19	0.19	0.25	0.16		0.11	0.52	0.52	0.08	0.49	0.49
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		5.0	7.0	7.0	5.0	7.0	7.0
Vehicle Extension (s)	2.0	4.5	4.5	2.0	4.5		3.0	7.0	7.0	2.0	7.0	7.0
Lane Grp Cap (vph)	252	652	291	196	539		368	1810	810	136	1703	762
v/s Ratio Prot	c0.11	c0.18		0.09	0.14		0.09	c0.49		c0.08	0.41	
v/s Ratio Perm	0.18		0.16	0.16					0.05			0.04
v/c Ratio	0.94	0.97	0.84	1.03	0.87		0.88	0.94	0.10	0.99	0.83	0.09
Uniform Delay, d1	52.8	72.7	70.7	60.1	73.8		79.0	40.9	22.2	82.9	40.0	24.9
Progression Factor	1.10	0.90	0.79	1.21	0.97		1.00	1.00	1.00	0.84	0.67	0.30
Incremental Delay, d2	37.4	25.0	17.8	69.5	14.1		20.0	11.0	0.3	70.0	4.8	0.2
Delay (s)	95.6	90.4	73.4	142.3	85.9		99.1	51.9	22.5	139.9	31.7	7.6
Level of Service	F	F	E	F	F		F	D	C	F	C	A
Approach Delay (s)		85.8			102.5			57.1			38.8	
Approach LOS		F			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	63.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.5
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	19	100	21	40	25	94	26	35
Maximum Split (%)	10.6%	55.6%	11.7%	22.2%	13.9%	52.2%	14.4%	19.4%
Minimum Split (s)	15	28	13	18	15	28	13	18
Yellow Time (s)	3	5	3	4.5	3	5	3	4
All-Red Time (s)	2	2	2	2	2	2	2	2.5
Minimum Initial (s)	7	20	5	10	7	20	5	10
Vehicle Extension (s)	2	7	2	4.5	3	7	2	4.5
Minimum Gap (s)	0.2	5	0.2	0.2	0.2	5	0.2	0.2
Time Before Reduce (s)	0	25	0	0	0	25	0	0
Time To Reduce (s)	0	25	0	0	0	25	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		22		29		22		26
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	101	1	120	141	1	26	120	146
End Time (s)	120	101	141	1	26	120	146	1
Yield/Force Off (s)	115	94	136	174.5	21	113	141	174.5
Yield/Force Off 170(s)	115	72	136	145.5	21	91	141	148.5
Local Start Time (s)	100	0	119	140	0	25	119	145
Local Yield (s)	114	93	135	173.5	20	112	140	173.5
Local Yield 170(s)	114	71	135	144.5	20	90	140	147.5

Intersection Summary	
Cycle Length	180
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green	

Splits and Phases: 20: Snelling Ave & Co Rd C



20: Snelling Ave & Co Rd C

Direction	EB	WB	NB	SB
Future Volume (vph)	1277	677	2136	1652
Fuel Consumed (gal)	37	23	151	61
Fuel Economy (mpg)	3.2	5.3	19.4	13.4
CO Emissions (kg)	2.59	1.64	10.54	4.27
NOx Emissions (kg)	0.50	0.32	2.05	0.83
VOC Emissions (kg)	0.60	0.38	2.44	0.99

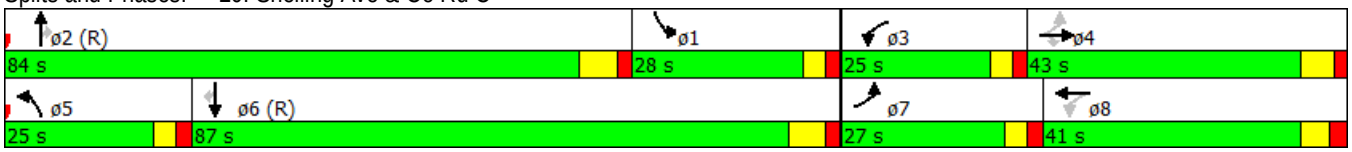
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	625	416	199	368	110	319	1684	133	133	1408	111
Future Volume (vph)	236	625	416	199	368	110	319	1684	133	133	1408	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		5.0	7.0	7.0	5.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.91	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3384		3400	5036	1568	1752	3505	1568
Flt Permitted	0.22	1.00	1.00	0.13	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	411	3505	1568	232	3384		3400	5036	1568	1752	3505	1568
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	238	631	420	201	372	111	322	1701	134	134	1422	112
RTOR Reduction (vph)	0	0	183	0	15	0	0	0	72	0	0	45
Lane Group Flow (vph)	238	631	237	201	468	0	322	1701	62	134	1422	67
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)	57.1	36.5	36.5	53.1	34.5		19.5	78.4	78.4	23.0	81.9	81.9
Effective Green, g (s)	57.1	36.5	36.5	53.1	34.5		19.5	78.4	78.4	23.0	81.9	81.9
Actuated g/C Ratio	0.32	0.20	0.20	0.30	0.19		0.11	0.44	0.44	0.13	0.46	0.46
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		5.0	7.0	7.0	5.0	7.0	7.0
Vehicle Extension (s)	2.0	4.5	4.5	2.0	4.5		3.0	7.0	7.0	2.0	7.0	7.0
Lane Grp Cap (vph)	283	710	317	225	648		368	2193	682	223	1594	713
v/s Ratio Prot	c0.10	c0.18		0.09	0.14		0.09	c0.34		0.08	c0.41	
v/s Ratio Perm	0.17		0.15	0.17					0.04			0.04
v/c Ratio	0.84	0.89	0.75	0.89	0.72		0.88	0.78	0.09	0.60	0.89	0.09
Uniform Delay, d1	50.0	69.8	67.4	52.7	68.2		79.0	43.3	29.9	74.2	45.0	27.9
Progression Factor	0.97	0.89	0.77	1.20	0.98		1.00	1.00	1.00	0.82	0.70	0.36
Incremental Delay, d2	16.7	12.0	9.0	31.1	4.3		20.0	2.8	0.3	2.9	7.6	0.2
Delay (s)	65.3	74.4	61.1	94.1	71.3		99.1	46.1	30.1	63.7	39.1	10.2
Level of Service	E	E	E	F	E		F	D	C	E	D	B
Approach Delay (s)		68.4			78.0			53.0			39.2	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	55.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.5
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	28	84	25	43	25	87	27	41
Maximum Split (%)	15.6%	46.7%	13.9%	23.9%	13.9%	48.3%	15.0%	22.8%
Minimum Split (s)	15	28	13	18	15	28	13	18
Yellow Time (s)	3	5	3	4.5	3	5	3	4
All-Red Time (s)	2	2	2	2	2	2	2	2.5
Minimum Initial (s)	7	20	5	10	7	20	5	10
Vehicle Extension (s)	2	7	2	4.5	3	7	2	4.5
Minimum Gap (s)	0.2	5	0.2	0.2	0.2	5	0.2	0.2
Time Before Reduce (s)	0	25	0	0	0	25	0	0
Time To Reduce (s)	0	25	0	0	0	25	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		22		29		22		26
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	85	1	113	138	1	26	113	140
End Time (s)	113	85	138	1	26	113	140	1
Yield/Force Off (s)	108	78	133	174.5	21	106	135	174.5
Yield/Force Off 170(s)	108	56	133	145.5	21	84	135	148.5
Local Start Time (s)	84	0	112	137	0	25	112	139
Local Yield (s)	107	77	132	173.5	20	105	134	173.5
Local Yield 170(s)	107	55	132	144.5	20	83	134	147.5

Intersection Summary	
Cycle Length	180
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green	

Splits and Phases: 20: Snelling Ave & Co Rd C



20: Snelling Ave & Co Rd C

Direction	EB	WB	NB	SB
Future Volume (vph)	1277	677	2136	1652
Fuel Consumed (gal)	33	21	147	62
Fuel Economy (mpg)	3.6	6.0	19.9	13.2
CO Emissions (kg)	2.31	1.44	10.30	4.34
NOx Emissions (kg)	0.45	0.28	2.00	0.84
VOC Emissions (kg)	0.53	0.33	2.39	1.01

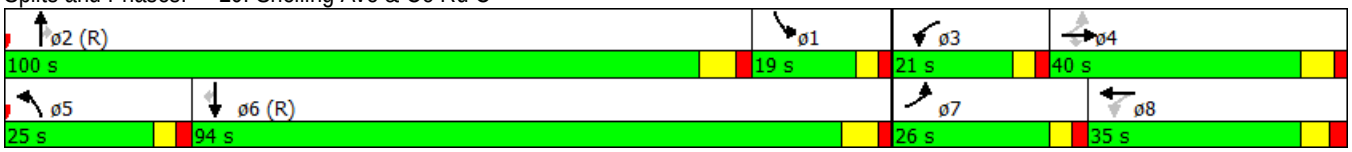
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	625	416	199	368	110	319	1684	133	133	1408	111
Future Volume (vph)	236	625	416	199	368	110	319	1684	133	133	1408	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		5.0	7.0	7.0	5.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3384		3400	3505	1568	1752	3505	1568
Flt Permitted	0.15	1.00	1.00	0.14	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	271	3505	1568	257	3384		3400	3505	1568	1752	3505	1568
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	238	631	420	201	372	111	322	1701	134	134	1422	112
RTOR Reduction (vph)	0	0	176	0	15	0	0	0	51	0	0	42
Lane Group Flow (vph)	238	631	244	201	468	0	322	1701	83	134	1422	70
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)	54.3	33.5	33.5	44.7	28.7		19.5	93.0	93.0	14.0	87.5	87.5
Effective Green, g (s)	54.3	33.5	33.5	44.7	28.7		19.5	93.0	93.0	14.0	87.5	87.5
Actuated g/C Ratio	0.30	0.19	0.19	0.25	0.16		0.11	0.52	0.52	0.08	0.49	0.49
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		5.0	7.0	7.0	5.0	7.0	7.0
Vehicle Extension (s)	2.0	4.5	4.5	2.0	4.5		3.0	7.0	7.0	2.0	7.0	7.0
Lane Grp Cap (vph)	252	652	291	196	539		368	1810	810	136	1703	762
v/s Ratio Prot	c0.11	c0.18		0.09	0.14		0.09	c0.49		c0.08	0.41	
v/s Ratio Perm	0.18		0.16	0.16					0.05			0.04
v/c Ratio	0.94	0.97	0.84	1.03	0.87		0.88	0.94	0.10	0.99	0.83	0.09
Uniform Delay, d1	52.8	72.7	70.7	60.1	73.8		79.0	40.9	22.2	82.9	40.0	24.9
Progression Factor	1.10	0.90	0.79	1.21	0.97		1.00	1.00	1.00	0.84	0.67	0.30
Incremental Delay, d2	37.4	25.0	17.8	69.5	14.1		20.0	11.0	0.3	70.0	4.8	0.2
Delay (s)	95.6	90.4	73.4	142.3	85.9		99.1	51.9	22.5	139.9	31.7	7.6
Level of Service	F	F	E	F	F		F	D	C	F	C	A
Approach Delay (s)		85.8			102.5			57.1			38.8	
Approach LOS		F			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	63.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.5
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	19	100	21	40	25	94	26	35
Maximum Split (%)	10.6%	55.6%	11.7%	22.2%	13.9%	52.2%	14.4%	19.4%
Minimum Split (s)	15	28	13	18	15	28	13	18
Yellow Time (s)	3	5	3	4.5	3	5	3	4
All-Red Time (s)	2	2	2	2	2	2	2	2.5
Minimum Initial (s)	7	20	5	10	7	20	5	10
Vehicle Extension (s)	2	7	2	4.5	3	7	2	4.5
Minimum Gap (s)	0.2	5	0.2	0.2	0.2	5	0.2	0.2
Time Before Reduce (s)	0	25	0	0	0	25	0	0
Time To Reduce (s)	0	25	0	0	0	25	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		22		29		22		26
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	101	1	120	141	1	26	120	146
End Time (s)	120	101	141	1	26	120	146	1
Yield/Force Off (s)	115	94	136	174.5	21	113	141	174.5
Yield/Force Off 170(s)	115	72	136	145.5	21	91	141	148.5
Local Start Time (s)	100	0	119	140	0	25	119	145
Local Yield (s)	114	93	135	173.5	20	112	140	173.5
Local Yield 170(s)	114	71	135	144.5	20	90	140	147.5

Intersection Summary	
Cycle Length	180
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green	

Splits and Phases: 20: Snelling Ave & Co Rd C



20: Snelling Ave & Co Rd C

Direction	EB	WB	NB	SB
Future Volume (vph)	1277	677	2136	1652
Fuel Consumed (gal)	37	23	151	61
Fuel Economy (mpg)	3.2	5.3	19.4	13.4
CO Emissions (kg)	2.59	1.64	10.54	4.27
NOx Emissions (kg)	0.50	0.32	2.05	0.83
VOC Emissions (kg)	0.60	0.38	2.44	0.99

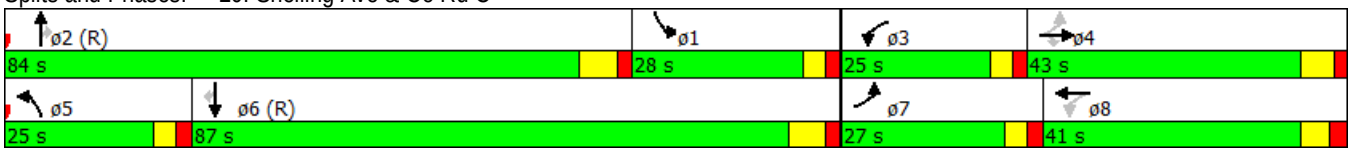
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	236	625	416	199	368	110	319	1684	133	133	1408	111
Future Volume (vph)	236	625	416	199	368	110	319	1684	133	133	1408	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.5	6.5	5.0	6.5		5.0	7.0	7.0	5.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.91	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	3505	1568	1752	3384		3400	5036	1568	1752	3505	1568
Flt Permitted	0.22	1.00	1.00	0.13	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	411	3505	1568	232	3384		3400	5036	1568	1752	3505	1568
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	238	631	420	201	372	111	322	1701	134	134	1422	112
RTOR Reduction (vph)	0	0	183	0	15	0	0	0	72	0	0	45
Lane Group Flow (vph)	238	631	237	201	468	0	322	1701	62	134	1422	67
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)	57.1	36.5	36.5	53.1	34.5		19.5	78.4	78.4	23.0	81.9	81.9
Effective Green, g (s)	57.1	36.5	36.5	53.1	34.5		19.5	78.4	78.4	23.0	81.9	81.9
Actuated g/C Ratio	0.32	0.20	0.20	0.30	0.19		0.11	0.44	0.44	0.13	0.46	0.46
Clearance Time (s)	5.0	6.5	6.5	5.0	6.5		5.0	7.0	7.0	5.0	7.0	7.0
Vehicle Extension (s)	2.0	4.5	4.5	2.0	4.5		3.0	7.0	7.0	2.0	7.0	7.0
Lane Grp Cap (vph)	283	710	317	225	648		368	2193	682	223	1594	713
v/s Ratio Prot	c0.10	c0.18		0.09	0.14		0.09	c0.34		0.08	c0.41	
v/s Ratio Perm	0.17		0.15	0.17					0.04			0.04
v/c Ratio	0.84	0.89	0.75	0.89	0.72		0.88	0.78	0.09	0.60	0.89	0.09
Uniform Delay, d1	50.0	69.8	67.4	52.7	68.2		79.0	43.3	29.9	74.2	45.0	27.9
Progression Factor	0.97	0.89	0.77	1.20	0.98		1.00	1.00	1.00	0.82	0.70	0.36
Incremental Delay, d2	16.7	12.0	9.0	31.1	4.3		20.0	2.8	0.3	2.9	7.6	0.2
Delay (s)	65.3	74.4	61.1	94.1	71.3		99.1	46.1	30.1	63.7	39.1	10.2
Level of Service	E	E	E	F	E		F	D	C	E	D	B
Approach Delay (s)		68.4			78.0			53.0			39.2	
Approach LOS		E			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	55.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	23.5
Intersection Capacity Utilization	95.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBTL	NBL	SBT	EBL	WBTL
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize								
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	28	84	25	43	25	87	27	41
Maximum Split (%)	15.6%	46.7%	13.9%	23.9%	13.9%	48.3%	15.0%	22.8%
Minimum Split (s)	15	28	13	18	15	28	13	18
Yellow Time (s)	3	5	3	4.5	3	5	3	4
All-Red Time (s)	2	2	2	2	2	2	2	2.5
Minimum Initial (s)	7	20	5	10	7	20	5	10
Vehicle Extension (s)	2	7	2	4.5	3	7	2	4.5
Minimum Gap (s)	0.2	5	0.2	0.2	0.2	5	0.2	0.2
Time Before Reduce (s)	0	25	0	0	0	25	0	0
Time To Reduce (s)	0	25	0	0	0	25	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		22		29		22		26
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	No	No	No	No	No	No	No	No
Start Time (s)	85	1	113	138	1	26	113	140
End Time (s)	113	85	138	1	26	113	140	1
Yield/Force Off (s)	108	78	133	174.5	21	106	135	174.5
Yield/Force Off 170(s)	108	56	133	145.5	21	84	135	148.5
Local Start Time (s)	84	0	112	137	0	25	112	139
Local Yield (s)	107	77	132	173.5	20	105	134	173.5
Local Yield 170(s)	107	55	132	144.5	20	83	134	147.5

Intersection Summary	
Cycle Length	180
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green	

Splits and Phases: 20: Snelling Ave & Co Rd C



20: Snelling Ave & Co Rd C

Direction	EB	WB	NB	SB
Future Volume (vph)	1277	677	2136	1652
Fuel Consumed (gal)	33	21	147	62
Fuel Economy (mpg)	3.6	6.0	19.9	13.2
CO Emissions (kg)	2.31	1.44	10.30	4.34
NOx Emissions (kg)	0.45	0.28	2.00	0.84
VOC Emissions (kg)	0.53	0.33	2.39	1.01

CALCULATION OF EMISSION REDUCTION						
	Existing Conditions		Build Conditions		Total Reduction	
	Total (kg)	Per Vehicle (kg)	Total (kg)	Per Vehicle (kg)	Total (kg)	Per Vehicle (kg)
CO	19.04	0.003316	18.39	0.003203	-0.65	-0.000113
NO_X	3.7	0.000644	3.57	0.000622	-0.13	-0.000022
VOC	4.41	0.000768	4.26	0.000742	-0.15	-0.000026
Total	27.15	0.004728	26.22	0.004567	-0.93	-0.000161

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
	51	TH 51 (Snelling Avenue) from County Road B2 to Lydia Lane			Roseville	1/1/2013	12/31/2015

Description of Proposed Work: Widening of TH 51 from four (4) lanes to six (6) lanes between County Road B2 and Lydia Lane in Roseville, MN.

			Accident Diagram Codes 1	2	3	5	4, 7	8, 9	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**	0	0	0	0	0	0	0	0	
	Personal Injury (PI)	**A**	0	0	0	0	0	0	0	0	
		B	0	0	0	0	0	0	0	0	
		C	2	0	0	0	0	0	0	0	**2**
	Property Damage	**PD**	7	4	1	0	2	0	0	1	**15**
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal	**F**	-15%	-15%	-15%	-15%	-15%	-15%	-15%	-15%	
	PI	**A**	-15%	-15%	-15%	-15%	-15%	-15%	-15%	-15%	
		B	-15%	-15%	-15%	-15%	-15%	-15%	-15%	-15%	
		C	-15%	-15%	-15%	-15%	-15%	-15%	-15%	-15%	
	Property Damage	**PD**	-15%	-15%	-15%	-15%	-15%	-15%	-15%	-15%	
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	**F**									
	PI	**A**									
		B									
		C	**-0.30**								**-0.30**
	Property Damage	**PD**	**-1.05**	**-0.60**	**-0.15**		**-0.30**			**-0.15**	**-2.25**

Year (Safety Improvement Construction): **2020**

Project Cost (exclude Right of Way): **$ 2,000,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

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			**$ 1,140,000**	
A			**$ 570,000**	
B			**$ 170,000**	
C	**-0.30**	**-0.10**	**$ 83,000**	**$ 8,308**
PD	**-2.25**	**-0.75**	**$ 7,600**	**$ 5,705**
Total				**$ 14,013**

B/C= 0.12

Using present worth values,

B= $ 245,139

C= $ 2,000,000

See "Calculations" sheet for amortization.

Updated 12-10-2015

CRASH MODIFICATION FACTORS CLEARINGHOUSE

15%

Study Details

Study Title: Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions

Authors: Park et al.

Publication Date: MAR, 2015

Abstract: Since a crash modification factor (CMF) represents the overall safety performance of specific treatments in a single fixed value, there is a need to explore the variation of CMFs with different roadway characteristics among treated sites over time. Therefore, in this study, we (1) evaluate the safety performance of a sample of urban four-lane roadway segments that have been widened with one through lane in each direction and (2) determine the relationship between the safety effects and different roadway characteristics over time. Observational before–after analysis with the empirical Bayes (EB) method was assessed in this study to evaluate the safety effects of widening urban four-lane roadways to six-lanes. Moreover, the nonlinearizing link functions were utilized to achieve better performance of crash modification functions (CMFunctions). The CMFunctions were developed using a Bayesian regression method including the estimated nonlinearizing link function to incorporate the changes in safety effects of the treatment over time. Data was collected for urban arterials in Florida, and the Florida-specific full SPFs were developed and used for EB estimation. The results indicated that the conversion of four-lane roadways to six-lane roadways resulted in a crash reduction of 15 percent for total crashes, and 24 percent for injury crashes on urban roadways. The results show that the safety effects vary across the sites with different roadway characteristics. In particular, LOS changes, time changes, and shoulder widths are significant parameters that affect the variation of CMFs. Moreover, it was found that narrowing shoulder and median widths to make space for an extra through lane shows a negative safety impact. It was also found that including the nonlinearizing link functions in developing CMFunctions shows more reliable estimates, if the variation of CMFs with specific parameters has a nonlinear relationship. The findings provide insights into the selection of roadway sites for adding through lanes.

Study Citation: Park, J., M. Abdel-Aty, J. Wang, and C. Lee. "Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions". Accident Analysis and Prevention, Vol. 79, (2015) pp. 80-87.

CMFs Associated With This Study

Category: Roadway

Countermeasure: Increase from 4 lanes to 6 lanes

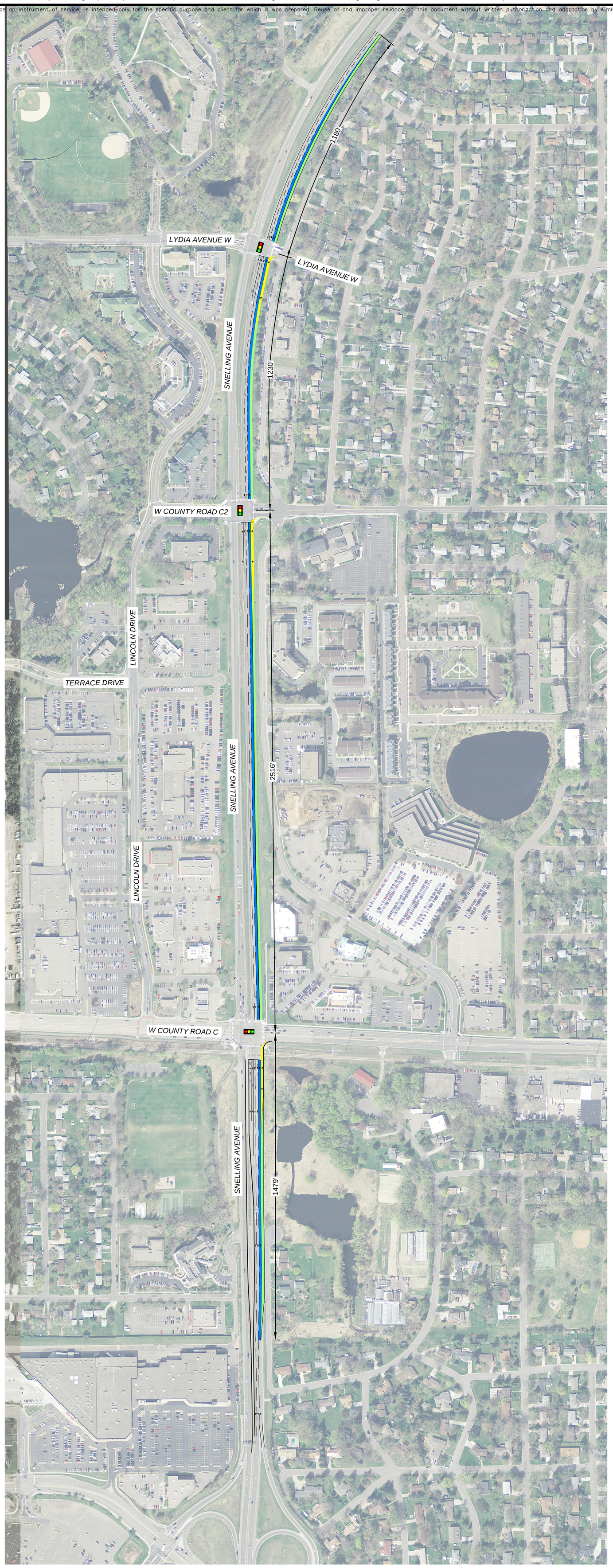
CMF	CRF(%)	Quality	Crash Type	Crash Severity	Roadway Type	Area Type
0.85	15	★★★★☆	All	All	Not specified	Urban
0.901	9.9	★★★☆☆	All	All	Not specified	Urban
0.847	15.3	★★★★☆	All	All	Not specified	Urban
0.798	20.2	★★★★☆	All	All	Not specified	Urban
0.802	19.8	★★★★☆	All	All	Not specified	Urban
0.761	23.9	★★★★☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban
0.841	15.9	★★★☆☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban
0.755	24.5	★★★★☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban
0.696	30.4	★★★★☆	All		Not specified	Urban

				Fatal,Serious injury,Minor injury		
0.702	29.8	★★★★☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban
0.809	19.1	★★★★☆	All	All	Not specified	Urban
0.853	14.7	★★★☆☆	All	All	Not specified	Urban
0.918	8.2	★★★☆☆	All	All	Not specified	Urban
0.657	34.3	★★★★☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban
0.742	25.8	★★★☆☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban
0.868	13.2	★★★☆☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban
0.916	8.4	★★★☆☆	All	All	Not specified	Urban
0.807	19.3	★★★☆☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban
0.737	26.3	★★★★☆	All	All	Not specified	Urban
0.702	29.8	★★★★☆	All	Fatal,Serious injury,Minor injury	Not specified	Urban

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

For more information, contact **Karen Scurry,** *FHWA Office of Safety Programs* 609-637-4207

K:\TWC_LDEV\WALMART\116199108_ROSEVILLE_SAMS\3 Design\CAD\Edit Files\2016-0628_ Snelling Avenue Widening.dwg June 28, 2016 - 3:18pm



NORTH

GRAPHIC SCALE IN FEET
0 125 250 500

LEGEND

- TURNING LANE
- PROPOSED LANE
- PROPOSED SHOULDER

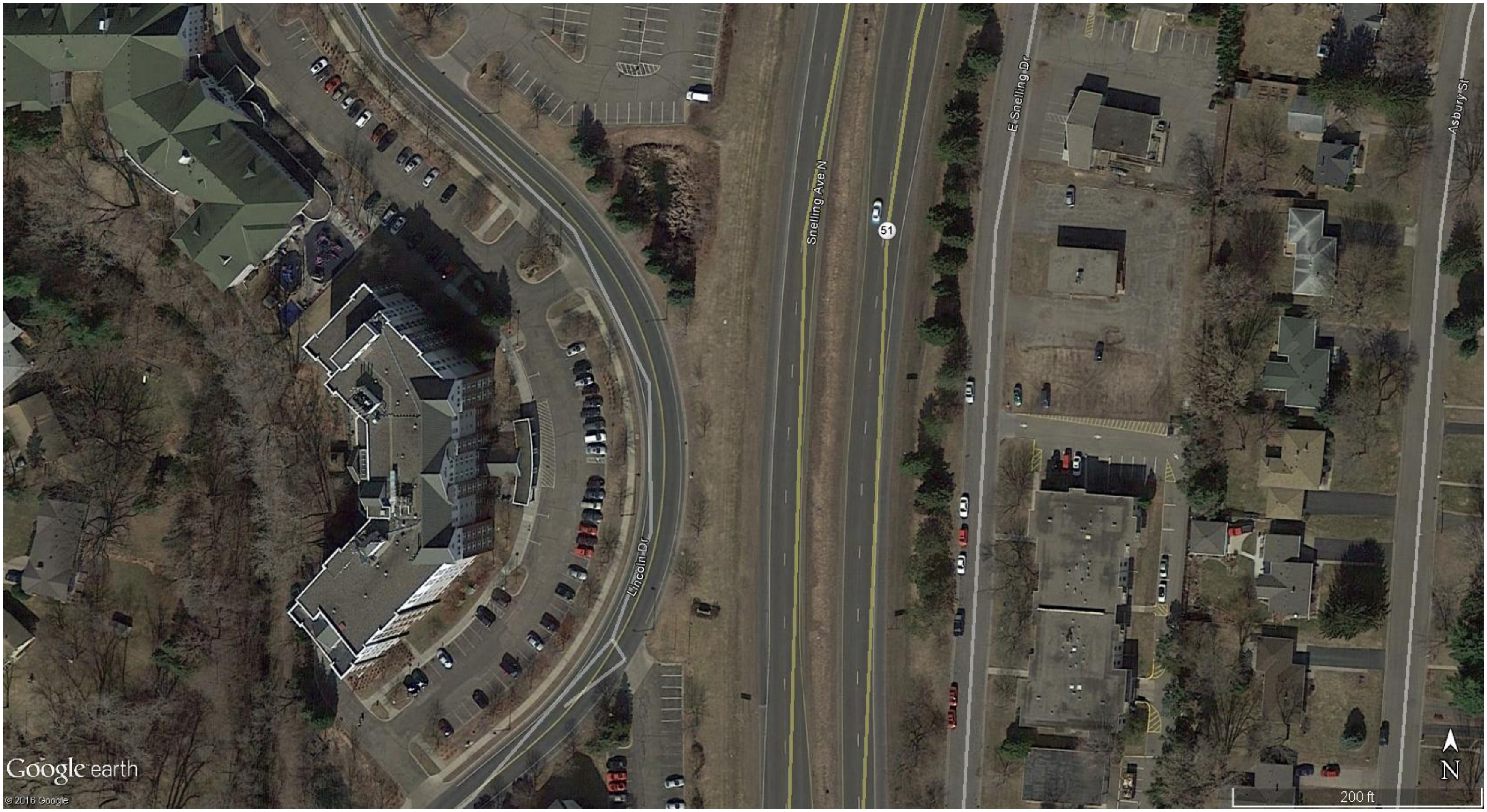
SHEET NUMBER EX. 1	SNELLING AVE. WIDENING ROSEVILLE, MN		KHA PROJECT XXXXXXX DATE 06/28/16 SCALE AS SHOWN DESIGNED BY MLS DRAWN BY MLS CHECKED BY ATB		Kimley»Horn 2550 UNIVERSITY AVENUE WEST, SUITE 238N, ST. PAUL, MN 55114 PHONE: 651-645-4197 WWW.KIMLEY-HORN.COM

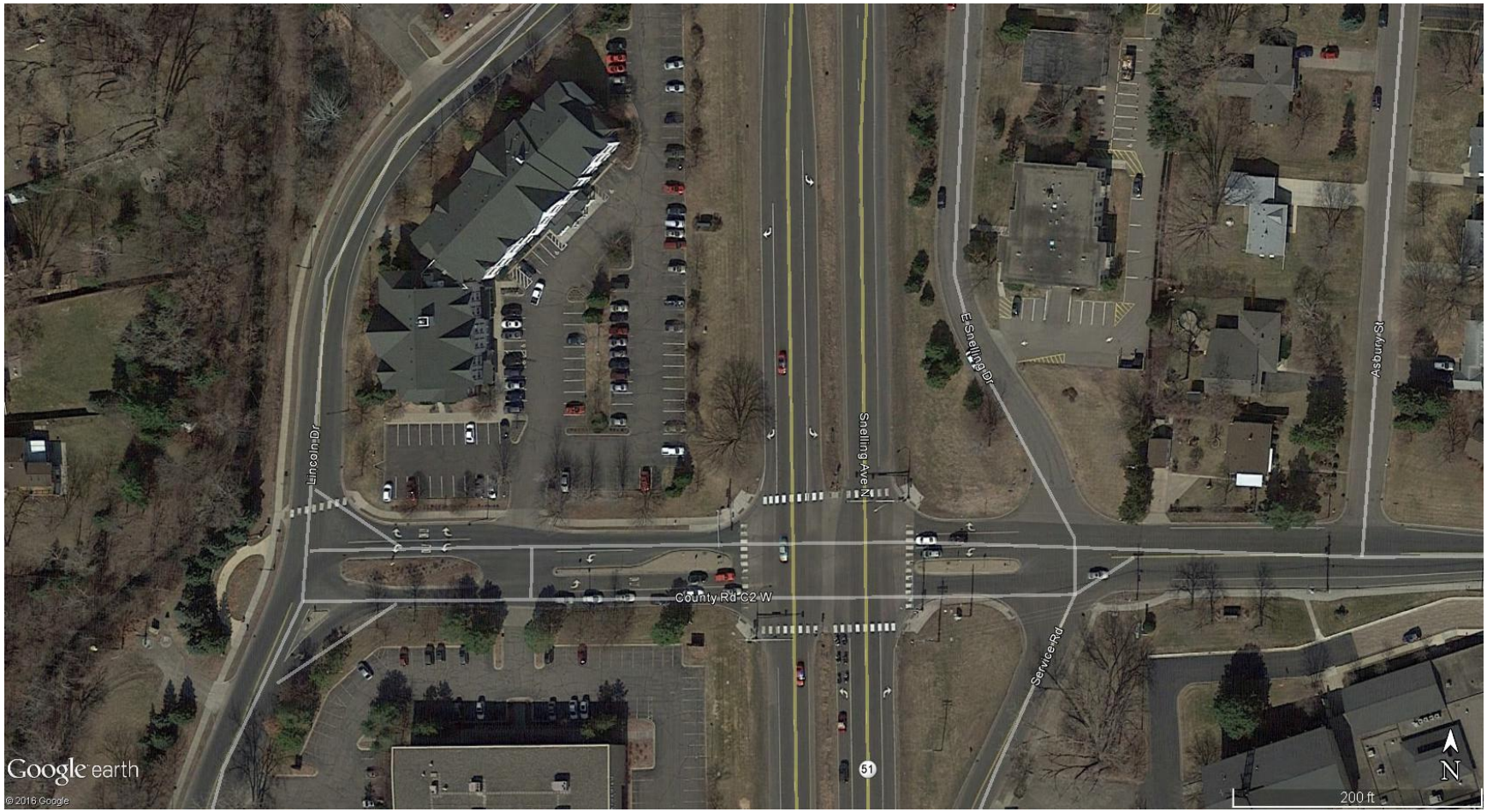
Existing Conditions Photos

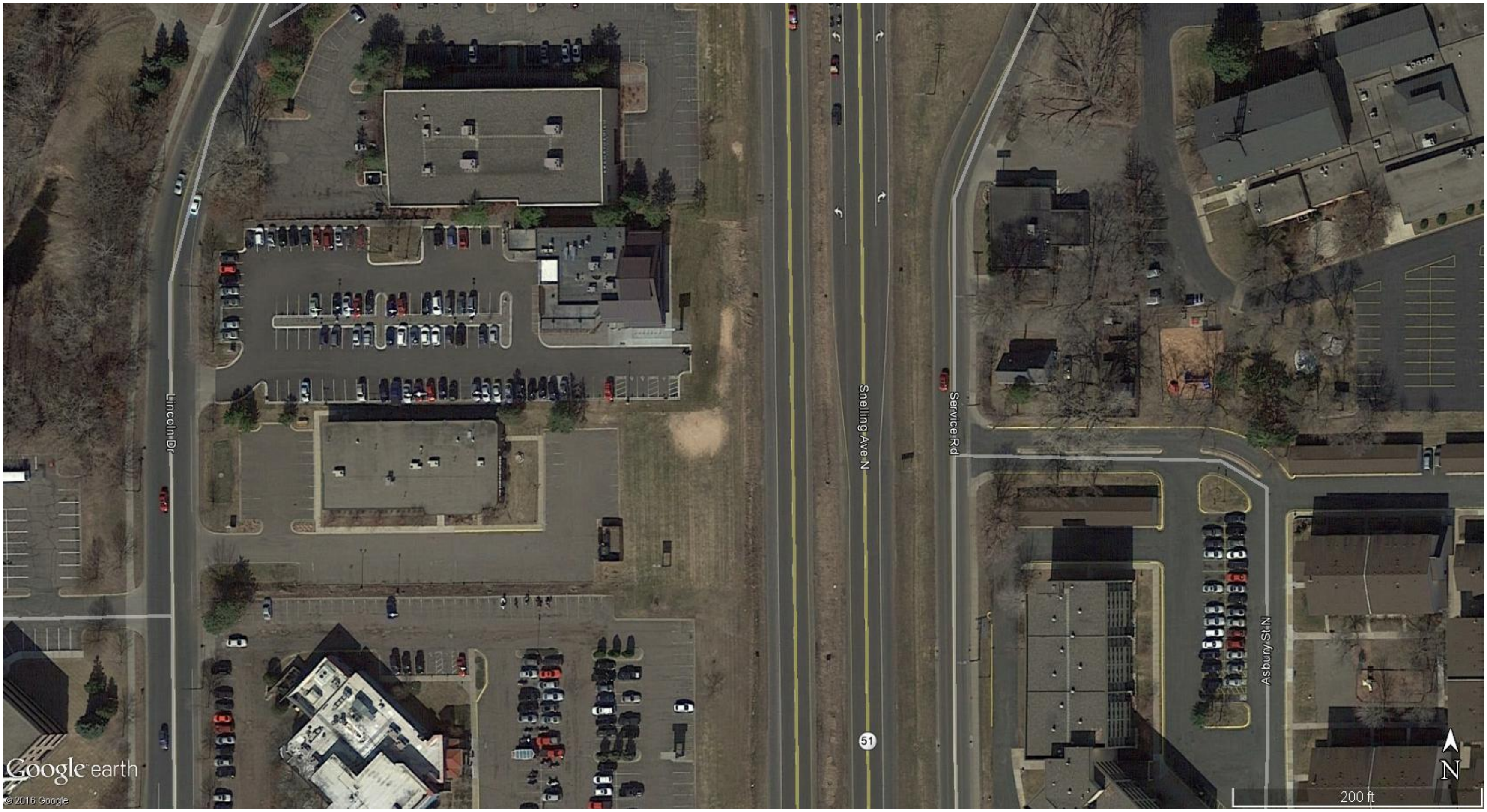
Google Earth Plan View Photos (from north to south)


Snelling Ave N
E Snelling Dr
Ashbury St
51
Lydia Ave W
Google earth
© 2016 Google
200 ft
N

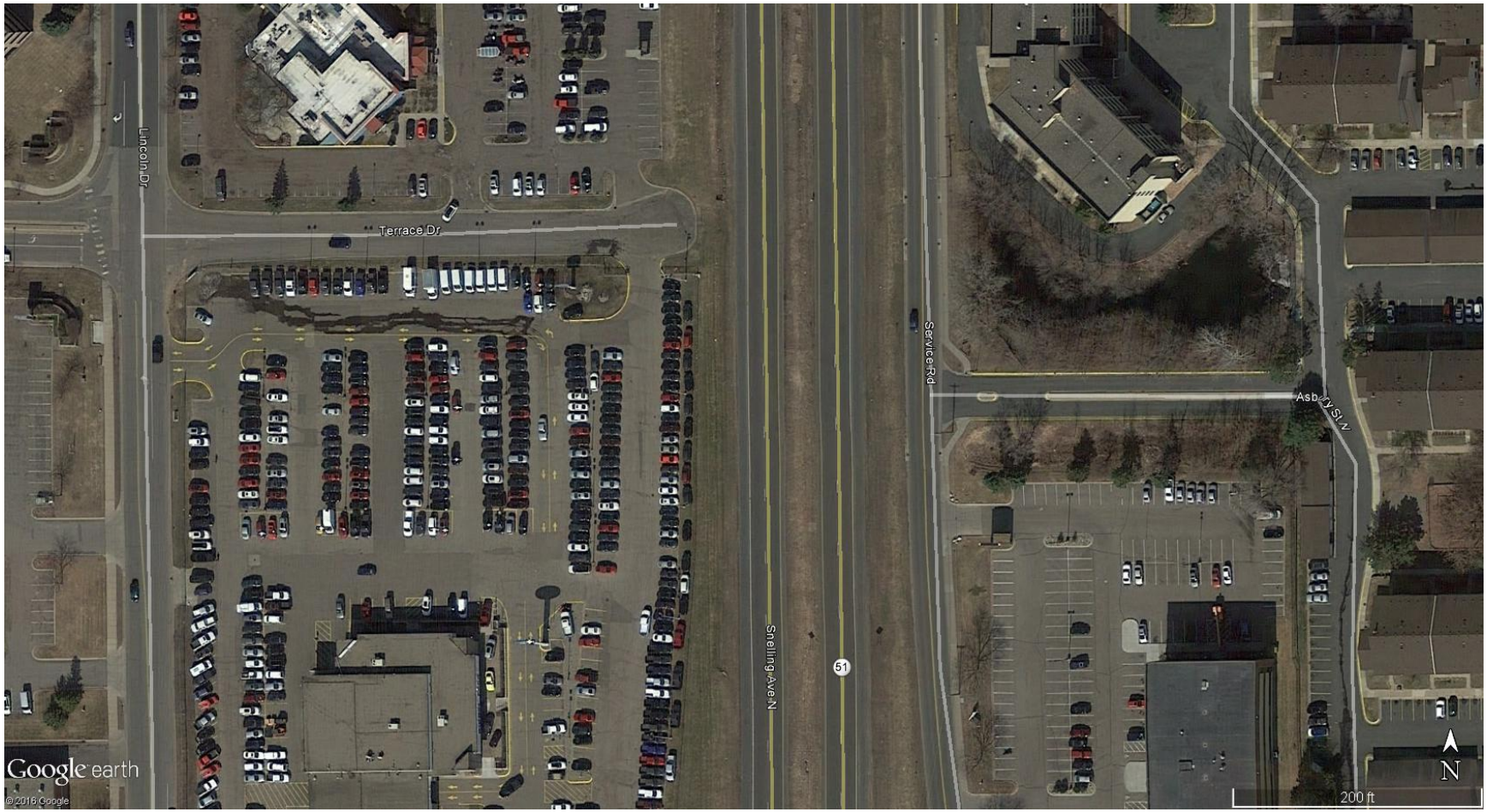

Lincoln Dr
Lydia Ave W
Snelling Ave N
E Snelling Dr
Asbury St
51
105
Google earth
© 2016 Google
200 ft
N

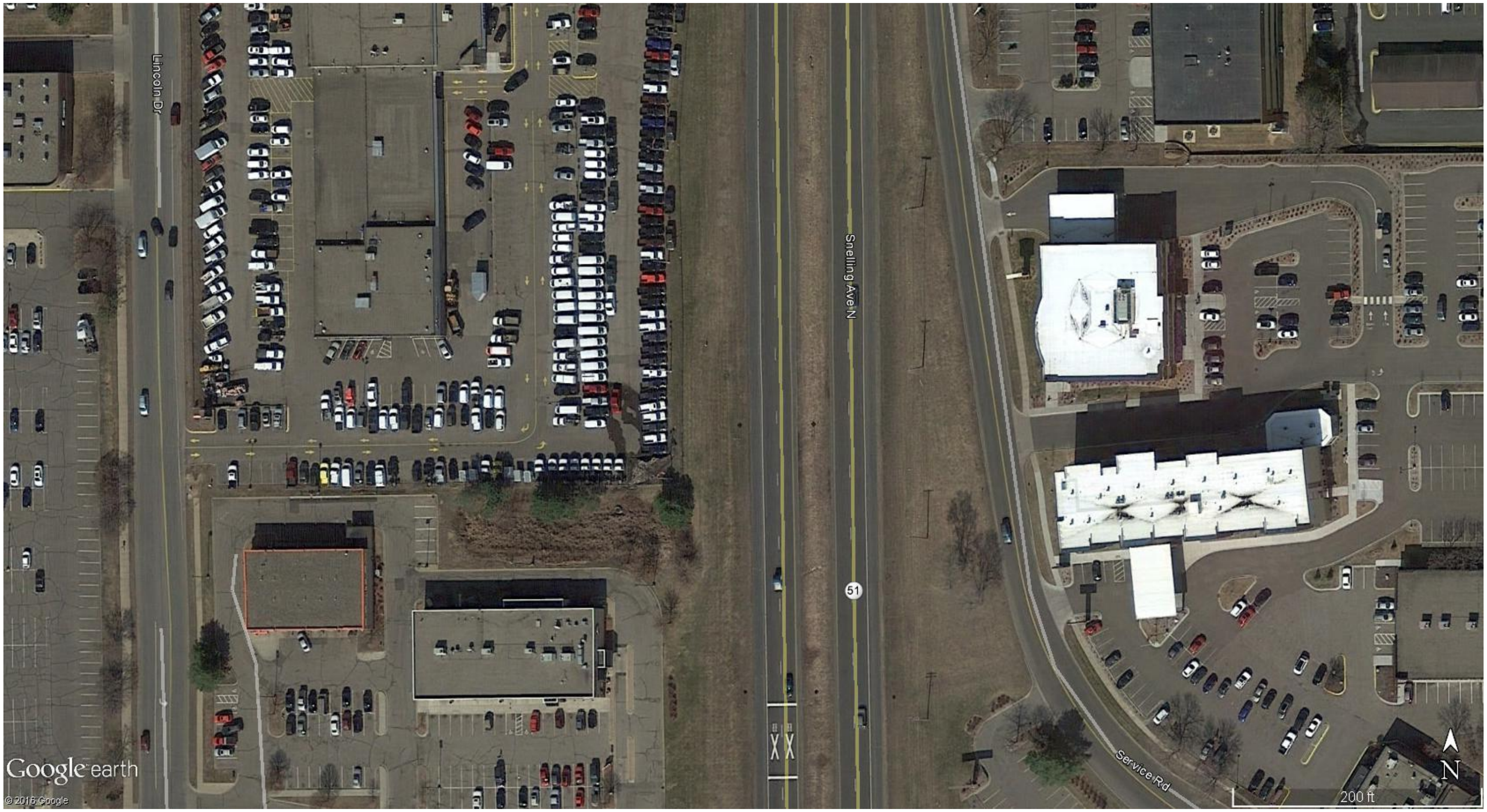

Snelling Ave N
51
E Snelling Dr
Asbury St
Lincoln Dr
Google earth
© 2016 Google
200 ft
N

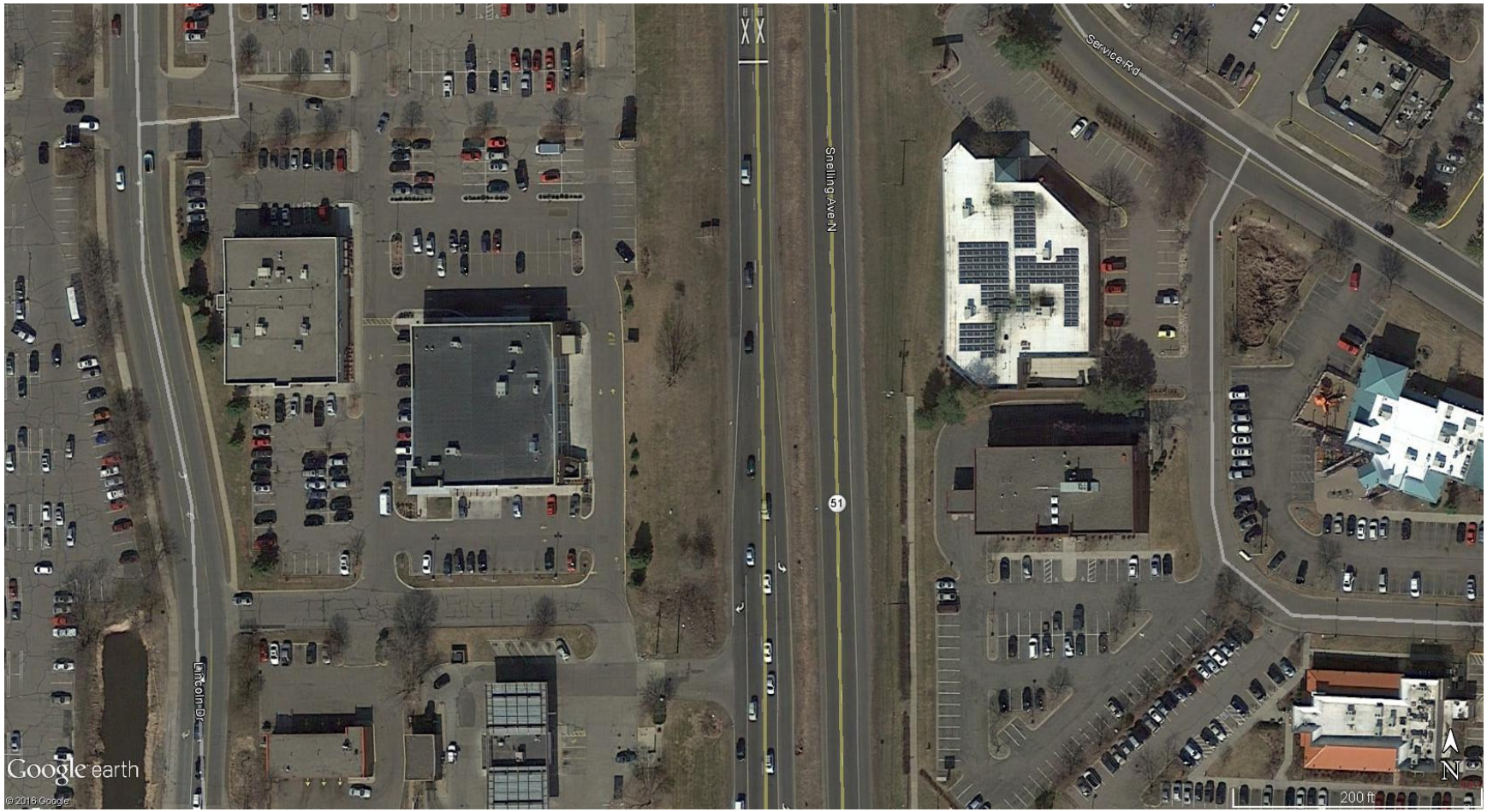

Lincoln Dr
Snelling Ave N
E Snelling Dr
Asbury St
County Rd C2 W
Service Rd
51
Google earth
© 2016 Google
N
200 ft

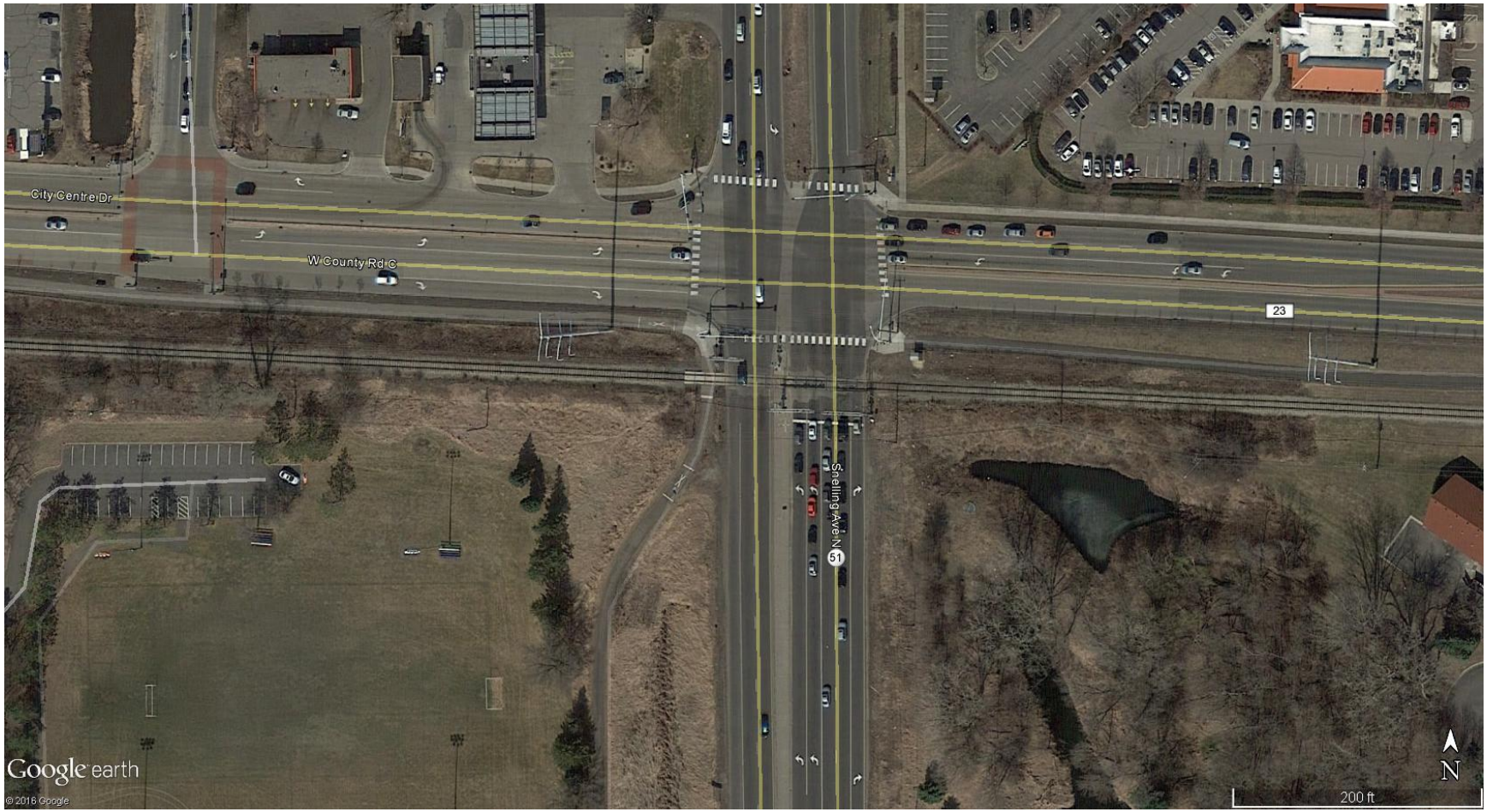


Lincoln Dr
Snelling Ave N
Service Rd
Asbury St N
51
Google earth
© 2016 Google
N
200 ft


Lincoln Dr
Terrace Dr
Snelling Ave N
51
Service Rd
Asb
Google earth
© 2016 Google
N
200 ft


Lincoln Dr
Snelling Ave N
51
Service Rd
Google earth
© 2016 Google
200 ft
N


Service Rd
Snelling Ave N
51
Lincoln Dr
Google earth
© 2016 Google
200 ft
N


City Centre Dr
W County Rd C
23
Snelling Ave N
51
Google earth
© 2016 Google
N
200 ft

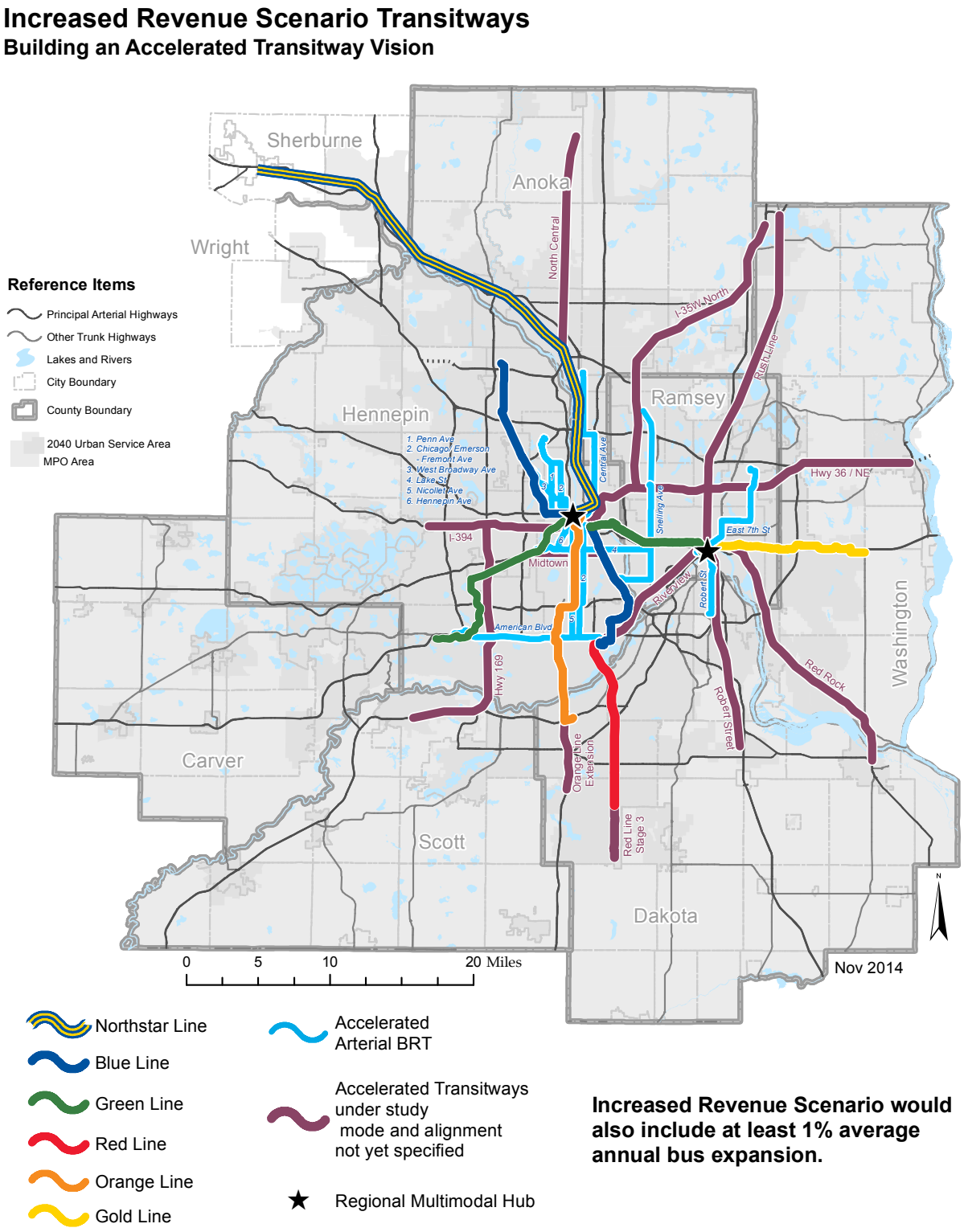

Snelling Ave N
51
Snelling Av Service Rd
Google earth
© 2016 Google
200 ft
N


Snelling Av Service Rd
Snelling Av Serv Rd
Oakcrest Ave
Snelling Ave N
Snelling Curve
51
Google earth
© 2016 Google
N
200 ft


51
Snelling Ave N
Snelling Curv
Snelling Curve
Google earth
© 2016 Google
N
200 ft


Transit Ave
51
Snelling Ave N
County Road B2 W
Sexlant Ave W
Google earth
© 2016 Google
N
200 ft

Figure 6-9: Map of Increased Revenue Scenario Transitways – Building an Accelerated Transitway Vision



Parks, Pathways and Facilities Map

CITY OF NEW BRIGHTON
CITY OF ARDEN HILLS
CITY OF SHOREVIEW
VILLAGE OF ST. ANTHONY
CITY OF LITTLE CANADA
CITY OF MINNEAPOLIS
CITY OF LAUDERDALE
CITY OF FALCON HEIGHTS
CITY OF MAPLEWOOD
CITY OF ST. PAUL
Hennepin County
Ramsey County

Sandcastle Park
Langton Lake Park
Langton Lake Park
Oasis Park
Autumn Grove Park
Applewood Park
Applewood Overlook
Cottontail Park
Roseville Skating Center
Parks & Recreation Office
Howard Johnson Park
Veterans Park
Memorial Park
Rosebrook Park
Pocahontas Park
Willow Pond Park
Central Park Lexington
Bennett Lake
Victoria West
Victoria Ball Fields
Central Park Muriel Sahlin Arboretum
Central Park Nature Center
Dale West
Owasso Ballfields
Central Park North
Valley Park
Ladyslipper Park
Owasso Hills Park
Mapleview Park
Woodhill Park
Acorn Park
Disc Golf
Concordia Park
Materion Park
Cedarholm Golf Course
Evergreen Park
Keller Mayflower Park
Lexington Park
Bruce Russell Park
Pioneer Park
Villa Park
Reservoir Woods
Reservoir Woods
Tamarack Park
Off-Leash Dog Park
Lake McCarrons Park (Ramsey County)
Midland Hills Country Club
Park (Ramsey County)

Lake Josephine
Lake Johanna
Owasso
McCarrons Lake
Zimmerman Lake

City Parks (see reverse for details)
Pathways- all types (70.5 miles)
(8' wide hard surface and narrow paths)
Cross Country Ski Trails (3.5 miles)

0 500 1,000 1,500 2,000 Feet

N

Data Sources: * Ramsey County GIS (3/2/2009)
* City of Roseville Engineering Department

ROSEVILLE
Parks & Recreation Department

ROSEVILLE
www.ci.roseville.mn.us

Prepared by:
Engineering Department
March 2009

Disclaimer
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project: parks_pathways_facilities_2006.mxd
map: parks_pathways_facilities_2006.pdf

Street Index *(key to grid locator on city map)*

City Parks and Facilities

Park	Acreage	Map Ref
Acorn	44.25	E:19,20
Applewood Overlook	2.42	C:9,10
Applewood Park	2.09	C:9,10
Autumn Grove	6.61	A,B:10
Bruce Russell	1.93	J:12
Central Park	225.00	D:15,E:13-17,F:17
Concordia Park	4.75	G:17
Cottontail	6.40	B:11
Evergreen	3.94	I:7
Howard Johnson	9.05	D:11
Ladyslipper	16.52	A:19,20
Langton Lake	53.54	A-C:6
Lexington	8.45	I:12
Mapleview	3.26	B:19
Materion	8.51	G:19,20
Mayflower	2.26	I:12
Memorial Park		D:12
Oasis	14.44	B,C:7,8
Owasso Ballfields	4.37	D:14
Owasso Hills	8.51	B,C:17
Pioneer	4.71	J:14
Pocahontas	5.69	E:10
Reservoir Woods	109.75	J:15-16,K:17
Rosebrook	8.28	E:8
Sandcastle	3.37	A:1,2
Tamarack	6.46	K,L:19
Valley	10.61	A:15
Veterans	3.57	D:12
Villa	40.83	I,J:17,18
Willow Pond	14.76	F:11
Woodhill	2.63	D:19

Facility	Address	Phone	Map Ref
City Hall	**2660 Civic Center Dr**	**792-7000**	**D:12**
Parks and Recreation Office	2660 Civic Center Dr	792-7006	D:12
Skating Center	2661 Civic Center Dr	792-7007	D:12
Brimhall Community Gymnasium	1744 County Road B W	638-1958	I:7
Central Park School Community Gym.	535 County Road B2 W	481-9951	F:17
Roseville Gymnastics Center	1240 County Road B2 W	635-1660	G:11-12
Cedarholm Golf Course	2323 Hamline Ave N	792-7011	G:10
Harriet Alexander Nature Center	2520 Dale St N	792-7012	F:17
Roseville Fire Administration*	2701 Lexington Ave N	792-7009	D:12
Roseville Police Department*	2660 Civic Center Dr	792-7008	D:12

***For all police or fire emergencies - dial 911**

Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 5511

July 15, 2016

Marc Culver
Public Works Director
City of Roseville
2660 Civic Center Drive
Roseville, Minnesota 55113

RE: Regional Solicitation Application for the Snelling Avenue (TH 51) project

Dear Mr. Culver:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the Snelling Avenue/TH 51 (County Road B2 to approximately 1,000 feet north of Lydia Avenue, in the northbound direction only) project impacts MnDOT right of way on trunk highway (TH) 51.

MnDOT, as the agency with jurisdiction over TH 51, would allow the improvements included in the application for the interchange project. Details of a future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project currently has no funding from MnDOT. The Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding if needed.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

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