Application

04774 - 2016 Roadway Modernization

05242 - Cleveland Avenue and Raymond Avenue Reconstruction (Ramsey County State Aid Highway 46)between Como Avenue (CSAH 75) and 300' north of Buford Avenue, in the cities of St. Paul and Falcon Heights

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/15/2016 7:45 AM

Primary Contact

Name:*		Joseph	Frank	Lux
	Salutation	First Name	Middle Name	Last Name
Title:	Senior Planner			
Department:	Ramsey County Public Works			
Email:	joseph.lux@co.ramsey.mn.us			
Address:	1425 Paul Kirkwold Drive			
*	Arden Hills	Minnesota	55112	
	City	State/Province	Postal Code/Zip	
Phone:*	651-266-7114			
	Phone		Ext.	
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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 (City) Minnesota (State/Province) 55112 (Postal Code/Zip)
County:	Ramsey
Phone:*	651-266-7100 Ext.
Fax:	
PeopleSoft Vendor Number	0000023983A30

Project Information

Project Name	Clevaland Avenue and Raymond Avenue (CSAH 46) Reconstruction
Primary County where the Project is Located	Ramsey
Jurisdictional Agency (If Different than the Applicant):	Same
Brief Project Description (Limit 2,800 characters; approximately 400 words) *Include location, road name/functional class, type of improvement, etc.*	The proposed project will reconstruct Raymond Avenue and Cleveland Avenue (CSAH 46) from Como Avenue to 300 feet north of Buford Avenue. The project will reconstruct a severely deteriorated roadway, adding bike accommodations through the University of Minnesota St. Paul campus, improve pedestrian accommodations, and improve stormwater treatment.
TIP Description Guidance (will be used in TIP if the project is selected for funding)	This project will reconstruct Cleveland Avenue and Raymond Avenue (CSAH 46) between Como Avenue and 300' north of Buford Avenue.
Project Length (Miles)	0.57

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	$1,561,070.00
Match Amount	$390,267.00

Minimum of 20% of project total

Project Total	$1,951,337.00
Match Percentage	20.0%

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

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

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.

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$76,460.00
Removals (approx. 5% of total cost)	$76,460.00
Roadway (grading, borrow, etc.)	$386,400.00
Roadway (aggregates and paving)	$291,525.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$168,750.00
Ponds	$84,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$227,925.00
Traffic Control	$75,000.00
Striping	$8,500.00
Signing	$11,700.00
Lighting	$78,225.00
Turf - Erosion & Landscaping	$26,600.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$192,000.00

Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$67,475.00
RR Crossing	$0.00
Roadway Contingencies	$139,017.00
Other Roadway Elements	$0.00
Totals	**$1,910,037.00**

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)	$26,100.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$15,200.00
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	**$41,300.00**

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	$1,951,337.00
Construction Cost Total	$1,951,337.00
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 found on pages 58 and 161 of the TPP.

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 included in the Ramsey County Transportation Improvement Program and is consistent with the Ramsey County Pedestrian and Bike Plan, as well as the St. Paul Bicycle Plan and the Falcon Heights Comprehensive Plan. It is consistent with the University of Minnesota Campus Plan. Excerpts of the Campus Plan are attached for reference.

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

Project Information-Roadways

County, City, or Lead Agency	Ramsey County Public Works 1425 Paul Kirkwold Drive Arden Hills, MN 55112
Functional Class of Road	Class A Minor Arterial- Reliever
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	46
Name of Road *Example; 1st ST., MAIN AVE*	Raymond Avenue and Cleveland Avenue
Zip Code where Majority of Work is Being Performed	55108
(Approximate) Begin Construction Date	05/04/2020
(Approximate) End Construction Date	07/31/2020

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

From: (Intersection or Address)	Como Avenue (CSAH 75)
To: (Intersection or Address)	300' north of Buford Avenue

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work	Grading, Aggregate Base, Storm Sewer, Bituminous Surfacing, Sidewalk and Ped Ramps, Traffic Signals with APS and Countdown Timers, Ligting

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):	

Expander/Augmentor/Connector/Non-Freeway Principal Arterial

Select one:	
Area	0
Project Length	0
Average Distance	0
Upload Map	1467390205997_Roadway Area Definition Map.pdf

Reliever: Relieves a Principal Arterial that is a Freeway Facility

Facility being relieved	TH 280
Number of hours per day volume exceeds capacity (based on the Congestion Report)	3.0

Reliever: Relieves a Principal 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:	25838
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	5498
Existing Students:	13411
Upload Map	1467390609060_Regional Economy Map.pdf

Measure C: Current Heavy Commercial Traffic

Location:	north of Knapp Street
Current daily heavy commercial traffic volume:	168
Date heavy commercial count taken:	June 6, 2016

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)	This project will bring the road up to 10-ton standards. It will provide separate bike lanes to remove bicycle traffic from through lanes. Left-turn lanes will be provided at the Buford Avenue signalized intersection.

Measure A: Current Daily Person Throughput

Location	north of Como Avenue
Current AADT Volume	9675
Existing Transit Routes on the Project	3, 87, 121
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	1468273125867_Transit Connections Map.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	12578.0

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)	This project will rebuild a roadway that is structurally at the end of its life. it will provide bicycle lanes and safe pedestrian accommodations in an area that is highly dependent on non-motorized travel modes and transit for mobility.

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

Upload Map	1467736862779_Socio Economic Map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Saint Paul	0.578
Falcon Heights	0.578
	1

Total Project Length

Total Project Length (Total Population)	0.57

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)	1.156
Total Housing Score	0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1948	0.578	1125.944	1948.0
	1	**1126**	**1948**

Average Construction Year

Weighted Year 1948

Total Segment Length (Miles)

Total Segment Length 0.578

Measure B: Geometric, Structural, or Infrastructure Improvements

Improving a non-10-ton roadway to a 10-ton roadway: Yes

Response (Limit 700 characters; approximately 100 words)

Nine ton loads are now allowed on this segment of Cleveland Avenue, but it is not known if it actually meets nine-ton standards. When complete, it will meet ten-ton standards.

Improved clear zones or sight lines: Yes

Response (Limit 700 characters; approximately 100 words)

Intersection sight distance is not now deficient, but the existing traffic signals at the Buford Avenue intersection do not have mast arms and so, are not optimally positioned for driver visibility. This will be corrected by the project.

Improved roadway geometrics: Yes

Response (Limit 700 characters; approximately 100 words)

There are two curves at the south end of the project that will be designed to meet current State Aid standards.

Access management enhancements:

Response (Limit 700 characters; approximately 100 words)

Vertical/horizontal alignments improvements:

Response (Limit 700 characters; approximately 100 words)

Improved stormwater mitigation: Yes

Response (Limit 700 characters; approximately 100 words)	The existing storm sewer will be replaced to meet Capital Region Watershed District and all other applicable standards.
Signals/lighting upgrades:	Yes
Response (Limit 700 characters; approximately 100 words)	The existing signal system at Buford Avenue is over forty years old and lacks mast arms. it will be replaced with a signal system that includes APS, countdown pedestrian timers, and flashing yellow left-turn indications, as well as appropriately-designed mast arms.
Other Improvements	Yes
Response (Limit 700 characters; approximately 100 words)	All pedestrian crossings will be upgraded to meet current ADA standards. Sidewalks will be upgraded to meet ADA, City of St. Paul, City of Falcon Heights, and University of Minnesota standards.

Measure A: Congestion Reduction/Air Quality

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:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
7.0	5.0	2.0	1016	2032.0		1468519433890_Cleveland Ave at Buford Ave_AM Peak - Report.pdf

Total Delay

Total Peak Hour Delay Reduced	2032.0

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):
0.84	0.8	0.04	1016.0	40.64
1	**1**		**1016**	**41**

Total

Total Emissions Reduced:	40.64
Upload Synchro Report	1468506222000_Cleveland Ave at Buford Ave_AM Peak - Report.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)	

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 Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 12/07/2018

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 11/09/2018

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

80%

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

40%

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

0%

Anticipated date or date of completion of historic/archeological review: 10/27/2017

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 Yes

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

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 Yes

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 10/25/2019

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

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

60%

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

40%

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

0%

Anticipated date or date of executed Agreement

8)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	12/14/2018

10)Letting

Anticipated Letting Date	12/12/2019

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:	0.49
Rationale for Crash Modification Selected:	Cleveland Avenue is a low speed urban road with and Adjusted Average daily Traffic of 7500 that has parking on the west side and is near the University of Minnesota. The intersection of Cleveland Avenue and Buford Avenue is split (East leg is 60' south of the west leg) and is controlled by a signal system that utilizes all pedestal style signals. The South bound signal heads particularly lack visibility and this is where all of the accidents occur. CMF 1425 addresses visibility by adding mast arms in lieu of pedestal signals. CMF 1425 is 3 Star rated but is not included in the HSM list.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$378,911.00
Worksheet Attachment	1468249423173_Cleveland and buford benefit-cost-worksheet.xls

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	7500.0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

Response (Limit 2,800 characters; approximately 400 words)	Providing a safe biking environment through the University of Minnesota St. Paul campus is a primary goal of this project. Separate bike lanes will be constructed and sidewalks will be rebuilt to current ADA standards. At the signalized Buford Avenue intersection, APS, and countdown pedestrian timers will be provided. This project is part of a multi-phase effort to provide bike lanes and sidewalk improvements between Como Avenue and Larpenteur Avenue through the St. Paul Campus.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$1,951,337.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$1,951,337.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Accident Diagram (Cleveland @ Burford).pdf	Cleveland Avenue/Buford Avenue Crash Diagram	201 KB
Campus Plan P41.pdf	University of Minnesota St. Paul Campus Plan, P-41	391 KB
Campus Plan P48.pdf	University of Minnesota St. Paul Campus Plan, P-48	362 KB
Cleveland Ave Como Ave to 300' N of Buford-Layout1.pdf	Concept Layout	2.5 MB
Cleveland Letter of Support.pdf	City of Saint Paul Letter of Support	260 KB
ClevelandComotoBuford Location Map.pdf	Project Location Map	716 KB
County Maintenance Letter Cleveland.pdf	Ramsey County Commitment to Maintain	56 KB
RADCsah46RamsRM.pdf	RADCsah46RamsRM	219 KB
RECCsah46RamsRM.pdf	RECCsah46RamsRM	310 KB
SECCsah46RamsRM.pdf	SECCsah46RamsRM	270 KB
TRNCsah46RamsRM.pdf	TRNCsah46RamsRM	342 KB

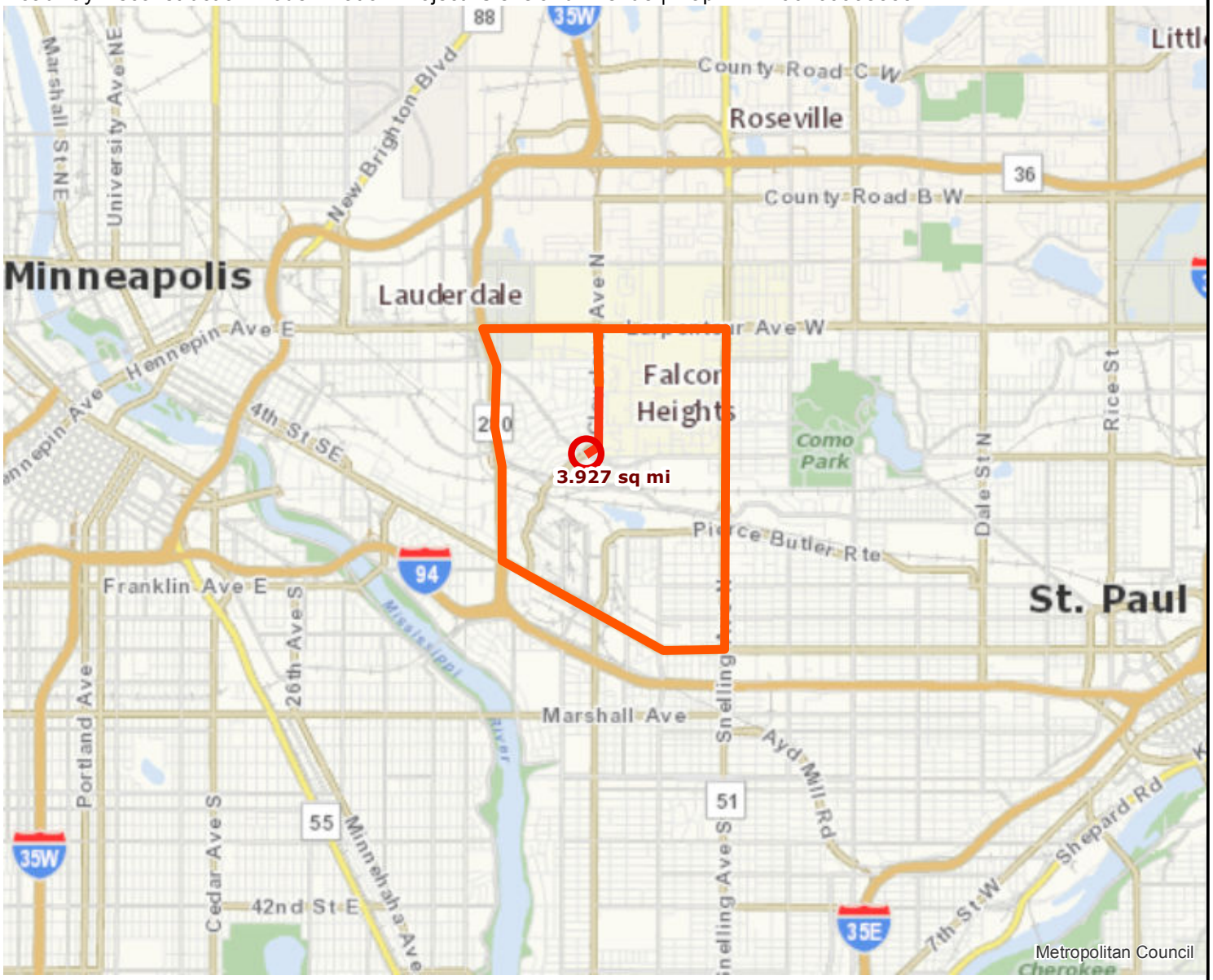
Roadway Area Definition

Roadway Reconstruction/Modernization Project: Cleveland Avenue | Map ID: 1466709998333

Results

Project Length: 0.578 miles

Project Area: 3.927 sq mi



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

0 0.75 1.5 3 4.5 6 Miles

Created: 6/23/2016
LandscapeRSA1

METROPOLITAN COUNCIL

Regional Economy

Roadway Reconstruction/Modernization Project: Cleveland Avenue | Map ID: 1466709998333

Results

WITHIN ONE MI of project:

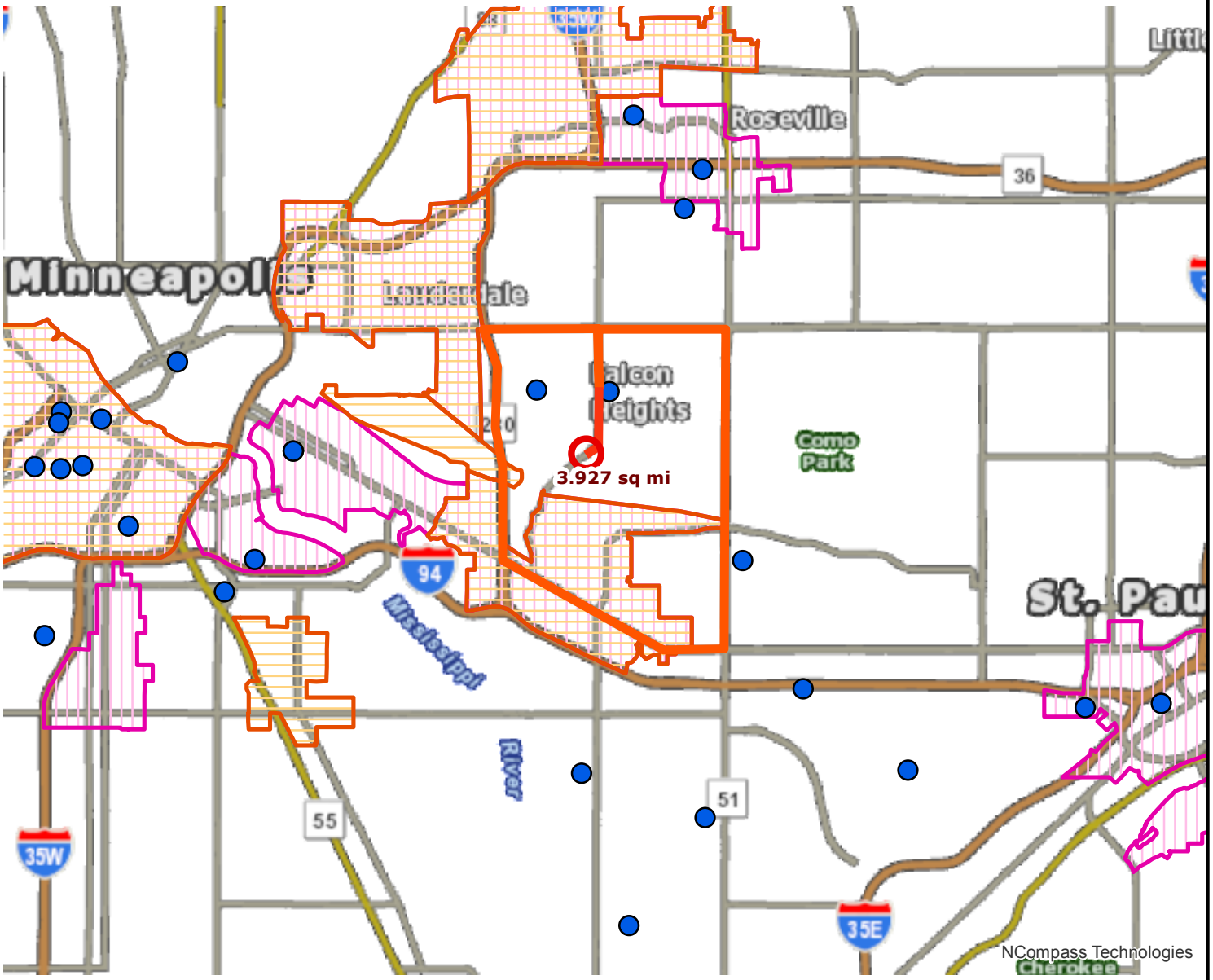
Totals by City:

Falcon Heights
- Population: 3655
- Employment: 4343
- Mfg and Dist Employment: 16

Minneapolis
- Population: 1119
- Employment: 4273
- Mfg and Dist Employment: 1563

St. Paul
- Population: 9967
- Employment: 17222
- Mfg and Dist Employment: 3919

Postsecondary Students:
13411



Project Points | Project Area | Manfacturing/Distribution Centers

Project | PostSecondary Education Centers | Job Concentration Centers

0 0.75 1.5 3 4.5 6 Miles

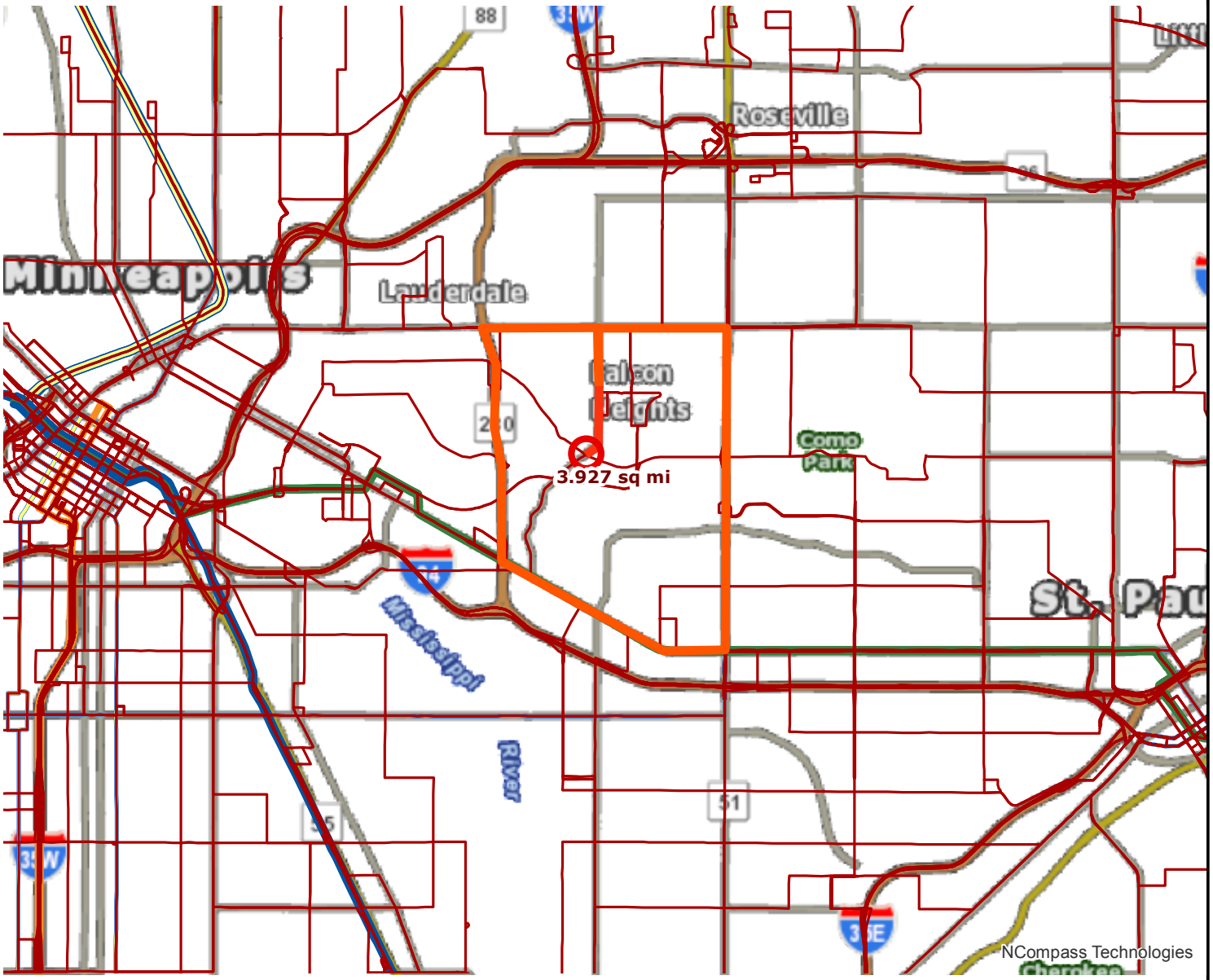
Created: 6/23/2016
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: Cleveland Avenue | Map ID: 1466709998333



Results

Transit with a Direct Connection to project:
3 87 121

**indicates Planned Alignments*

Project Points
Project
Project Area
Transit Routes

Transitway
Blue / Green Line
Blue Line
Green Line
Northstar Line

Planned Alignments
Arterial BRT
BRT, Orange Line
Light Rail, Blue Line Extension
Light Rail, Green Line Extension

0 0.75 1.5 3 4.5 6 Miles

Created: 6/23/2016
LandscapeRSA3

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

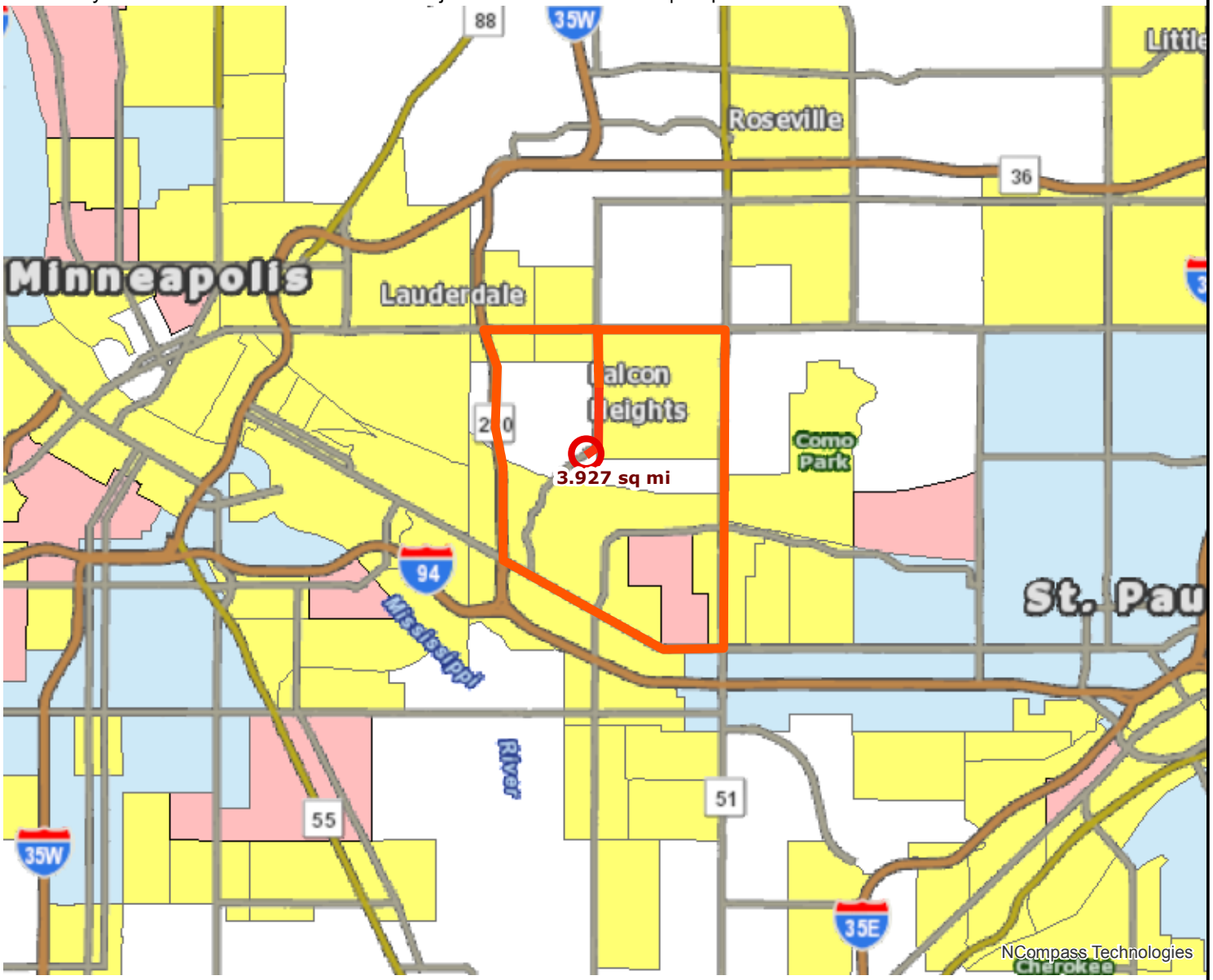
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: Cleveland Avenue | Map ID: 1466709998333

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 0.75 1.5 3 4.5 6 Miles

Created: 6/23/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

7: Cleveland Ave & Buford Ave

Direction	All
Future Volume (vph)	1016
Total Delay / Veh (s/v)	7
CO Emissions (kg)	0.59
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.14

7: Cleveland Ave & Buford Ave

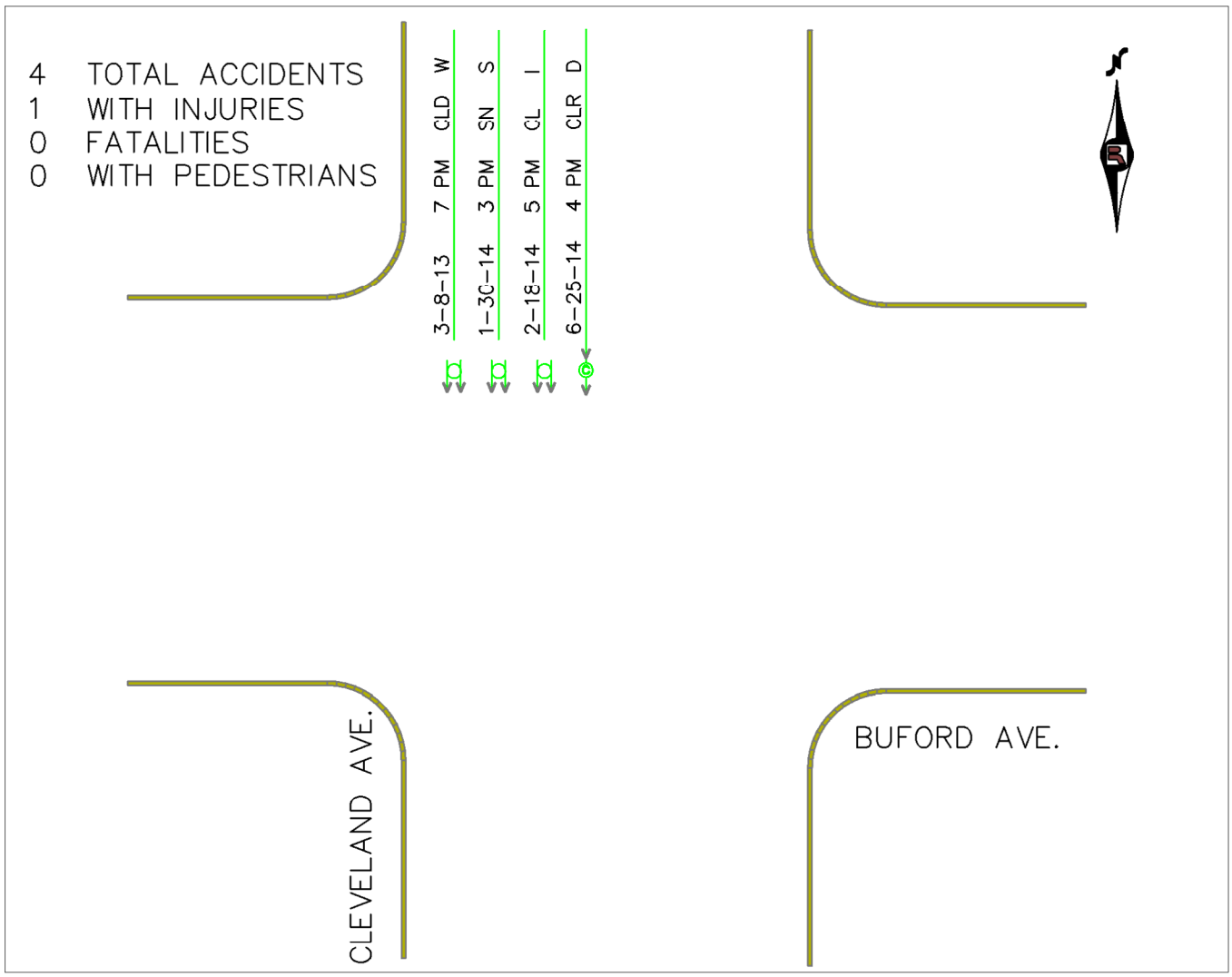
Direction	All
Future Volume (vph)	1016
Total Delay / Veh (s/v)	5
CO Emissions (kg)	0.56
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13

7: Cleveland Ave & Buford Ave

Direction	All
Future Volume (vph)	1016
Total Delay (hr)	2
CO Emissions (kg)	0.59
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.14

7: Cleveland Ave & Buford Ave

Direction	All
Future Volume (vph)	1016
Total Delay (hr)	1
CO Emissions (kg)	0.56
NOx Emissions (kg)	0.11
VOC Emissions (kg)	0.13



LEGEND

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

Accident Severity

- NO INJURY
- POSSIBLE INJURY
- NON-INCAPACITATING INJURY
- INCAPACITATING INJURY
- FATALITY

Weather

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

Road Surface

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

EXAMPLE:
Date Time Weather Road Surface

RAMSEY COUNTY

ACCIDENT DIAGRAM

RAMSEY COUNTY
Department of Public Works

Cleveland Ave at Buford Street

2013-2015

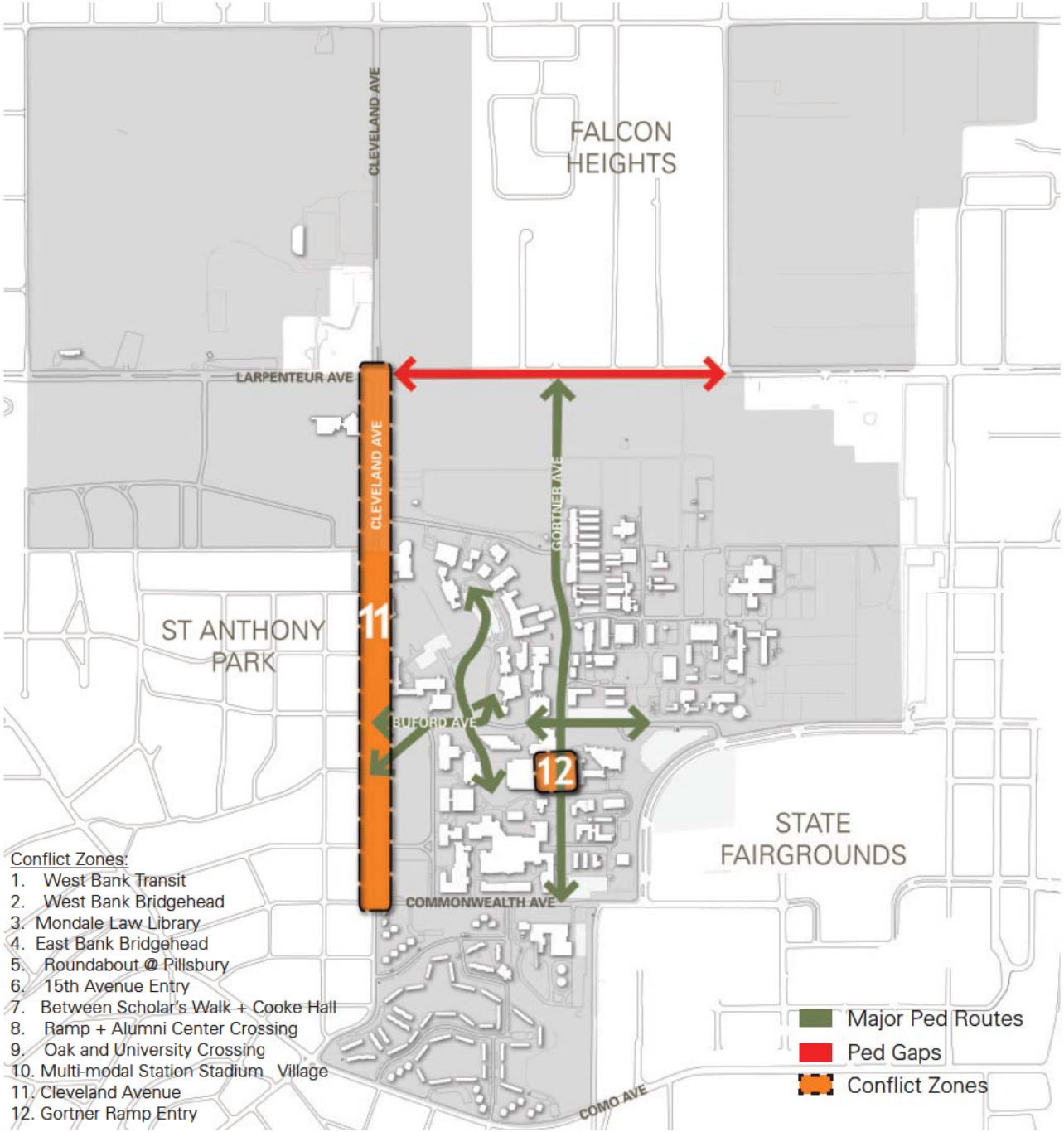
Safe and Accessible Movement on Campus

Pedestrian places will be designed or retrofitted to comply with provision of the Americans with Disabilities Act (ADA). Personal safety through improved design will also be emphasized. Continued retrofitting of historic areas of campus to provide a barrier-free experience to all visitors, students, staff and faculty is a component of the Master Plan.

Guidelines

37. Meet ADA requirements for pedestrian facility improvements to make all areas and facilities fully accessible.

38. Apply the following principles for safe, accessible design of the pedestrian environment:
    - Avoid the creation of isolated dead end spaces, sunken or elevated plazas out of direct view of passers by.
    - Increase the number of centrally monitored security cameras in highly traveled places on campus.
    - Ensure ground floor visibility from buildings that allows for a casual means of surveillance of outdoor activity.
    - Locate mixed uses such as retail or support services in buildings to extend the hours of activity next to public areas where market demand can support such uses.
    - Use multipurpose lighting scaled for pedestrians and vehicles.
    - Create unobstructed views, without landscape plantings in a zone between 2' and 6' above grade.
    - Provide diverse and abundant places to sit.
    - Create a clearly designated system of well-lit and secure after-dark walking routes.



Conflict zones indicate locations where pedestrian traffic conditions should be improved, either through physical redesign or operational practices.

Pedestrian Framework - St Paul Campus

Campus Signature Streets

One of the key objectives of the master plan is to create a transportation network that is responsive to different modes of travel depending on location. Some places on campus are dominated by transit or vehicle traffic. They convey many thousands of daily visitors to campus, creating a lasting impression of entry or exit from the campus. Conversely, in other areas such as Northrop Mall or the Knoll, pedestrians dominate. The core areas of each campus will be primarily pedestrian, cyclist and transit -oriented. The streets that people travel to reach the campus are shared between modes of travel, but the dominant mode on campus is pedestrian and bicycle traffic.

Signature streets must allow vehicle movement while maintaining a safe and comfortable environment for pedestrian and bike travel, Signature streets signal a sense of arrival and campus identity. Design and use of these streets should recognize the functional nature of these routes while providing features and facilities that prioritize pedestrian and bicycle traffic at key locations and within established safety parameters. Gateways and entries that mark the transition between the campus and its surroundings are typically encountered on signature streets. Wayfinding and orientation relies on these streets to provide direction and access to primary campus destinations.

Guidelines

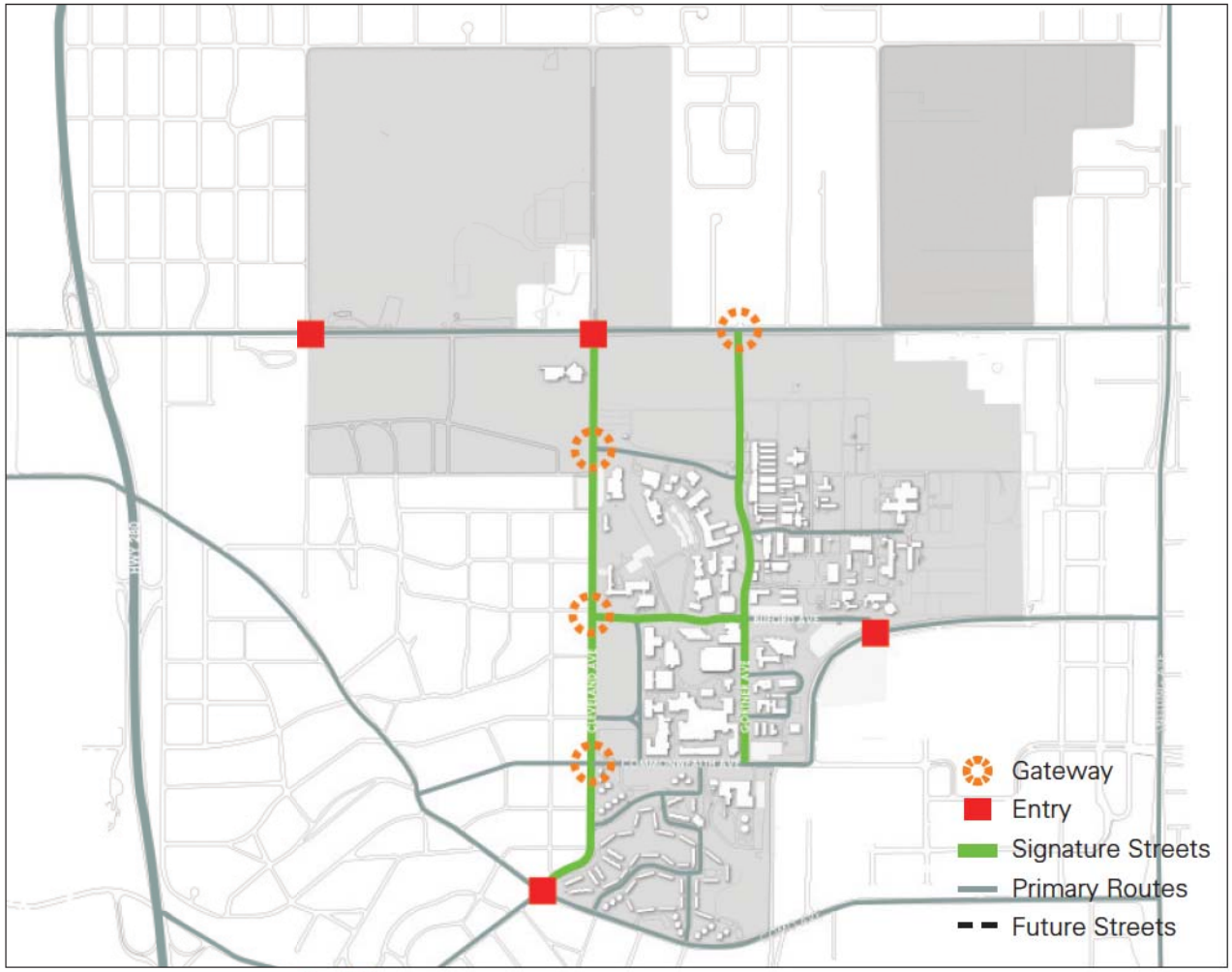
57. Design signature streets to accommodate all modes of travel, with walking as the highest priority followed by bicycling, transit, and private vehicles.
58. Invest in streetscapes on signature streets that create meeting places, with spacious sidewalks, trees where feasible and attractive street furniture to foster interaction between people.
59. Work in partnership with key agencies to advance safe and convenient movement of all modes of traffic

Street Function

Throughout the Twin Cities Campus, streets are used by a broad range of modes of travel – automobiles, delivery and service vehicles, emergency vehicles, buses, pedestrians and cyclists. The competition for limited space has created congestion in areas of high demand. New and reconstructed streets on campus must continue to accommodate multiple modes of travel at low-to-medium volumes and speeds, with minimal conflicts. Streets must also provide visibility and security needed on the campus.

Guidelines

60. Create a network that is easily understood and well connected for daily users and occasional visitors.
61. Design local campus streets for safe and comfortable use by multiple modes of transportation.
62. Discourage through traffic on local campus streets using techniques that limit speed.



Vehicle Framework - St Paul Campus

COMO AVENUE
RAYMOND AVENUE
SCUDDER STREET
KNAPP STREET
COMMONWEALTH AVENUE
CARTER AVENUE
DOSWELL AVENUE
BUFORD AVENUE
CLEVELAND AVENUE
BUFORD AVENUE

P:\CLEVELAND AVE COMO AVE TO 300' N OF BUFORD.DWG July 8, 2016 2:58 PM

RAMSEY COUNTY

CONCEPTUAL LAYOUT

CLEVELAND AVENUE

FROM COMO AVENUE TO 300' NORTH OF BUFORD AVENUE

SCALE IN FEET

0 200 400

DEPARTMENT OF PUBLIC WORKS
Kathy Lantry, Director

CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

Paul Kurtz, City Engineer
800 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Telephone: 651-266-6203
Fax: 651-266-6222

The Most Livable City in America

July 6, 2016

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

FEDERAL SURFACE TRANSPORTATION PROGRAM
ROADWAY RECONSTRUCTION/MODERNIZATION
FUNDING APPLICATION FOR CLEVELAND AVENUE (CSAH 46) BETWEEN COMO AVENUE (CSAH 75) AND BUFORD STREET

Dear Mr. Lux:

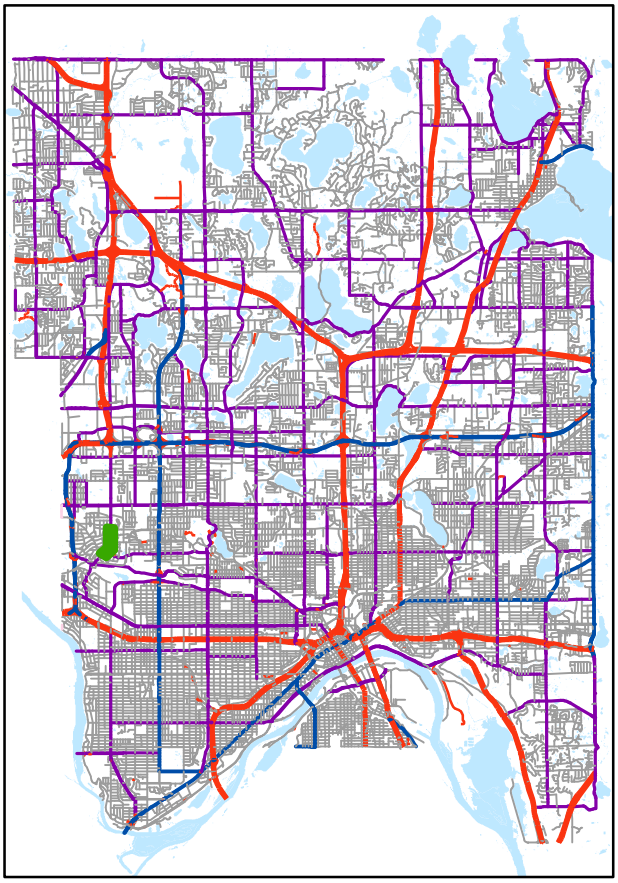
The City of St. Paul supports Ramsey County in its effort to obtain funding for reconstruction of Cleveland Avenue between Como Avenue and Buford Street. The roadway is in poor condition and the proposed improvements, including bike lanes, will improve operations of the roadway and connectivity for bicyclists. St. Paul agrees to fund our share of the project as per the Ramsey County Cost Participation Policy.

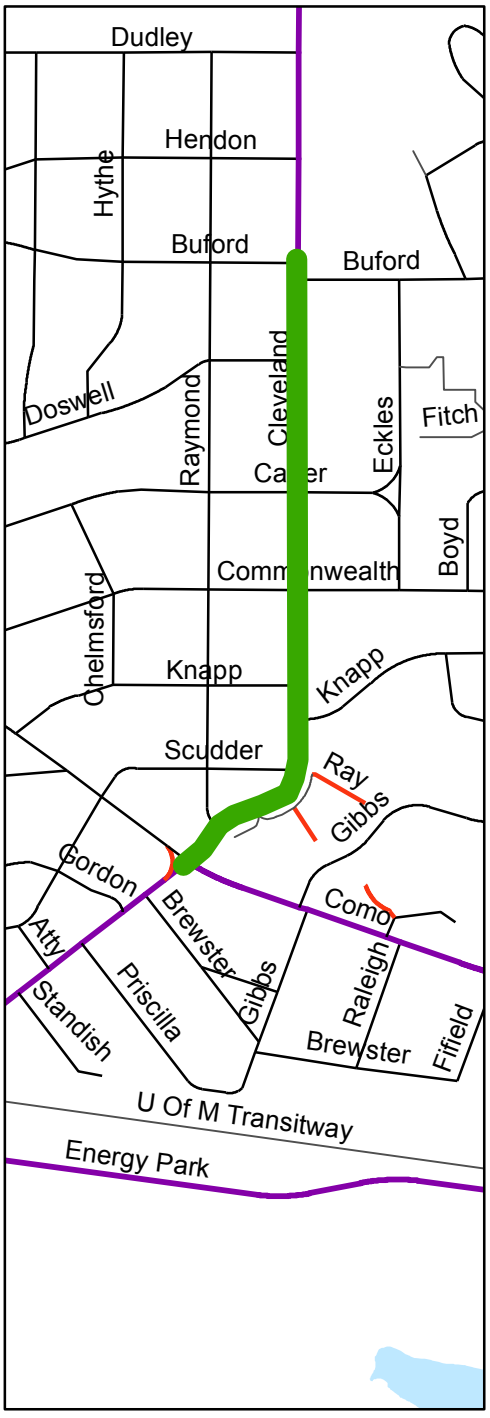
The City appreciates and supports the County's effort to improve this roadway and we look forward to working together as the project moves forward.

Sincerely,

Paul Kurtz, P.E.
City Engineer

Cleveland Ave (46) Como Ave to Buford Ave





0 0.5 1 2
Miles

N

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

RAMSEY COUNTY
Working with you to enhance our quality of life

Prepared by Ramsey County Enterprise GIS | RCGISMetaData@Co.Ramsey.MN.US
ClevelandComotoBuford 7/12/2016

RAMSEY COUNTY
Public Works

July 11, 2016

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

SURFACE TRANSPORTATION PROGRAM FUNDING APPLICATION FOR RECONSTRUCTION/MODERNIZATION OF RAYMOND AND CLEVELAND AVENUES, RAMSEY COUNTY STATE AID HIGHWAY (CSAH 46), FROM COMO AVENUE TO 300 FEET NORTH OF BUFORD AVENUE- INTENT TO MAINTAIN

Dear Ms. Koutsoukos:

Ramsey County, as the political subdivision with jurisdiction over Raymond Avenue and Cleveland Avenue (CSAH 46) 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

1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Phone: (651) 266-7100
www.co.ramsey.mn.us

#

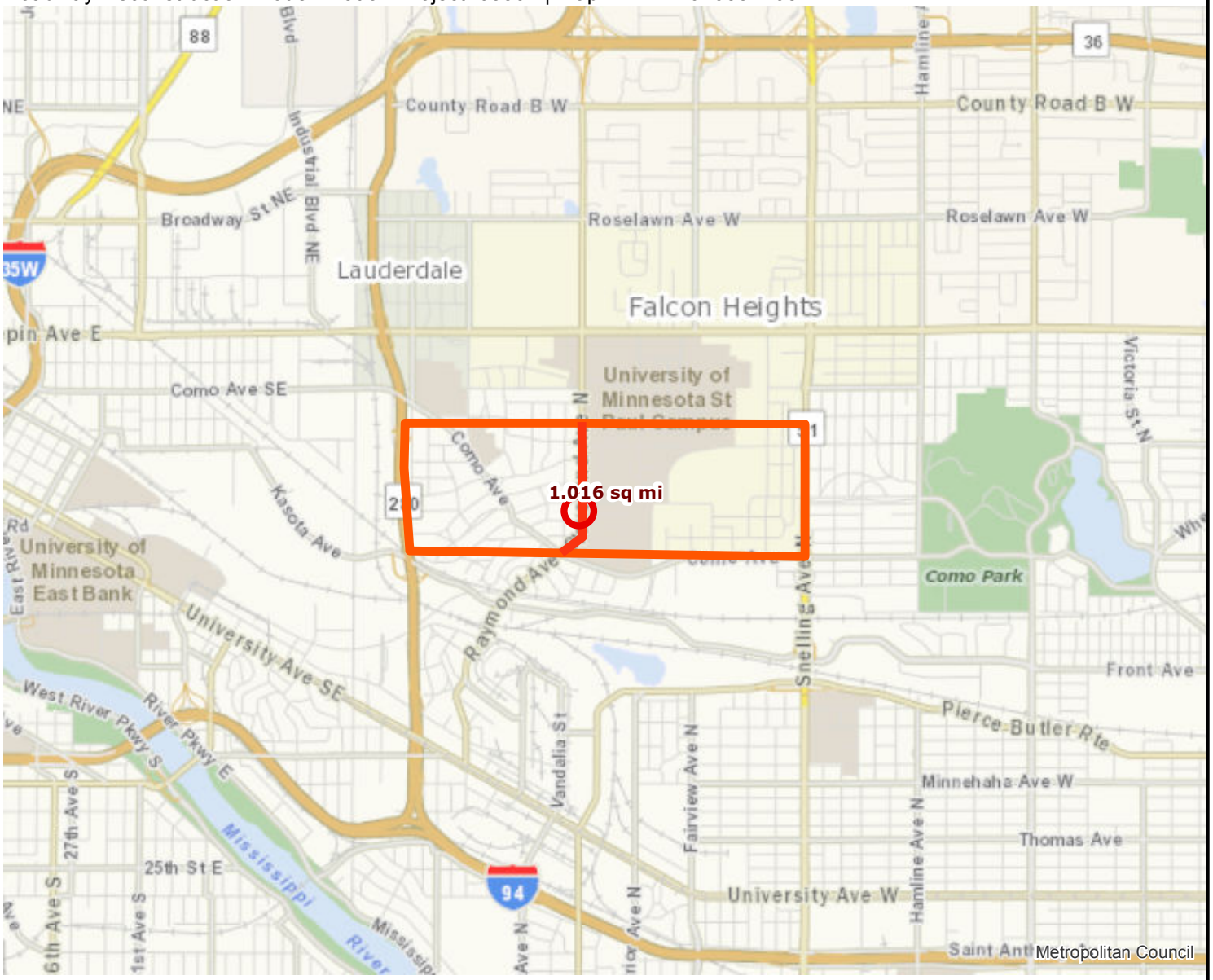
Roadway Area Definition

Roadway Reconstruction/Modernization Project: 05392 | Map ID: 1472046354168

Results

Project Length: 0.626 miles

Project Area: 1.016 sq mi



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

0 0.425 0.85 1.7 2.55 3.4 Miles

Created: 8/24/2016
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Roadway Reconstruction/Modernization Project: 05392 | Map ID: 1472046354168

Results

WITHIN ONE MI of project:

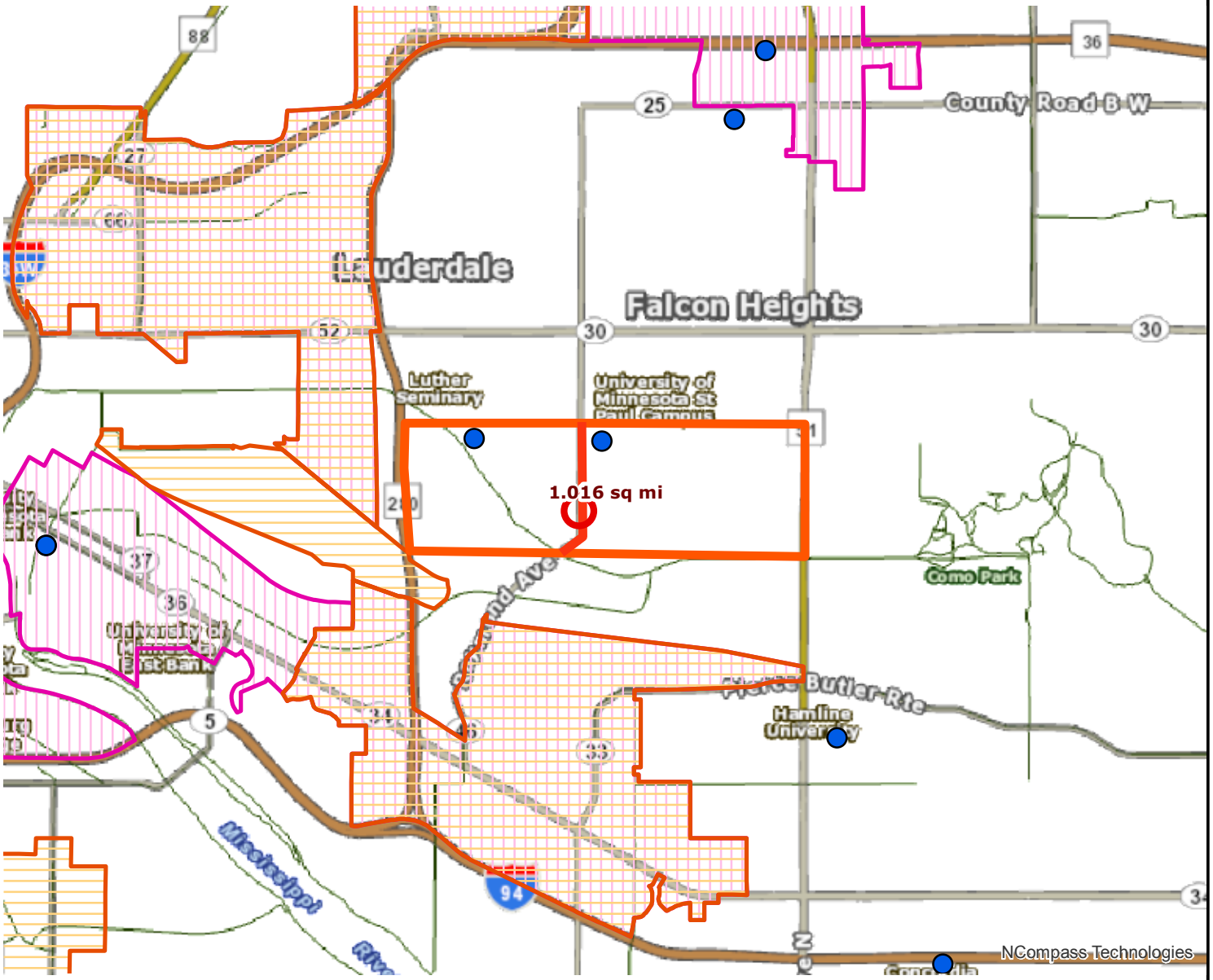
Totals by City:

Falcon Heights
- Population: 3992
- Employment: 4755
- Mfg and Dist Employment: 24

Minneapolis
- Population: 301
- Employment: 2758
- Mfg and Dist Employment: 1479

St. Paul
- Population: 13199
- Employment: 18238
- Mfg and Dist Employment: 3927

Postsecondary Students:
6070



Project Points | Project Area | Manfacturing/Distribution Centers

Project | PostSecondary Education Centers | Job Concentration Centers

0 0.425 0.85 1.7 2.55 3.4 Miles

Created: 8/24/2016
LandscapeRSA5

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

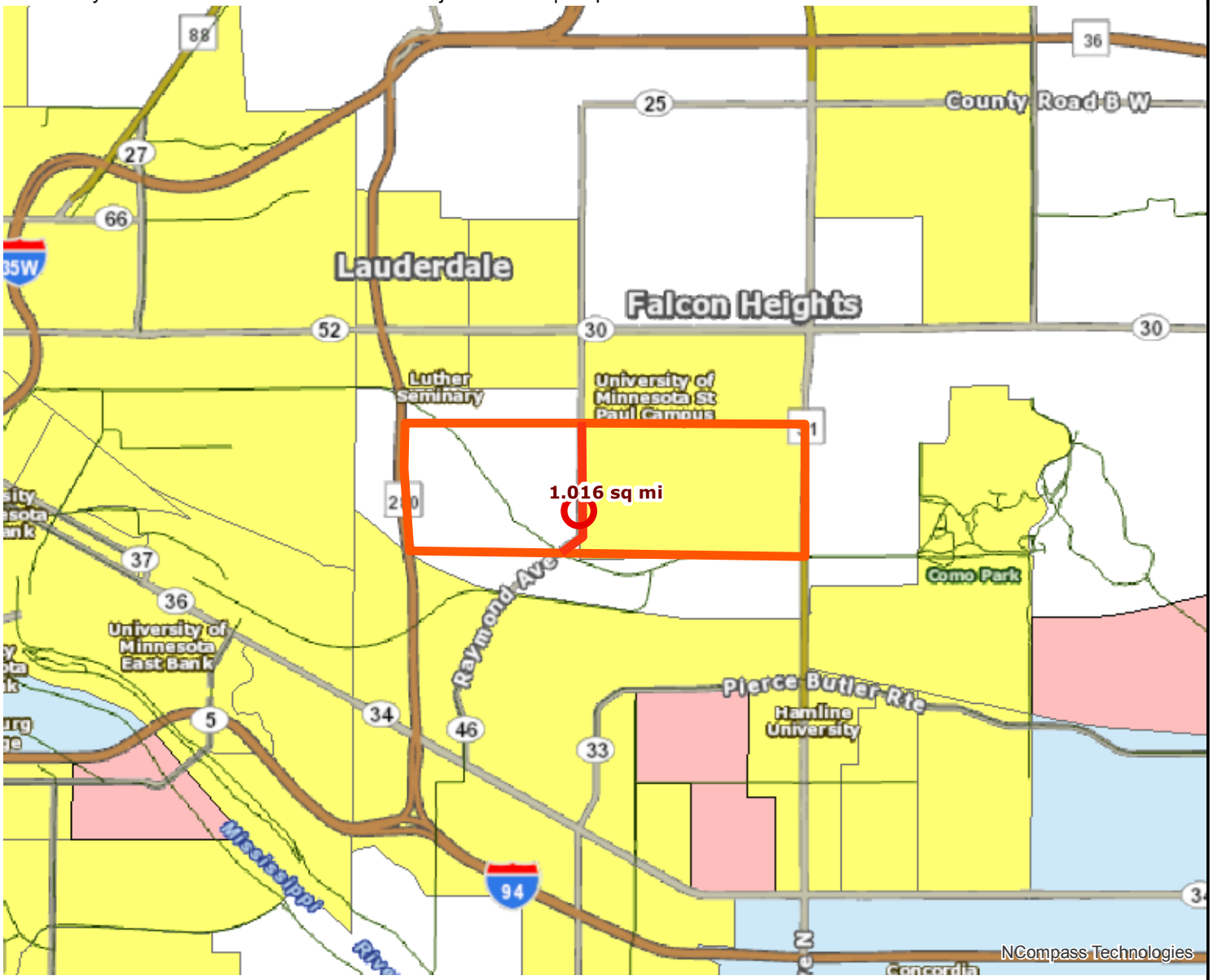
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: 05392 | Map ID: 1472046354168

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 0.425 0.85 1.7 2.55 3.4 Miles

Created: 8/24/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

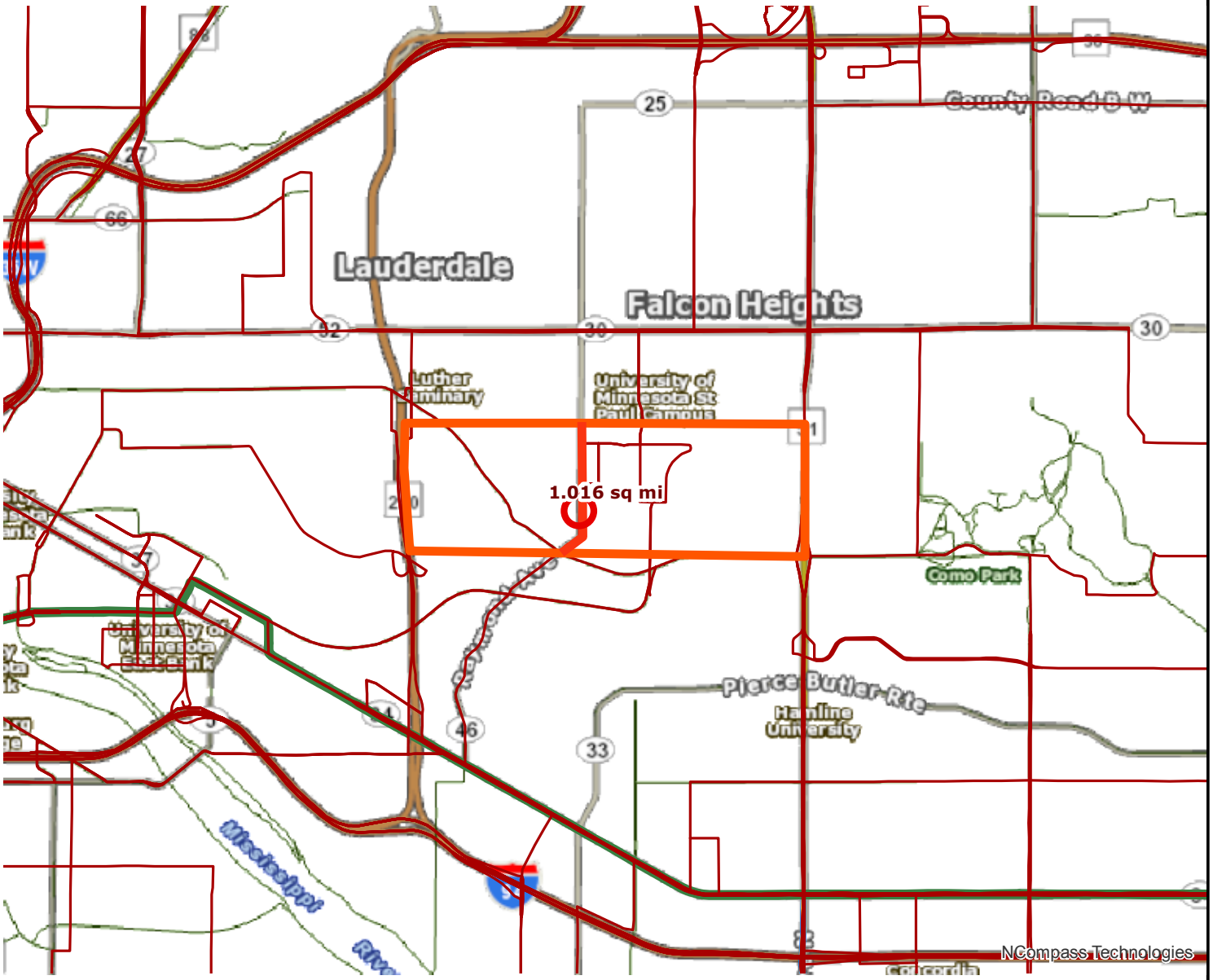
Transit Connections

Roadway Reconstruction/Modernization Project: 05392 | Map ID: 1472046354168

Results

Transit with a Direct Connection to project:
3 87 121

**indicates Planned Alignments*



Project Points | Project Area | **Transitway** | **Planned Alignments**

Project | Transit Routes | Green Line | Arterial BRT

0 0.425 0.85 1.7 2.55 3.4 Miles

Created: 8/24/2016
LandscapeRSA3

METROPOLITAN COUNCIL