



Application

04774 - 2016 Roadway Modernization

05339 - University Avenue between 12th Street and Lafayette Road

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 07/14/2016 3:50 PM

Primary Contact

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***:** Saint Paul Minnesota 55102
City State/Province Postal Code/Zip

Phone:* 651-266-6112
Phone Ext.

Fax:

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

Organization Information

Name: ST PAUL, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

DEPT OF PUBLIC WORKS-CITY HALL ANNEX
25 W 4TH ST #1500

*

ST PAUL

Minnesota

55101

City

State/Province

Postal Code/Zip

County:

Ramsey

Phone:*

651-266-9700

Ext.

Fax:

PeopleSoft Vendor Number

0000003222A22

Project Information

Project Name

University Avenue between 12th and Lafayette

Primary County where the Project is Located

Ramsey

Jurisdictional Agency (If Different than the Applicant):

MnDOT

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

Reconstruction of University Avenue between 12th St. and Lafayette Road including curb and gutter, new pavement, street lighting, utility upgrades and new traffic signals at University and Lafayette, University and Mississippi and University and Olive. The project includes an off road, combined pedestrian/bicycle path. This off road path will connect with the DNR's Gateway Trail and the new Capital City Bikeway Trail.

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)

Reconstruction

Project Length (Miles)

0.3

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 \$3,680,000.00

Match Amount \$920,000.00

Minimum of 20% of project total

Project Total \$4,600,000.00

Match Percentage 20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds 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: 2019

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)	\$120,000.00
Removals (approx. 5% of total cost)	\$400,000.00
Roadway (grading, borrow, etc.)	\$200,000.00
Roadway (aggregates and paving)	\$730,000.00
Subgrade Correction (muck)	\$50,000.00
Storm Sewer	\$300,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$350,000.00
Traffic Control	\$120,000.00
Striping	\$60,000.00
Signing	\$75,000.00
Lighting	\$220,000.00
Turf - Erosion & Landscaping	\$60,000.00
Bridge	\$0.00
Retaining Walls	\$100,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$700,000.00

Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$130,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$500,000.00
Other Roadway Elements	\$243,000.00
Totals	\$4,358,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$50,000.00
Sidewalk Construction	\$100,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$70,000.00
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	\$22,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$242,000.00

Specific Transit and TDM Elements

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

Totals

\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$4,600,000.00
Construction Cost Total	\$4,600,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

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

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

The project would provide more transportation choices for bicyclists. By providing an off-road trail for bikes and pedestrians, non-drivers would be allowed more and safer access to downtown destinations west of 35E.

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:

Currently, there are no bike facilities on University Avenue. The City of Saint Paul Bike Plan calls for an off street bicycle trail on University Avenue similar to what is being constructed on an adjacent segment of University Avenue.

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	City of Saint Paul
Functional Class of Road	A Minor Arterial
Road System	MSAS
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Road/Route No.	
<i>i.e., 53 for CSAH 53</i>	
Name of Road	University Avenue
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55101
(Approximate) Begin Construction Date	06/01/2020
(Approximate) End Construction Date	10/31/2020
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	12th Street
To: (Intersection or Address)	Lafayette Road

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work

Curb&Gutter, bit.pavement, lighting, ped.ramps, signals, stormsewer, bike path

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.: N/A
New Bridge/Culvert No.: N/A
Structure is Over/Under (Bridge or culvert name): N/A

Expander/Augmentor/Connector/Non-Freeway Principal Arterial

Select one: Non-Freeway Principal Arterial
Area: 0.161
Project Length: 0.291
Average Distance: 0.5533
Upload Map: 1474561181437_RADUniversityStPRM.pdf

Reliever: Relieves a Principal Arterial that is a Freeway Facility

Facility being relieved
Number of hours per day volume exceeds capacity (based on the Congestion Report) 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:	86307
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	3577
Existing Students:	22097
Upload Map	1467403992552_Regional Economy.pdf

Measure C: Current Heavy Commercial Traffic

Location:	University Avenue
Current daily heavy commercial traffic volume:	0
Date heavy commercial count taken:	0

Measure D: Freight Elements

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

University Avenue is a truck route. Local freight traffic uses University Avenue to deliver supplies to both Region's and Gillette hospitals and to other commercial destinations located on University Avenue.

Measure A: Current Daily Person Throughput

Location	University Avenue
Current AADT Volume	16250
Existing Transit Routes on the Project	3
<i>For New Roadways only, list transit routes that will be moved to the new roadway</i>	
Upload Transit Map	1467404598596_Transit Connections.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	21125.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

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

Ramsey County has determined that we are a no-growth county. As such the ADT is not expected to increase. The current ADT is 16,500 vpd.

Forecast (2040) ADT volume	16500
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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):	Yes
Project located in Area of Concentrated Poverty:	Yes
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 bike path will connect the area to downtown St. Paul, to hospitals and to commercial areas. Thus providing access to health services and retail and employment opportunities to non-drivers.

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

Upload Map

1467404306643_Socio-Economic map.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Saint Paul	0.787
City of Saint Paul	0.3
	1

Total Project Length

Total Project Length (Total Population) 0.3

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) 1.087
 Total Housing Score 0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1998	0.3	599.4	1998.0

Average Construction Year

Weighted Year 1998

Total Segment Length (Miles)

Total Segment Length 0.3

Measure B: Geometric, Structural, or Infrastructure Improvements

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

Response (Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines:

Response (Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

Response (Limit 700 characters; approximately 100 words)

We will investigate re-aligning the intersection of University Avenue and Lafayette Road.

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)

Storm water bmps will be installed with this project in accordance with the requirements of the Watershed District.

Signals/lighting upgrades:

Yes

Response (Limit 700 characters; approximately 100 words)

Traffic signals at University and Mississippi Street, Olive Street and Lafayette Road will be upgraded.

Other Improvements

Yes

Response (Limit 700 characters; approximately 100 words)

Off-road bicycle/pedestrian path will be constructed.

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
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Total Delay

Total Peak Hour Delay Reduced 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	0	0	0	0
0	0	0	0	0

Total

Total Emissions Reduced: 0

Upload Synchro Report 1468007771471_No Data Available.docx

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	0

Total Parallel Roadways

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	C:\fakepath\No Data Available.docx

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

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted Yes

0%

2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started Yes

0%

Anticipated date or date of completion

3) Environmental Documentation (5 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75% date submitted

Document in progress; environmental impacts identified; review request letters sent 50%

Document not started Yes
0%

Anticipated date or date of completion/approval

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

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

100%

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

80%

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

40%

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

0%

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

Project is located on an identified historic bridge

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

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

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

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

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

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

10)Letting

Anticipated Letting Date 04/01/2020

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

Crash Modification Factor Used:	1.0
Rationale for Crash Modification Selected: <i>(Limit 1400 Characters; approximately 200 words)</i>	No bike crashes reported in 2013-2015.
Project Benefit (\$) from B/C Ratio	\$0.00
Worksheet Attachment	1468529309093_University_Ave-12th_to_Lafayette-B-C_and_crash_list.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

The project would include an off-street pedestrian/bicycle trail on University Avenue. This trail would provide access for cyclists to the new Capital City Bikeway on Jackson Street and the DNR's Gateway Trail. It would also provide connectivity to planned bicycle facilities on Tedesco Street and eventually link to the Bruce Vento Trail.

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

There are currently no existing bicycle facilities on this segment of University Avenue. University Avenue carries over 16,000 vehicles per day on the roadway. An off-street trail would provide a safer route for bikers than exists today.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,600,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,600,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
University2-map Map (1).pdf	Map showing project location.	4.6 MB

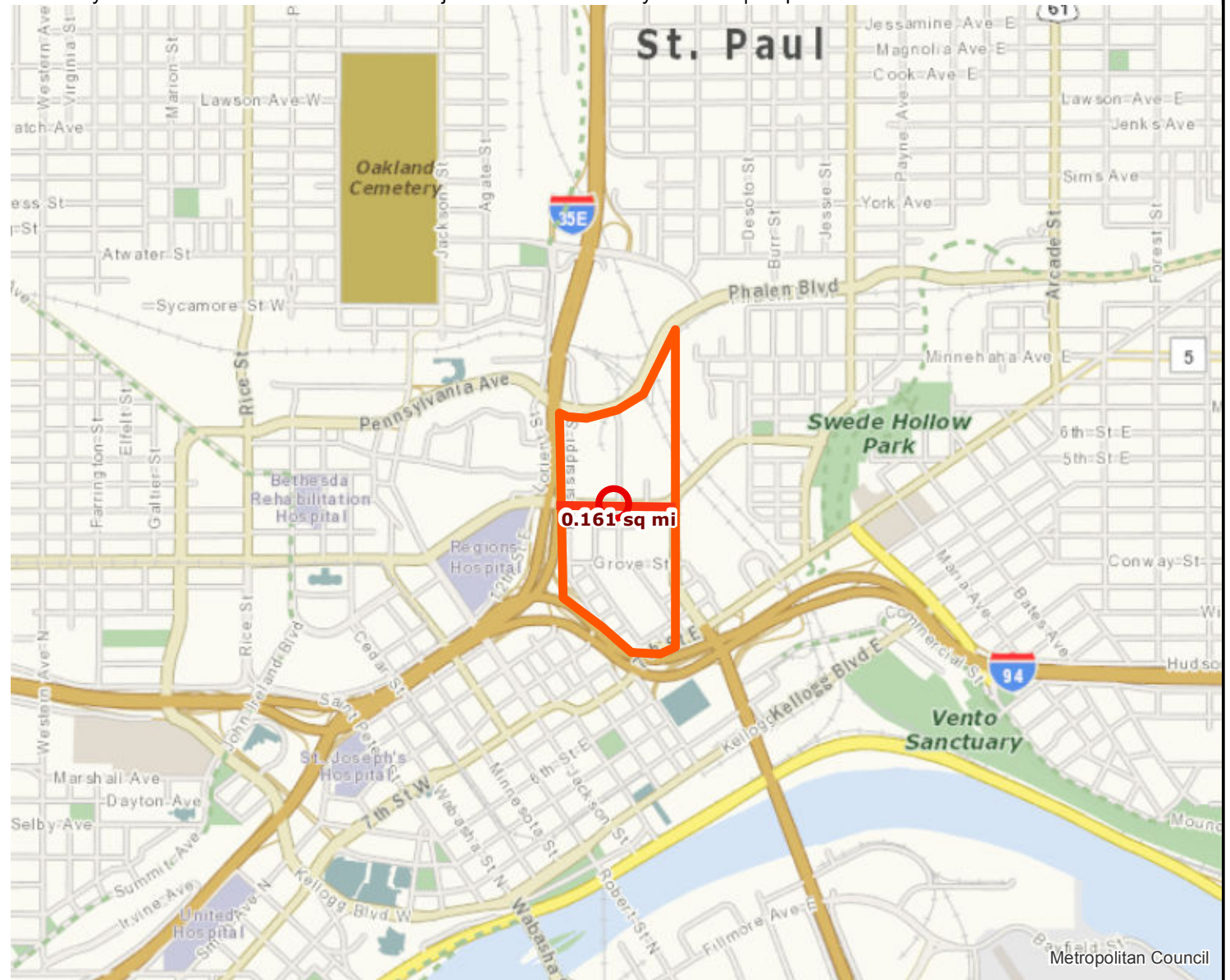
Roadway Area Definition

Roadway Reconstruction/Modernization Project: 05339 University Ave StP | Map ID: 1472054005841

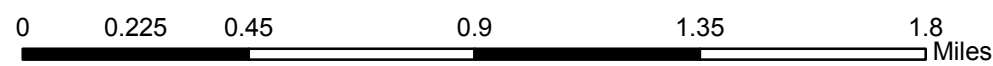
Results

Project Length: 0.291 miles

Project Area: 0.161 sq mi



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



Created: 8/24/2016
LandscapeRSA1



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



Regional Economy

Roadway Reconstruction/Modernization Project: University Avenue | Map ID: 1467403302235

Results

WITHIN ONE MI of project:

Totals by City:

St. Paul

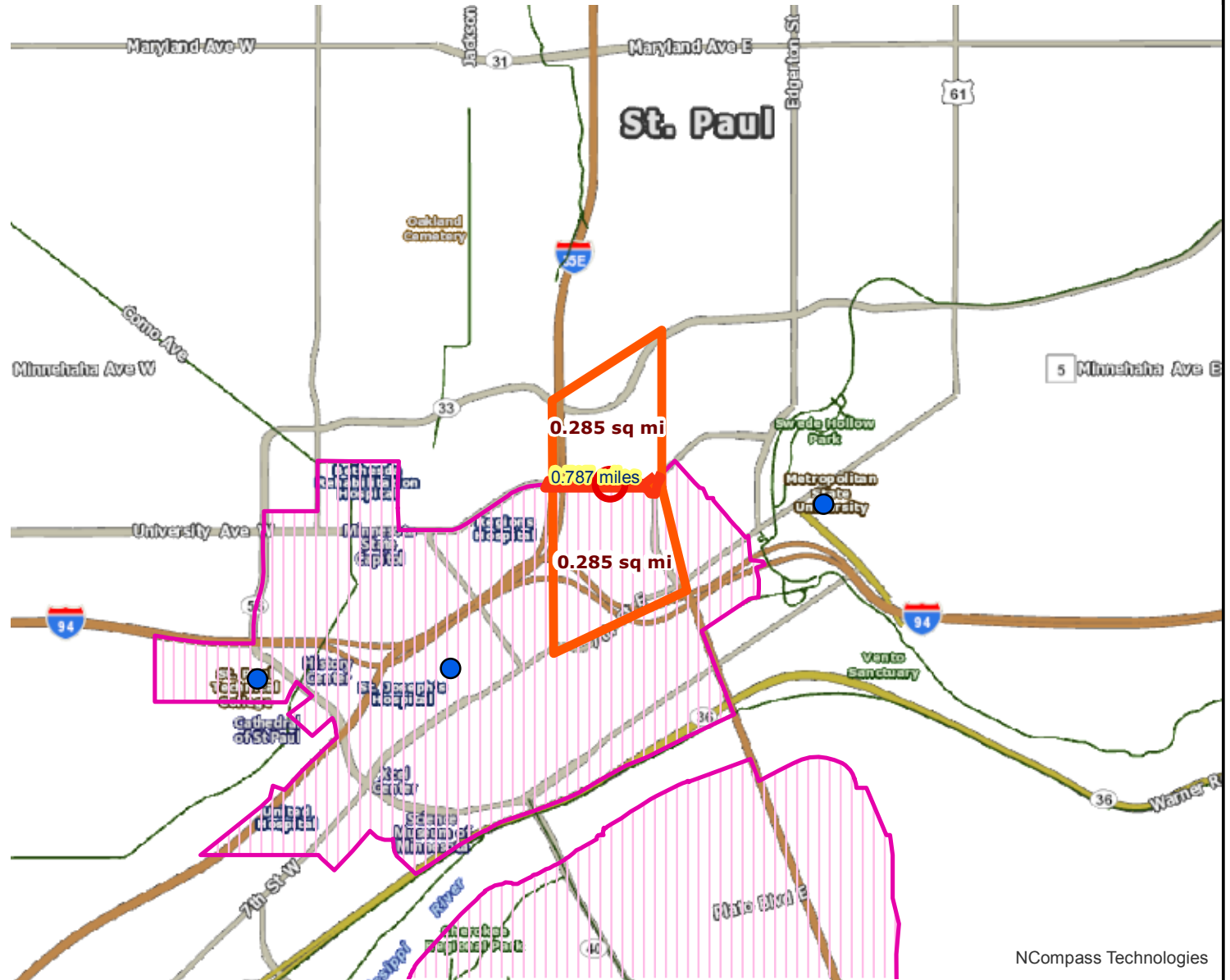
Population: 34611

Employment: 86307

Mfg and Dist Employment: 3577

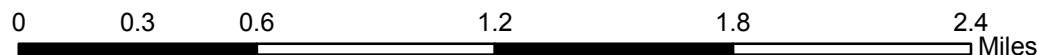
Postsecondary Students:

22097



NCompass Technologies

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

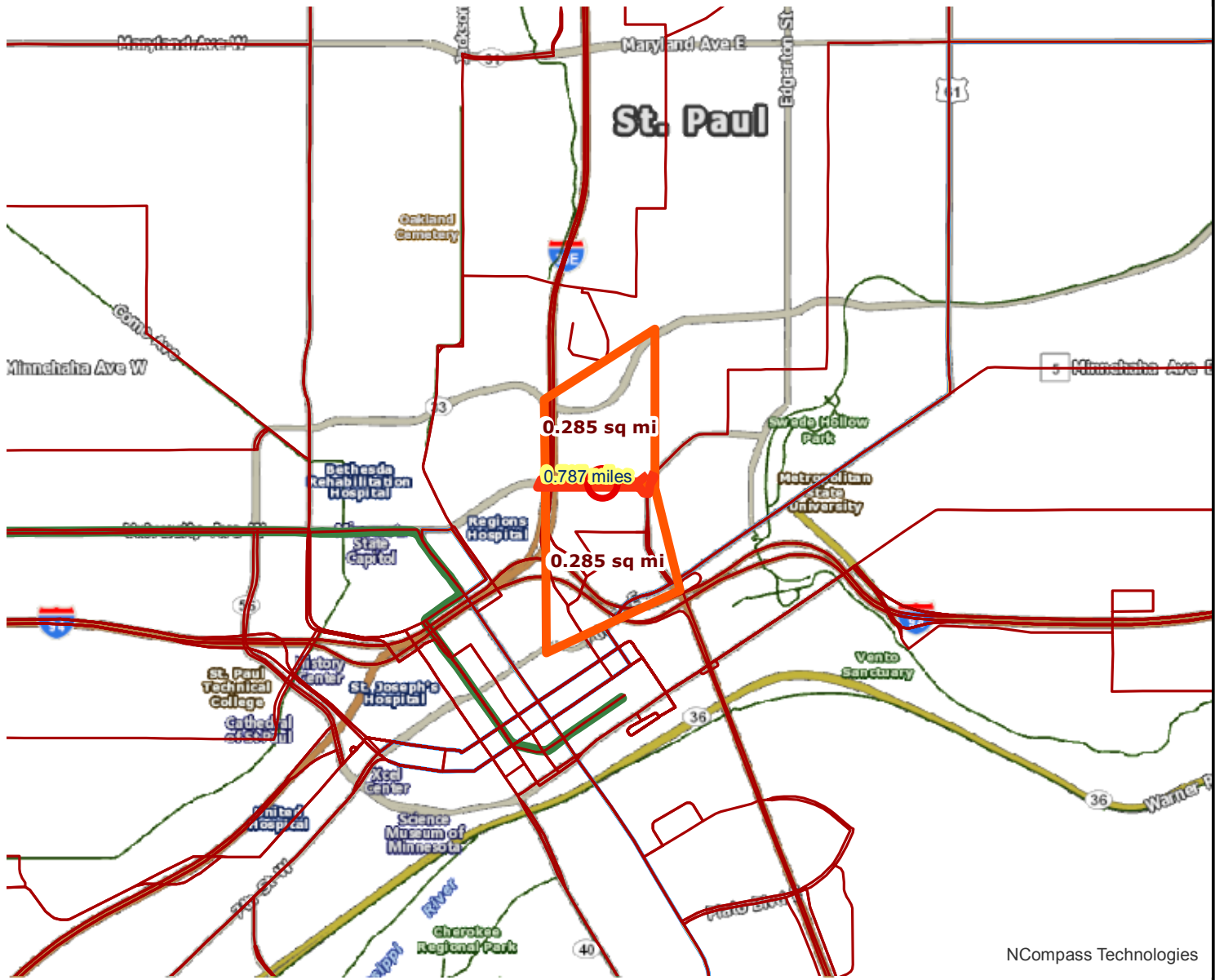


Created: 7/1/2016
LandscapeRSA5



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





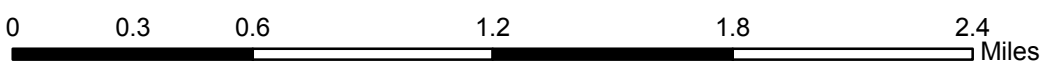
Results

Transit with a Direct Connection to project:
53 64 265 275 860

**indicates Planned Alignments*

NCompass Technologies

○ Project Points
 Project Area
 — Transitway
 — Planned Alignments
— Project
 — Transit Routes
 — Green Line
 — Arterial BRT



Created: 7/1/2016
LandscapeRSA3



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



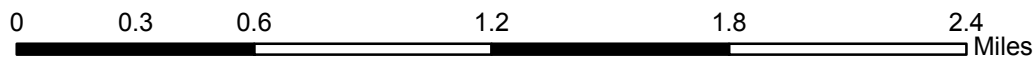
Socio-Economic Conditions Roadway Reconstruction/Modernization Project: University Avenue | Map ID: 1467403302235

Results

Project located **IN**
 Area of Concentrated Poverty
 with 50% or more of residents
 are people of color (ACP50):
 (0 to 30 Points)



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




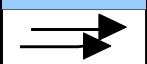



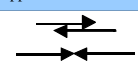
Created: 7/1/2016
 LandscapeRSA2



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



NCompass Technologies

HSIP worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends	
			MSAS 137 (University Ave)	12th St to Lafayette Rd			000+00.400	000+00.749	Saint Paul	1/1/2013	12/31/2015	
		Description of Proposed Work		Reconstruct roadway to include off-street bike path, and modify geometry of Lafayette intersection								
Accident Diagram Codes		1 Rear End 	2 Sideswipe Same Direction 	3 Left Turn Main Line 	5 Right Angle 	4,7 Ran off Road 	8, 9 Head On/ Sideswipe - Opposite Direction 			6, 90, 99		
Study Period: Number of Crashes	Fatal	F										
	Personal Injury (PI)	A										
		B				1	1				2	
		C		2		2	4				8	
	Property Damage	PD		7		4		6	5		1	1
% Change in Crashes <small>*Use Desktop Reference for Crash Reduction Factors</small>	Fatal	F										
	PI	A										
		B										
		C										
	Property Damage	PD										
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F										
	PI	A										
		B					0.00	0.00				
		C		0.00		0.00	0.00					
	Property Damage	PD		0.00		0.00		0.00		0.00		
Year (Safety Improvement Construction)		2020										
Project Cost (exclude Right of Way)		\$ 4,600,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block;">B/C= 0.00</div> <i>Using present worth values,</i> B= \$ - C= \$ 4,600,000 <i>See "Calculations" sheet for amortization.</i>				
Right of Way Costs (optional)			F			\$ 1,140,000						
Traffic Growth Factor		0.5%	A			\$ 570,000						
Capital Recovery			B			\$ 170,000						
1. Discount Rate		2%	C			\$ 83,000						
2. Project Service Life (n)		20	PD			\$ 7,600						
			Total				\$ -					

Office of Traffic, Safety and Technology
August 2015

University Ave from 12th St to Lafayette Rd (2013 -2015)

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U	ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG
05	34250137	000+00.400	0534250137	0.400	Z		1	3	U	DRIVER OF UNIT 1 SAID THE FOLLOWING. WHILE TRAVELING SB ON LOREINT HE WAS STOPPED AT THE UNIVERSIT'	62	3425	5-Thu	10	17	2013	1937	B	0	2	2	35	1	5
05	34250137	000+00.400	0534250137	0.400	Z		1	3	U	VEHICLE #1 WAS TURNING LEFT OR SOUTHBOUND ON TO 12TH STREET/I-35E ON RAMP FROM WESTBOUND UNIVERSITY	62	3425	6-Fri	10	3	2014	1128	N	0	2	3	30	1	5
05	34250137	000+00.400	0534250137	0.400	Z		1	3	U	ON 12-14-2015 HOURS, SQD 245 RESPONDED TO A ACCIDENT HIT AND RUN AT UNIVERSITY AVE A/12TH ST. DRIV	62	3425	2-Mon	12	14	2015	1314	N	0	2	4	30	1	3
05	34250137	000+00.430	0534250137	0.430	E		1	3	U	, I ADVISED HER TO SEE HER DOCTOR ON A LATER DATE IF SHE NEED TO. I TAGGED THE DRIVER OF VEHICLE#	62	3425	1-Sun	10	26	2014	1224	N	0	2	4	30	1	1
05	34250137	000+00.430	0534250137	0.430	S		1	1	U	V1 STATED SHE WAS TRAVELING SOUTHBOUND ON 35E AT UNIVERSITY IN THE LEFT LANE. V1 STATED A PICKUP (H	62	3425	4-Wed	11	12	2014	1022	N	0	2	1	55	1	1
05	34250137	000+00.454	0534250137	0.454	E	E52	1	3	U	VEH#2 EASTBOUND ON UNIVERSITY IN THE RIGHT LANE APPROACHING 12TH STREET, VEH#1 WESTBOUND ON UNIVERS	62	3425	4-Wed	4	24	2013	1230	N	0	2	20	30	1	3
05	34250137	000+00.454	0534250137	0.454	Z	E51	1	3	U	D2 WAS TRAVELLING WEST ON UNIVERSITY IN THE RIGHT LANE. D1 WAS ALSO TRAVELLING WEST ON UNIVERSITY	62	3425	5-Thu	5	30	2013	1839	N	0	2	2	30	1	2
05	34250137	000+00.454	0534250137	0.454	Z	F09	1	3	U	UNIT 1 EAST BOUND LOOKING FOR PARKING RAMP. UNIT 1 MADE LEFT TURN FROM RIGHT LANE TO EXECUTE U-TUR	62	3425	3-Tue	7	2	2013	0955	N	0	2	1	35	1	2
05	34250137	000+00.454	0534250137	0.454	Z	E51	1	3	U	VEH 2 WAS TRAVELING WESTBOUND ON UNIVERSITY, WHEN VEH 1 WAS TRAVELING EASTBOUND MAKING A LEFT TURN	62	3425	3-Tue	7	16	2013	1528	C	0	2	4	30	1	5
05	34250137	000+00.454	0534250137	0.454	Z	E52	1	3	U	VEH 1 WAS TRAVELING EASTBOUND ON UNIVERSITY AVE WHEN HE APPROACHED THE INTERSECTION OF UNI/12TH STR	62	3425	5-Thu	8	1	2013	1819	C	0	2	4	30	1	5
05	34250137	000+00.454	0534250137	0.454	E	E52	1	3	U	DRIVER OF UNIT 2 STATED HE WAS MAKING A LEFT HAND TURN SOUTH ONTO 12TH ST FROM UNIVERSITY AVE. HE	62	3425	1-Sun	1	5	2014	0640	C	0	2	4	30	1	5
05	34250137	000+00.454	0534250137	0.454	Z	E51	1	3	U	VEH 1 WAS TRAVELING E/B ON UNVERSIY AS IT CLEARED THE INTERSECTION AND WENT UNDER THE BRIDGE. VEH	62	3425	7-Sat	1	25	2014	0145	N	0	1	4	30	31	8
05	34250137	000+00.454	0534250137	0.454	Z	E52	1	90	U	OFFICERS OBSERVED A PI ACCIDENT AT UNIVERSITY/12TH. OFFICERS OBSERVED UNIT 1 REAR END UNIT 2 AT TH	62	3425	6-Fri	8	8	2014	1735	C	0	2	4	30	13	1
05	34250137	000+00.454	0534250137	0.454	E	E52	1	3	U	ON 12/31/2015, AT 0635 HOURS, UNIT 1 TRAVELING WEST BOUND ON UNIVERSITY AVE. E., FAILED TO YIELD TO	62	3425	5-Thu	12	31	2015	0635	N	0	2	4	35	1	3
05	34250137	000+00.479	0534250137	0.479	Z		1	3	U	MV1 TRAVELING SOUTH ON MISSISSIPPI ST APPROACHING UNIVERSITY AVE. MV2 TRAVELING EAST ON UNIVERSITY	62	3425	4-Wed	3	13	2013	2253	N	0	2	4	30	1	3
05	34250137	000+00.479	0534250137	0.479	Z		1	3	U	VEHICLE #1 WAS TRAVELING WESTBOUND ON UNIVERSITY AT MISSISSIPPI ST IN THE RIGHT HAND LANE. VEHICLE	62	3425	4-Wed	3	20	2013	0638	N	0	2	4	30	1	5
05	34250137	000+00.479	0534250137	0.479	Z		1	3	U	UNIT #1 GOING E/B UNIVERSITY AT MISSISSIPPI AND TURNED LEFT N/B MISSISSIPPI ST IN FRONT OF UNIT #2.	62	3425	4-Wed	4	17	2013	2103	C	0	2	4	30	1	5
05	34250137	000+00.479	0534250137	0.479	Z		1	3	U	ON 10-29-13 AT 1629 HOURS, V1 WAS E/B UNIVERSITY AT MISSISSIPPI WAITING TO MAKE A LEFT TURN. D1 ST	62	3425	3-Tue	10	29	2013	1629	C	0	2	4	30	1	3
05	34250137	000+00.479	0534250137	0.479	E		1	3	U	VEH #1 WAS EAST ON UNIVERSITY TAKING A LEFT TO MISSIPPI. DRIVER FROM VEH #1 SAID SHE WAS BLINDED B	62	3425	3-Tue	10	8	2013	0729	N	0	2	4	30	1	3
05	34250137	000+00.479	0534250137	0.479	Z		1	3	U	VEHICLE 1 AND 2 WERE W/B ON UNIVERSITY AVENUE. DRIVER 2 SAID THE VEHICLE IN THE LEFT LANE SIDE SW	62	3425	5-Thu	9	11	2014	1401	N	0	2	7	30	1	2
05	34250137	000+00.482	0534250137	0.482	Z		1	3	U	UNIT #1 TRAVELING WEST ON UNIVERSITY AVENUE PASSING THROUGH MISSISSIPPI. VEH #2, SPFD BLS AMBULANCE	62	3425	5-Thu	4	3	2014	1710	N	0	2	4	30	1	3
05	34250137	000+00.490	0534250137	0.490	Z		1	0	U		62	3425	5-Thu	2	20	2014	1425	N	0	2	0	30	1	1
05	34250137	000+00.599	0534250137	0.599	Z		1	3	U	DRIVER OF UNIT 2 STATED HE WAS SB ON OLIVE AND HAD BEEN STOPPED AT THE LIGHT. HE STATED WHEN HIS L	62	3425	2-Mon	1	14	2013	1721	N	0	2	4	30	1	5
05	34250137	000+00.599	0534250137	0.599	Z		1	3	U	VEHICLE #1 WAS STRUCK BY VEHICLE #2, WHICH THEN FLED WEST ON UNIVERSITY AND SOUTH ON 35E	62	3425	5-Thu	12	12	2013	1230	N	0	2	99	30	1	2
05	34250137	000+00.599	0534250137	0.599	Z		1	3	U	DRIVER 1 SB ON OLIVE AT STOPLIGHT ON UNIVERSITY AVENUE. DRIVER 2 SB ON OLIVE, MAKING RIGHT TURN ONT	62	3425	4-Wed	10	29	2014	0641	N	0	2	4	30	1	90
05	34250137	000+00.599	0534250137	0.599	E		1	3	U	ON 11/20/2015 AT 1718 HRS POLICE CALLED TO UNIVERSITY AVE E AND OLIVE STREET FOR A PROPERTY DAMAGE	62	3425	6-Fri	11	20	2015	1718	N	0	2	4	30	1	1
05	34250137	000+00.689	0534250137	0.689	Z		1	3	U	UNIT 1 WAS TRAVELING WEST-BOUND UNIVERSITY AT JOHN ST. UNIT 2 WAS DIRECTLY BEHIND UNIT 1. UNIT 1 M	62	3425	6-Fri	12	5	2014	2205	N	0	2	2	30	1	5
05	34250137	000+00.714	0534250137	0.714	Z		1	90	U	UNIT 1 WAS STOPPED AT THE LIGHT AND WHEN IT TURNED GREEN IT STARTED TO MAKE A LEFT HAND TURN AND UN	62	3425	6-Fri	5	10	2013	2237	C	0	2	2	30	1	1
05	34250137	000+00.744	0534250137	0.744	Z		1	3	U	DRIVER ONE STATED THAT THEY WERE TRAVELLING S/B ON LAFAYETTE WHEN DRIVER TWO MADE A LEFT TURN TOO S	62	3425	3-Tue	5	12	2015	1657	N	0	2	2	30	1	1
05	34250137	000+00.745	0534250137	0.745	Z		1	3	U	VEHICLE #2 WAS STOPPED IN TRAFFIC WAITING FOR THE RED LIGHT TO CHANGE ON LAFAYETTE 100 FEET N. OF U	62	3425	6-Fri	10	30	2015	1223	N	0	2	1	30	1	1

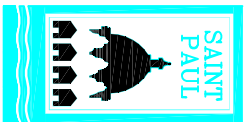
	PERSON1														PERSON2										PERSON3									
LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYP1	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYP2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYP13	DIR14		
1	4	4	3	3	2	1	5	132900116	1	5	6	2	15	1	N	4	1	21	M	11	7	1	1	1	1	1	B	98	1	29	M	1	5	
1	1	1	3	3	2	1	5	142760103	1	5	6	10	15	1	N	99	1	64	M	1	3	1	1	1	1	1	N	99	1	28	M	1	5	
1	1	1	3	2	2	1	5	153480145	3	3	1	1	0	1	N	4	1	47	F	1	6	6	5	2	1	1	N	99	99	904	Z			
1	1	1	1	1	1	1	8	142990076	4	3	11	1	1	1	N	99	1	41	M	1	3	1	15	15	1	1	N	99	1	58	M	1	3	
1	98	1	2	0	1	1	1	143220270	3	5	10	90	0	1	N	4	1	35	F	1	5	1	90	0	1	1	N	4	1	73	M			
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1	1	1	2	0	1	1	5	131500241	1	7	1	7	2	1	N	4	1	25	F	1	7	1	1	0	1	1	N	4	1	54	F			
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1	1	1	1	1	1	1	5	131970173	1	2	6	2	2	1	N	99	1	37	F	1	8	1	1	1	1	1	C	98	1	29	M			
1	1	1	1	1	1	1	5	132130324	1	3	1	1	1	1	N	98	1	29	M	1	6	6	1	1	1	1	C	4	1	53	F			
1	1	4	1	0	1	1	5	140060034	4	5	6	2	0	1	N	4	1	50	M	1	3	1	1	1	1	1	C	4	1	26	F			
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1	1	2	4	1	3	2	5	160010006	2	3	1	1	0	1	N	99	1	70	M	3	7	6	2	0	1	1	N	99	1	38	M			
1	1	4	2	0	1	1	90	130730003	3	5	1	99	0	1	N	4	1	22	F	1	3	6	99	0	1	1	N	4	1	34	M			
1	1	1	1	0	1	1	90	130790040	1	7	1	1	0	1	N	4	1	44	M	1	3	6	2	0	1	1	N	4	1	59	M			
1	1	4	3	2	2	1	5	131070138	1	1	6	2	0	1	N	99	99	901	Z	1	7	1	1	0	1	1	N	4	1	53	M	1	7	
1	1	1	2	2	1	1	5	133020191	1	3	6	2	2	1	N	4	1	26	F	4	7	1	1	1	1	1	N	4	1	37	M	4	7	
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1	1	4	1	1	1	1	5	130140233	1	7	1	5	0	1	N	4	1	21	M	3	5	1	1	1	1	1	N	4	1	61	M	3	5	
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1	1	4	3	3	2	2	8	131310011	1	3	0	0	0	1	N	0	0	901	Z	7	3	6	1	90	1	1	C	4	1	27	F			
1	1	1	1	1	1	1	5	151330111	1	5	1	1	1	1	N	4	1	31	M	1	7	1	1	1	1	1	N	4	1	25	M			
1	98	1	2	0	1	1	5	153030087	1	1	9	4	0	1	N	4	1	33	M	1	1	11	1	1	1	1	N	4	1	19	M	1	1	

Lafayette Rd at University Ave

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U	ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG
05	34250113	000+00.320	0534250113	0.320	Z		1	3	U	VEH 2 IS SLOWING BECAUSE TRAFFIC IN FRONT OF HER IS STOPPED FOR THE TRAFFIC SIGNAL AT UNIVERSITY AN	62	3425	4-Wed	1	29	2014	0754	N	0	2	7	30	1	1
05	34250113	000+00.320	0534250113	0.320	N		1	1	U	DRIVER OF UNIT 1 STATED HE WAS TRAVELLING SOUTHBOUND FROM LAFAYETTE ROAD WHEN HE WAS HIT BY UNIT 2.	62	3425	1-Sun	9	21	2014	1739	C	0	2	2	35	1	3
05	34250113	000+00.320	0534250113	0.320	Z		1	3	U	UNIT #1 MADE LEFT TURN FROM N/B LAFAYETTE RD TO W/B UNIVERSITY AVE E ON GREEN LIGHT. UNIT #2 WAS S	62	3425	4-Wed	12	17	2014	0722	N	0	2	4	30	1	5
05	34250113	000+00.338	0534250113	0.338	Z		1	3	U	V#1 TRAVELING ON LAFAYETTE S/W ROUNDING CURVE WHEN DRIVER LOST CONTROL AND STRUCK UTILITY POLE. PSG	62	3425	4-Wed	8	20	2014	1754	B	0	1	2	30	24	7

										PERSON1										PERSON2										PERSON3			
LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE2	DIR3	ACT4	FAC15	FAC26	POSN7	INJ8	EQP9	PHYS10	AGE11	SEX12	VTYPE13	DIR14	
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1	1	1	1	0	1	1	5	142690194	1	5	1	1	0	1	N	4	1	79	M	1	1	6	99	0	1	N	99	99	902	Z	1	5	
1	1	1	1	1	1	2	5	143510034	1	7	6	2	0	1	N	4	1	36	F	2	5	1	1	0	1	N	4	1	24	M			
2	98	1	1	0	1	6	8	142330002	1	6	0	18	3	1	N	0	2	49	F	1	6	0	18	3	3	B	4	98	47	F			

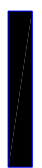


City of Saint Paul
Department of Public Works
Street Design and Construction Division



2016

UNIVERSITY AVENUE
1353 TO LAFAYETTE ROAD



= STREETS TO BE RECONSTRUCTED

