



Application

10353 - 2018 Roadway Expansion

10764 - Lexington Parkway connection between Shepard Road and West Seventh Street (TH 5), in the City of St. Paul (proposed extension of CSAH 51)

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 07/13/2018 8:45 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.

Fax: 651-266-7110

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

Organization Information

Name: RAMSEY COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: DEPT OF PUBLIC WORKS
1425 PAUL KIRKWOOD DR

***** ARDEN HILLS Minnesota 55112
City State/Province Postal Code/Zip

County: Ramsey

Phone:* 651-266-7100
Ext.

Fax:

PeopleSoft Vendor Number 0000023983A30

Project Information

Project Name Lexington Parkway Extension

Primary County where the Project is Located Ramsey

Cities or Townships where the Project is Located: Saint Paul

Jurisdictional Agency (If Different than the Applicant): City of Saint Paul

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

This project will provide a Class A Minor Arterial Augmenter route between Shepard Road, a Principal Arterial now under the jurisdiction of the City, and West 7th Street (TH 5), a Class A Minor Arterial Reliever and provide a continuous arterial route from the Mississippi River, through Ramsey County, and into Anoka County, via Lexington Parkway and Lexington Avenue (CSAH 51. It will provide a needed pedestrian and bike connection from the existing southerly terminus of Lexington Parkway to the Mississippi River National Recreation Area and Crosby Lake Regional Park. A realignment of Lexington Parkway north of West 7th Street is now in the design process for construction in 2019. This project will follow that up by removing an existing gap in the system and connecting the arterial system along the existing Elway Street right of way. This connection will assist in shifting traffic from West 7th Street to Shepard Road, thus assisting the future operation of the Riverview Corridor Rapid Transit.

(Limit 2,800 characters; approximately 400 words)

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

Lexington Parkway Extension

Project Length (Miles)

0.29

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$1,535,420.00

Match Amount

\$383,855.00

Minimum of 20% of project total

Project Total

\$1,919,275.00

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, MSAS, 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: 2022

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years: 2021

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

Project Information: Roadway Projects

County, City, or Lead Agency

Ramsey County

Functional Class of Road

Class A Minor Arterial- Augmenter

Road System

MSAS- future transfer to CSAH

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

Road/Route No.

169

i.e., 53 for CSAH 53

Name of Road

Currently Elway Street; future Lexington Parkway, CSAH 51

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed

55116

(Approximate) Begin Construction Date

05/10/2022

(Approximate) End Construction Date

10/28/2022

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

From:

(Intersection or Address)

Shepard Road

To:

(Intersection or Address)

West Seventh Street (TJ5)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work

Grading, Aggregate Base, Curb and Gutter, Storm Sewer, Traffic Signals, Bituminous Surfacing

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):

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 (2015), 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 goals, objectives, and strategies that relate to the project.

Goal: Transportation System Stewardship (2.6)

Objectives: Operate regional transportation system to efficiently and cost-effectively connect people and freight to destinations

Strategies: A2

Goal: Safety and security (2.7)

Objectives: Reduce crashes and improve safety and security for all modes of passenger, travel and freight transport

Strategies: B6

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

Goal: Access to destinations (2.8)

Objectives: Increase availability of multi-modal travel options.

Strategies: C1, C2, C6, C9, C10, C12, C16

Goal: Healthy Environment (2.12)

Objectives: Increase availability and attractiveness of other travel-modes and promote connectivity between communities and amenities for people.

Strategies: E3, E6, E7

Goal: Leveraging transportation investments to guide land use (2.14)

Objectives: Focus regional growth in areas that support full range of multi-modal travel. Encourage local land use design to integrate highways, streets, transit, walking and bicycling.

Strategies: F3, F4, F5, F6, F7, F9

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:

2018-2022 Ramsey County Transportation Improvement Program (9, 29, 30)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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 Modernization and Spot Mobility: \$1,000,000 to \$7,000,000

Traffic Management Technologies (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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation. Yes

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. 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.

Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

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.

Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$90,000.00
Removals (approx. 5% of total cost)	\$182,717.00
Roadway (grading, borrow, etc.)	\$256,775.00
Roadway (aggregates and paving)	\$244,295.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$198,430.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$173,010.00
Traffic Control	\$67,320.00
Striping	\$36,232.00
Signing	\$0.00
Lighting	\$0.00

Turf - Erosion & Landscaping	\$65,344.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$400,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$19,950.00
Totals	\$1,734,073.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$176,430.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$8,772.00
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	\$185,202.00

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	\$1,919,275.00
Construction Cost Total	\$1,919,275.00
Transit Operating Cost Total	\$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	I-35E
Adjacent Parallel Corridor Start and End Points:	
Start Point:	Shepard Road
End Point:	West Seventh Street
Free-Flow Travel Speed:	54
<i>The Free-Flow Travel Speed is black number.</i>	
Peak Hour Travel Speed:	37
<i>The Peak Hour Travel Speed is red number.</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	31.48%
Upload Level of Congestion Map:	1528126458530_Congestion Map.pdf

Principal Arterial Intersection Conversion Study:

Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:

(80 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(60 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(50 Points)

Proposed interchange project that reduces delay at a Medium Priority Intersection:

(40 Points)

Proposed interchange project that reduces delay at a Low Priority Intersection:

(0 Points)

Not listed as a priority in the study:

(0 Points)

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

Existing Employment within 1 Mile:	6585
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1556
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1528129012265_Regional Economy Map.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:

Along Tier 2:

Along Tier 3:

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: Yes

None of the tiers:

Measure A: Current Daily Person Throughput

Location	south of Montreal Avenue
Current AADT Volume	4600
Existing Transit Routes on the Project	83

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	456.0
Current Daily Person Throughput	6436.0

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	18300

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:	Yes
--	-----

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

Working with the City of St. Paul, the Highland Park District Council, and the Fort Road Federation, two public open houses have been held, with strong support for the project. TKDA has been hired to design the a 2019 project which will precede this phase and we will include this phase in the public engagement process during the design of phase one. Ramsey County and the City's communications staff will assist in reaching all publics.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

Response:

The project will eliminate a gap in the arterial system between areas of above-average concentrations of poverty and will connect those areas with the Mississippi River National Recreation Area, the Crosby Lake Regional Park, downtown St. Paul, commercial areas along West 7th Street, and provide connections to the west, including MSP international airport and commercial areas in Hennepin County.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

The project has the potential to increase traffic adjacent to five homes. There may be significant impact to one of them and we will negotiate appropriate compensation with the homeowner. Though the project is expected to reduce traffic on Montreal Avenue between West 7th Street and Elway Street, there is also a possibility that traffic on that street will increase, which would affect an additional five homes.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1528127890311_Socio-Economic Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
St. Paul	0.29	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.29

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.29
Total Housing Score	100.0

Affordable Housing Scoring

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1964.0	0.29	569.56	1964.0
	0	570	1964

Average Construction Year

Weighted Year	1964.0
---------------	--------

Total Segment Length (Miles)

Total Segment Length	0.29
----------------------	------

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Reduced by Project (Seconds/Vehicle)	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
58.0	11.0	47.0	1063	49961.0		15313397803 75_Lexington Pkw_Synchro - Report.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	49961.0
-------------------------------	---------

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
---	--	--

0

0

0

Total

Total Emissions Reduced: 0

Upload Synchro Report

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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 without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
2.54	1.19	1.35
3	1	1

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 1.35

Upload Synchro Report 1531339875500_Lexington Pkwy_Synchro - Report.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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): 1.35

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: None

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

The only intersection that will be modified by this project is at Montreal Avenue. This intersection is currently a "T" intersection controlled by two-way stop condition, with the east and westbound directions stopping and northbound free to turn left or right. There were no crashes reported at this intersection in the three-year period between 2013 and 2015 (inclusive), so no reduction is reported.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio: 0

Worksheet Attachment

Please upload attachment in PDF form.

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

Response:

The project will provide a connection between West 7th Street and Shepard Road for bicycles and pedestrians to provide a connection to the Mississippi River National Recreation Area and the Crosby Farm Regional Park. The connection to West 7th Street provides critical access to the future Riverview Corridor rapid transit line and has the potential to shift traffic from West 7th Street to Shepard Road for more efficient operation of the Riverview Corridor. The connection will be a critical link in a contiguous bike route from the Mississippi River through St. Paul, Falcon Heights, Roseville, Arden Hills, and Shoreview into Anoka County and will provide connections to commercial and recreational areas in those cities, including the Grand Avenue and University Avenue districts, Highland Park, Como Regional Park, Roseville's Central Park, Rice Creek Regional Park and Trail, and transit connections to the Green Line corridor as well as the Riverview corridor and existing Metro Transit routes.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit 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 - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout

1531326324625_Lexington Layout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 03/27/2020

2)Review of Section 106 Historic Resources (20 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%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition 09/28/2018

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$1,919,275.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,919,275.00

Points Awarded in Previous Criteria

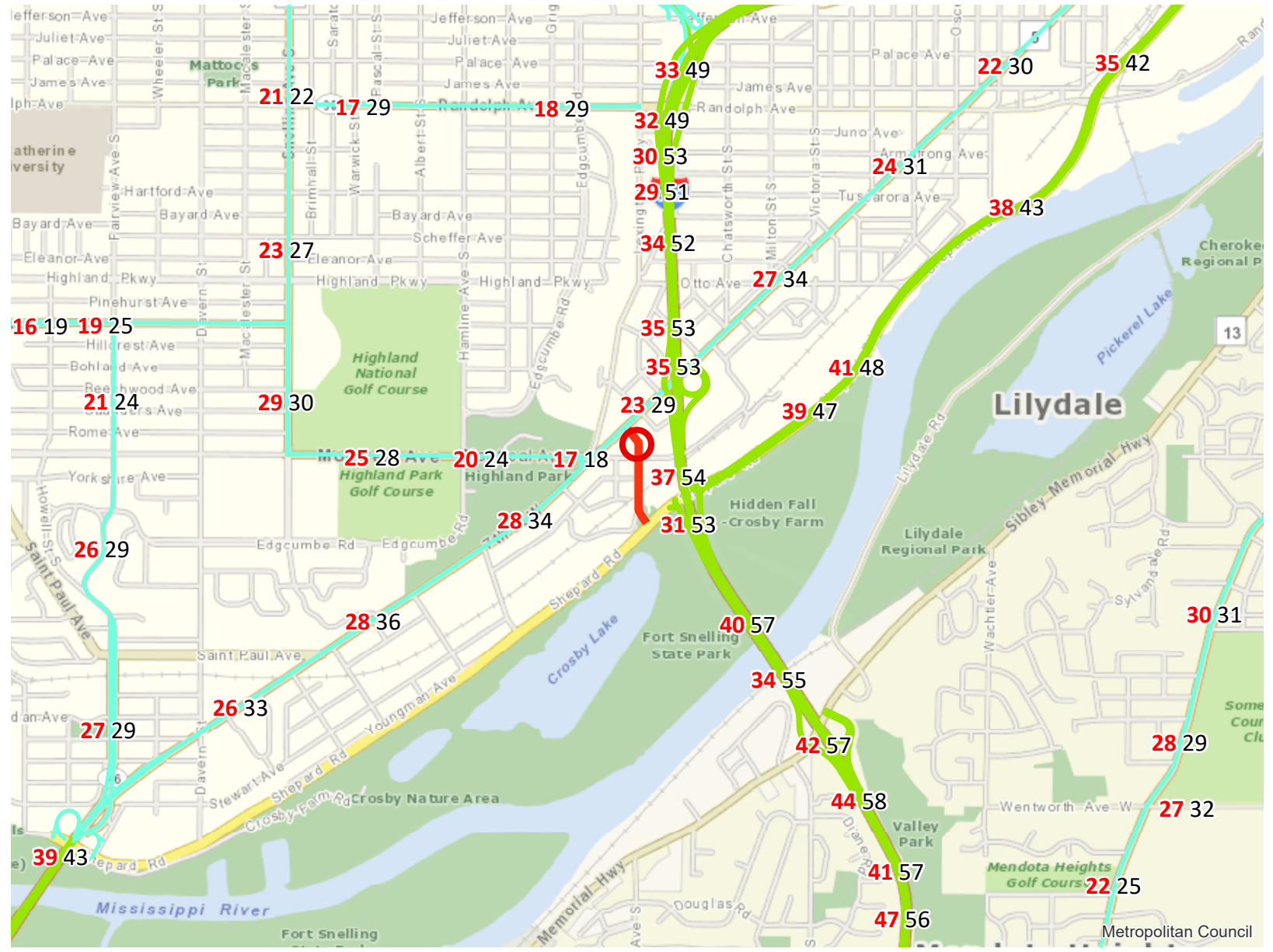
Cost Effectiveness \$0.00

Other Attachments

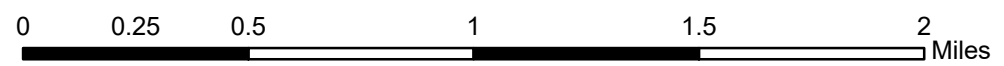
File Name	Description	File Size
10764 Attach Lexington Parkway Extension Estimate.pdf	Cost Estimate	77 KB
HDC Letter to Ramsey County Support of Lexington Pkwy Extension 06182018.pdf	Highland District Council Letter of Support	350 KB
Lexington Extension Letter of Support RC 06.19.18.pdf	City of Saint Paul Support Letter	231 KB
Lexington Layout.pdf	Project Layout	1.7 MB
LexPkwyExtShep7th_LocationMap.pdf	Project Location Map	3.3 MB
Support ltr Ramsey Co- Lexington Pkwy Extension 2018.pdf	MnDOT Support Letter	470 KB

Level of Congestion

Roadway Expansion Project: Lexington Parkway Extension | Map ID: 1528125983179



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



Created: 6/4/2018
LandscapeRSA1



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



Metropolitan Council

Regional Economy

Roadway Expansion Project: Lexington Parkway Extension | Map ID: 1528125983179

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Lilydale

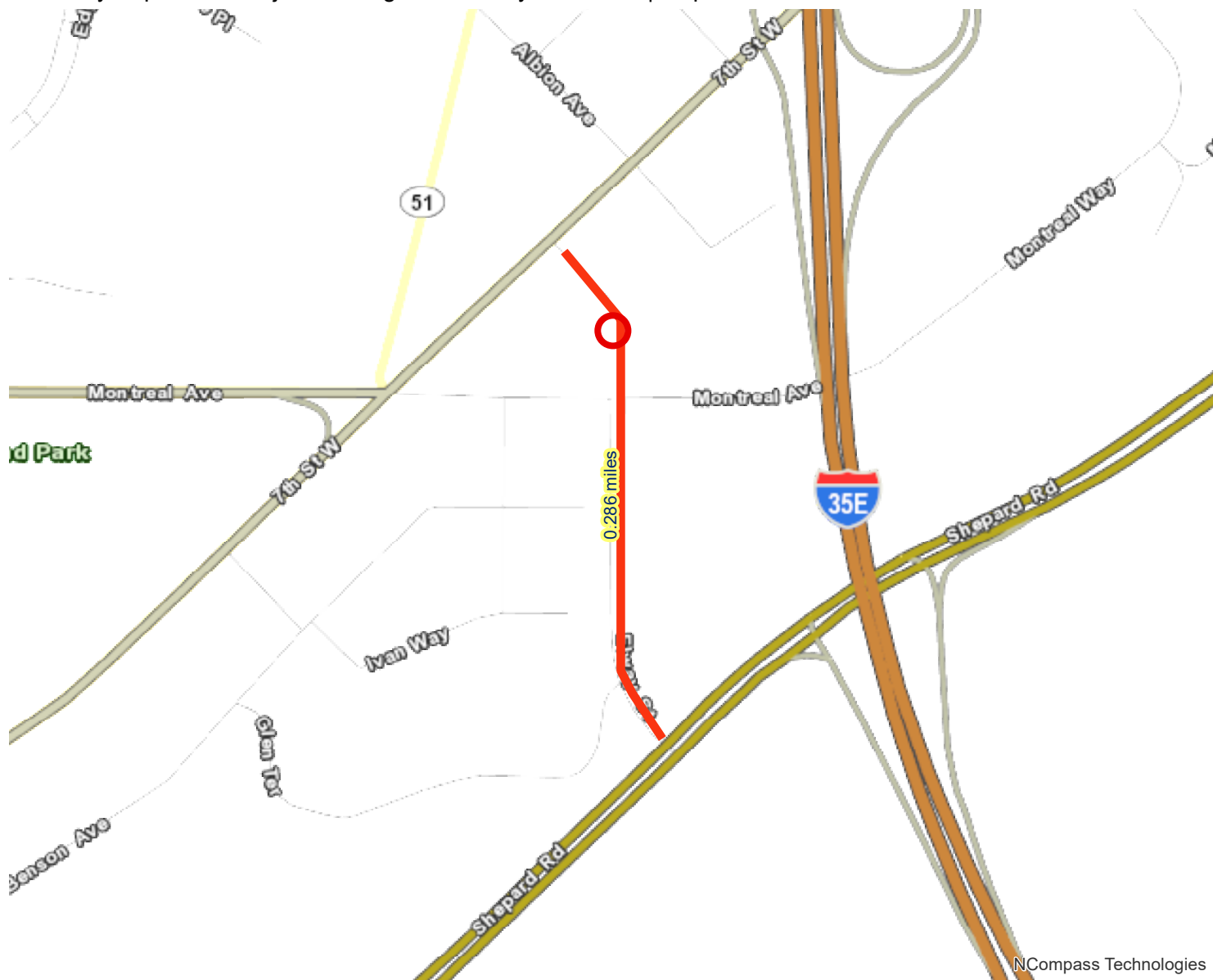
Population: 581
Employment: 425
Mfg and Dist Employment: 66

Mendota Heights

Population: 1420
Employment: 121
Mfg and Dist Employment: 1

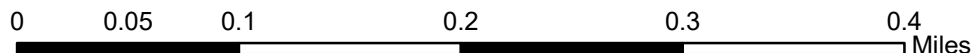
St. Paul

Population: 18215
Employment: 6039
Mfg and Dist Employment: 1489



NCompass Technologies

- Project Points
- Manufacturing/Distribution Centers
- Project
- Job Concentration Centers



Created: 6/4/2018
LandscapeRSA5



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

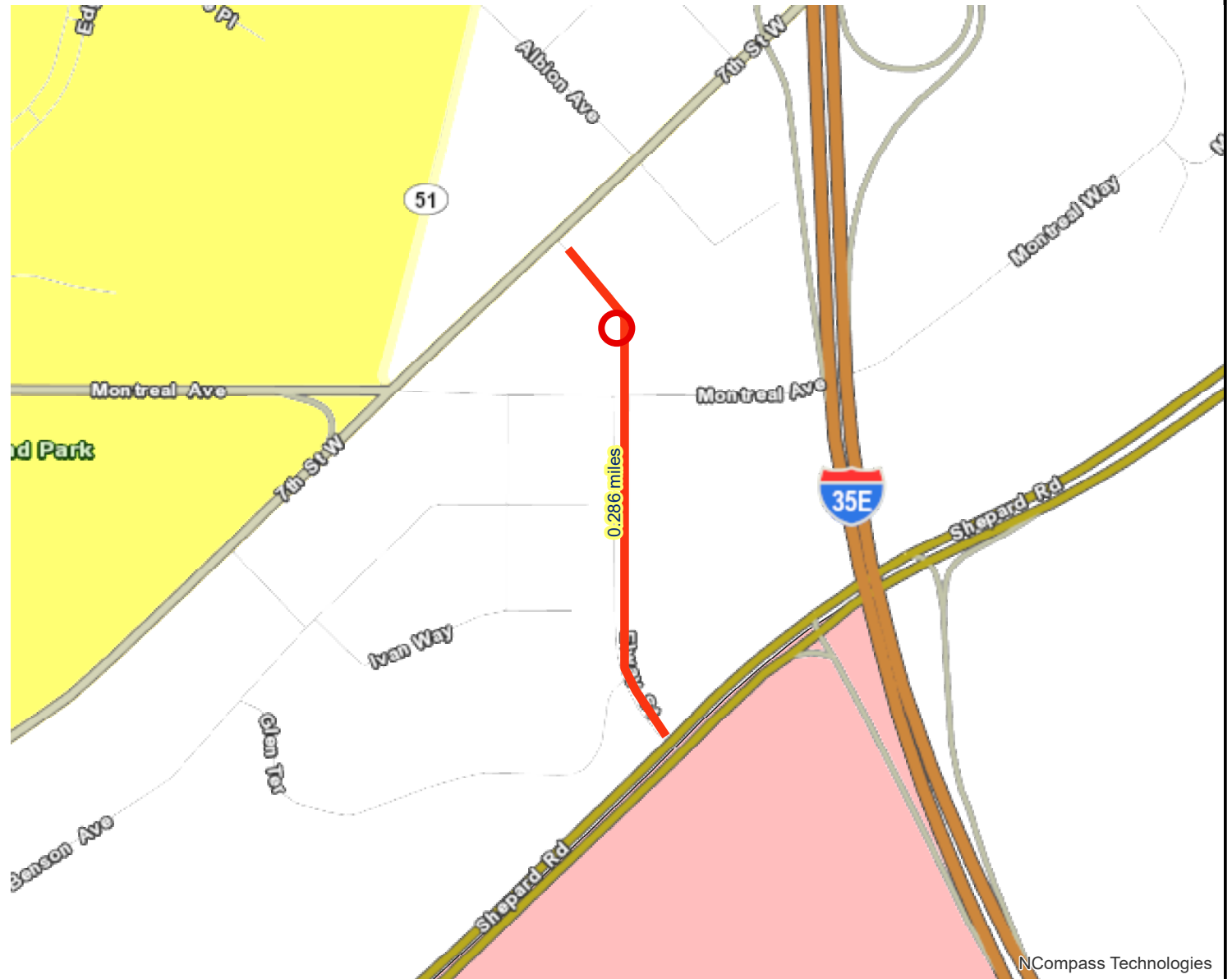


Socio-Economic Conditions




Roadway Expansion Project: Lexington Parkway Extension | Map ID: 1528125983179



Results

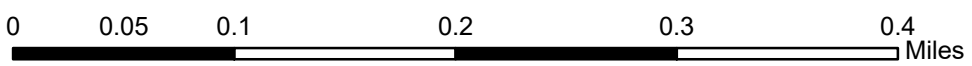
Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



NCompass Technologies

-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



Created: 6/4/2018
LandscapeRSA2



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



8: Elway St & Montreal Ave

Direction	EB	WB	NB	All
Future Volume (vph)	382	255	426	1063
Total Delay / Veh (s/v)	14	211	6	58
Total Delay (hr)	1	15	1	17
CO Emissions (kg)	0.36	0.94	0.48	1.78
NOx Emissions (kg)	0.07	0.18	0.09	0.35
VOC Emissions (kg)	0.08	0.22	0.11	0.41

8: Elway St & Montreal Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	383	255	426	41	1105
Total Delay / Veh (s/v)	4	17	13	10	11
Total Delay (hr)	0	1	2	0	3
CO Emissions (kg)	0.18	0.20	0.43	0.03	0.84
NOx Emissions (kg)	0.04	0.04	0.08	0.01	0.16
VOC Emissions (kg)	0.04	0.05	0.10	0.01	0.19

8: Elway St & Montreal Ave

Direction	EB	WB	NB	All
Future Volume (vph)	382	255	426	1063
Total Delay / Veh (s/v)	14	211	6	58
Total Delay (hr)	1	15	1	17
CO Emissions (kg)	0.36	0.94	0.48	1.78
NOx Emissions (kg)	0.07	0.18	0.09	0.35
VOC Emissions (kg)	0.08	0.22	0.11	0.41

8: Elway St & Montreal Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	383	255	426	41	1105
Total Delay / Veh (s/v)	4	17	13	10	11
Total Delay (hr)	0	1	2	0	3
CO Emissions (kg)	0.18	0.20	0.43	0.03	0.84
NOx Emissions (kg)	0.04	0.04	0.08	0.01	0.16
VOC Emissions (kg)	0.04	0.05	0.10	0.01	0.19

LEXINGTON PARKWAY EXTENSION
MONTREAL AVENUE TO SHEPARD ROAD

NEW SIGNAL
SYSTEM
WITH DIFFERENT
PROJECT

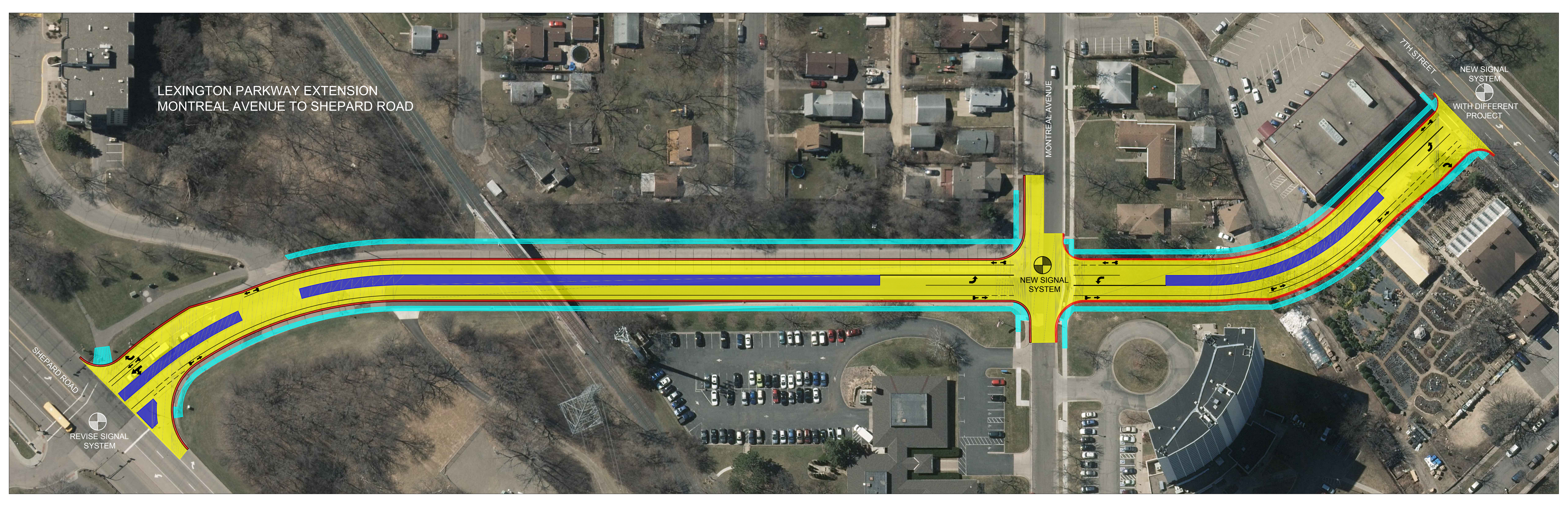
NEW SIGNAL
SYSTEM

REVISE SIGNAL
SYSTEM

SHEPARD ROAD

MONTREAL AVENUE

7TH STREET



LEXINGTON PARKWAY EXTENTION

ITEM NO	CONTRACT ITEM	UNIT	TOTAL	UNIT PRICE	TOTAL AMOUNT	PARTICIPATING			
						LEXINGTON PARKWAY			
						ROADWAY		STORM SEWER	
QUANTITY	AMOUNT	QUANTITY	AMOUNT						
2021.501	MOBILIZATION	LUMP SUM	1	\$ 90,000.00	\$ 90,000.00	1	\$ 90,000.00		\$ -
2031.502	FIELD OFFICE TYPE D - MODIFIED	EACH	1	\$ 15,000.00	\$ 15,000.00	1	\$ 15,000.00		\$ -
2104.502	REMOVE MANHOLE OR CATCH BASIN	EACH	11	\$ 325.00	\$ 3,575.00	11	\$ 3,575.00		\$ -
2104.502	REMOVE CASTING	EACH	11	\$ 150.00	\$ 1,650.00	11	\$ 1,650.00		\$ -
2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	1300	\$ 13.50	\$ 17,550.00	1300	\$ 17,550.00		\$ -
2104.503	REMOVE CURB AND GUTTER	LIN FT	2470	\$ 3.00	\$ 7,410.00	2470	\$ 7,410.00		\$ -
2104.518	REMOVE PAVEMENT SPECIAL	SQ YD	9500	\$ 14.00	\$ 133,000.00	9500	\$ 133,000.00		\$ -
2104.503	REMOVE GUARDRAIL-PLATE BEAM	LIN FT	412	\$ 11.00	\$ 4,532.00	412	\$ 4,532.00		\$ -
2105.507	COMMON EXCAVATION (P)	CU YD	8025	\$ 15.00	\$ 120,375.00	8025	\$ 120,375.00		\$ -
2105.507	SELECT GRANULAR BORROW (CV) (P)	CU YD	6200	\$ 22.00	\$ 136,400.00	6200	\$ 136,400.00		\$ -
2211.507	AGGREGATE BASE (CV) CLASS 6 (P)	CU YD	1825	\$ 35.00	\$ 63,875.00	1825	\$ 63,875.00		\$ -
2357.506	BITUMINOUS MATERIAL FOR TACK COAT	GALLON	725	\$ 5.20	\$ 3,770.00	725	\$ 3,770.00		\$ -
2360.509	TYPE SP 12.5 NON WEAR COURSE MIX (4,B)	TON	1250	\$ 55.00	\$ 68,750.00	1250	\$ 68,750.00		\$ -
2360.509	TYPE SP 12.5 WEARING COURSE MIX (4,F)	TON	1660	\$ 65.00	\$ 107,900.00	1660	\$ 107,900.00		\$ -
2503.503	15" RC PIPE SEWER DES 3006 CL V	LIN FT	350	\$ 40.00	\$ 14,000.00		\$ -	350	\$ 14,000.00
2503.503	24" RC PIPE SEWER DES 3006 CL III	LIN FT	1500	\$ 70.50	\$ 105,750.00		\$ -	1500	\$ 105,750.00
2503.602	CONNECT TO EXISTING STORM SEWER	EACH	1	\$ 1,000.00	\$ 1,000.00		\$ -	1	\$ 1,000.00
2503.602	CONNECT TO EXISTING DRAINAGE STRUCTURE	EACH	1	\$ 1,000.00	\$ 1,000.00		\$ -	1	\$ 1,000.00
2506.502	CASTING ASSEMBLY	EACH	24	\$ 825.00	\$ 19,800.00		\$ -	24	\$ 19,800.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	144	\$ 395.00	\$ 56,880.00		\$ -	144	\$ 56,880.00
2521.518	4 INCH CONCRETE WALK	SQ FT	21300	\$ 7.10	\$ 151,230.00	21300	\$ 151,230.00		\$ -
2521.518	6 INCH CONCRETE WALK	SQ FT	2400	\$ 10.50	\$ 25,200.00	2400	\$ 25,200.00		\$ -
2531.603	CONCRETE CURB AND GUTTER DESIGN B624	LIN FT	3250	\$ 30.00	\$ 97,500.00	3250	\$ 97,500.00		\$ -
2531.503	CONCRETE CURB AND GUTTER DESIGN B612	LIN FT	2145	\$ 30.00	\$ 64,350.00	2145	\$ 64,350.00		\$ -
2531.504	8 INCH CONCRETE DRIVEWAY	SQ YD	120	\$ 93.00	\$ 11,160.00	120	\$ 11,160.00		\$ -
2531.618	TRUNCATED DOMES	SQ FT	204	\$ 43.00	\$ 8,772.00	204	\$ 8,772.00		\$ -
2554.603	PLATE BEAM GUARD RAIL	LIN FT	412	\$ 40.00	\$ 16,480.00	412	\$ 16,480.00		\$ -
2563.601	TRAFFIC CONTROL	LUMP SUM	1	\$ 54,000.00	\$ 54,000.00	1	\$ 54,000.00		\$ -
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	1	\$ 6,000.00	\$ 6,000.00	1	\$ 6,000.00		\$ -
2563.613	PORTABLE CHANGEABLE MESSAGE SIGN	UNIT DAY	42	\$ 150.00	\$ 6,300.00	42	\$ 6,300.00		\$ -
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM	SYS	1	\$ 300,000.00	\$ 300,000.00	1	\$ 300,000.00		\$ -
2565.616	REVISE SIGNAL SYSTEM	SYS	1	\$ 100,000.00	\$ 100,000.00	1	\$ 100,000.00		\$ -
2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	1	\$ 3,470.00	\$ 3,470.00	1	\$ 3,470.00		\$ -
2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1	\$ 6,000.00	\$ 6,000.00	1	\$ 6,000.00		\$ -
2573.502	STORM DRAIN INLET PROTECTION	EACH	48	\$ 155.00	\$ 7,440.00	48	\$ 7,440.00		\$ -
2573.503	BALE BARRIER	LIN FT	100	\$ 8.90	\$ 890.00	100	\$ 890.00		\$ -
2573.503	SILT FENCE, TYPE MS	LIN FT	500	\$ 2.10	\$ 1,050.00	500	\$ 1,050.00		\$ -
2573.503	SEDIMENT CONTROL LOG TYPE COMPOST	LIN FT	500	\$ 2.20	\$ 1,100.00	500	\$ 1,100.00		\$ -
2574.507	COMMON TOPSOIL BORROW (CV)	CU YD	464	\$ 26.00	\$ 12,064.00	464	\$ 12,064.00		\$ -
2575.504	SODDING TYPE LAWN	SQ YD	4000	\$ 7.00	\$ 28,000.00	4000	\$ 28,000.00		\$ -
2575.504	EROSION CONTROL BLANKETS CATEGORY 3N	SQ YD	200	\$ 2.00	\$ 400.00	200	\$ 400.00		\$ -
2575.508	HYDRAULIC MULCH MATRIX	POUND	12000	\$ 0.70	\$ 8,400.00	12000	\$ 8,400.00		\$ -
2582.503	INTERIM PAVEMENT MARKING	LIN FT	4080	\$ 0.25	\$ 1,020.00	4080	\$ 1,020.00		\$ -
2582.503	4" SOLID LINE MULTI-COMPONENT GROUND IN	LIN FT	3380	\$ 0.90	\$ 3,042.00	3380	\$ 3,042.00		\$ -
2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT GROUND IN	LIN FT	350	\$ 1.80	\$ 630.00	350	\$ 630.00		\$ -
2582.518	PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN	SQ FT	374	\$ 27.50	\$ 10,285.00	374	\$ 10,285.00		\$ -
2582.518	PAVEMENT MESSAGE PREFORM THERMOPLASTIC GROUND IN	SQ FT	810	\$ 27.50	\$ 22,275.00	810	\$ 22,275.00		\$ -
TOTAL=						\$ 1,919,275.00	\$ 1,720,845.00	\$ 198,430.00	



Highland District Council
1978 Ford Parkway Saint Paul, Minnesota 55116
Phone: 651-695-4005
Email: info@highlanddistrictcouncil.org

Ted Shoenecker
Director Ramsey County Public Works
1425 Paul Kirkwold Drive
Arden Hills, MN 55112

June 18, 2018

Dear Mr. Ted Shoenecker,

The Highland District Council (HDC) is sending this as a letter of support for the Lexington Parkway Extension. The HDC has supported the realignment of Lexington Parkway and the extension since the St. Paul Public Schools issued a "request for proposal" for the future of the 900 Albion property in 2016. Essential Decisions Inc., the developer for the property, has re-worked its plan for the site to help accommodate the realignment.

We have met with the developer, the Community, the County, MnDOT and multiple departments within the City of Saint Paul, numerous times over the past year and a half. The neighbors in the area have supported the rezoning of this property with the understanding that the Lexington realignment would connect them to Shepard Road and the Mississippi River while promoting safer pedestrian and bicycling traffic in a neighborhood. The neighborhood currently is not friendly to either bikes or pedestrians, despite bike lanes on Lexington.

The HDC has long seen a realignment as a necessity. The District Plan for Highland Park has called for a realignment of the Montreal, Lexington and West 7th intersection since the late 1980s. The HDC views this as an opportunity to simplify traffic patterns at a confusing and poorly engineered intersection. Moreover, the extension will improve the safety of drivers, pedestrians and bicyclers.

We believe the Lexington Parkway Extension will benefit not only the Highland Park and Fort Road neighborhoods, but the City of Saint Paul, Ramsey County and the entire metro area of the Twin Cities. We thank you for your continued support.

Sincerely,

Kathy Carruth
Executive Director

The Highland District Council's mission is to foster opportunities for the people that live, learn, work, and play in Highland Park to engage and connect with neighbors, businesses and local government and to help build a more vibrant, welcoming, and safe neighborhood.

The HDC is a registered 501(c)3 non-profit.



CITY OF SAINT PAUL
Melvin W. Carter, Mayor

1500 City Hall Annex
25 W. Fourth Street
Saint Paul, MN 55102-1660

Fax: 651-266-6222

June 19, 2018

Mr. Ted Schoenecker
Public Works Director/County Engineer
Ramsey County Public Works
1425 Paul Kirkwold Drive
Arden Hills, MN 55112

RE: **Metropolitan Council Regional Solicitation – Project Support
Lexington Parkway Extension between w. 7th Street and Shepard Road**

Dear Mr. Schoenecker,

I am writing to express the City of Saint Paul's strong support for Ramsey County's Lexington Parkway Extension Project between W. 7th Street and Shepard Road. The City feels this new alignment of Lexington Parkway will benefit vehicle operations and safety as well as providing a more direct connection to the Mississippi River and trail amenities for pedestrians and bicyclists. The City sees this roadway extension as a benefit not only to the surrounding community, but also for traffic that may be traveling to and from the regional destinations of the Minneapolis-St. Paul International Airport or the Mall of America.

The City of Saint Paul is proud to support this roadway extension project and looks forward to working in partnership with Ramsey County through the design and construction phases if the project is awarded federal funding.

Thank you for including the City of Saint Paul in the review of this project. Please know that the project and the County have our full support.

Sincerely,

Kathy Lantry
Director of Public Works



An Affirmative Action Equal Opportunity Employer



LEXINGTON PARKWAY EXTENSION
MONTREAL AVENUE TO SHEPARD ROAD

NEW SIGNAL
SYSTEM
WITH DIFFERENT
PROJECT

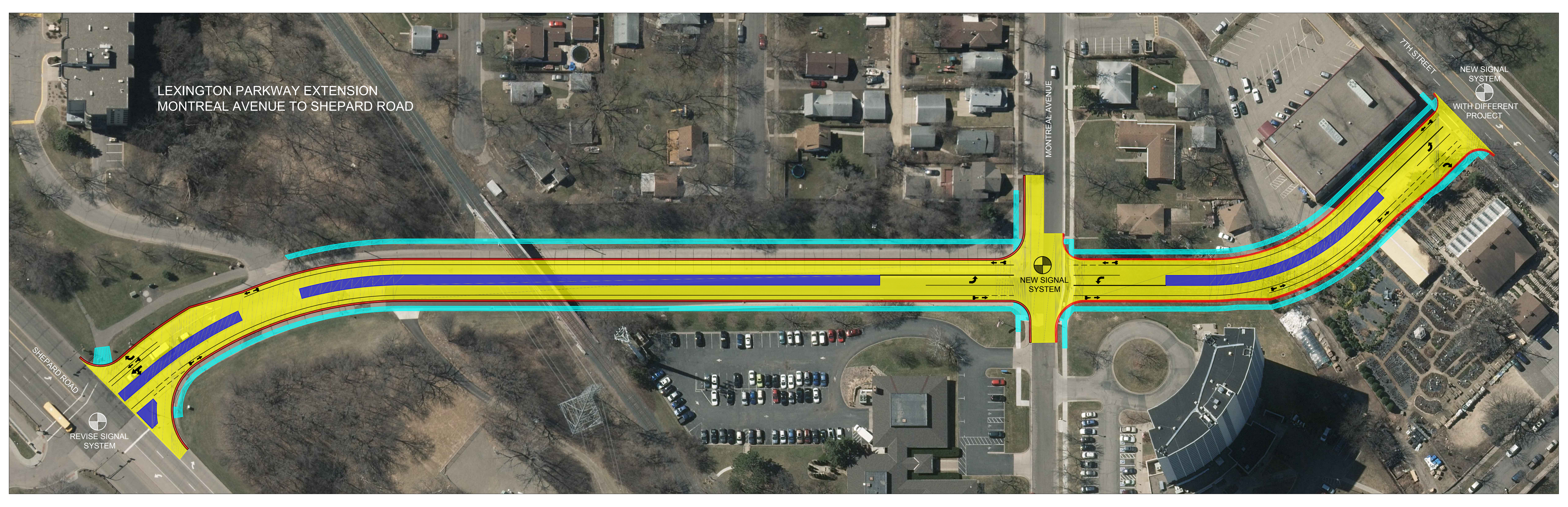
NEW SIGNAL
SYSTEM

REVISE SIGNAL
SYSTEM

SHEPARD ROAD

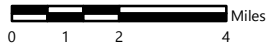
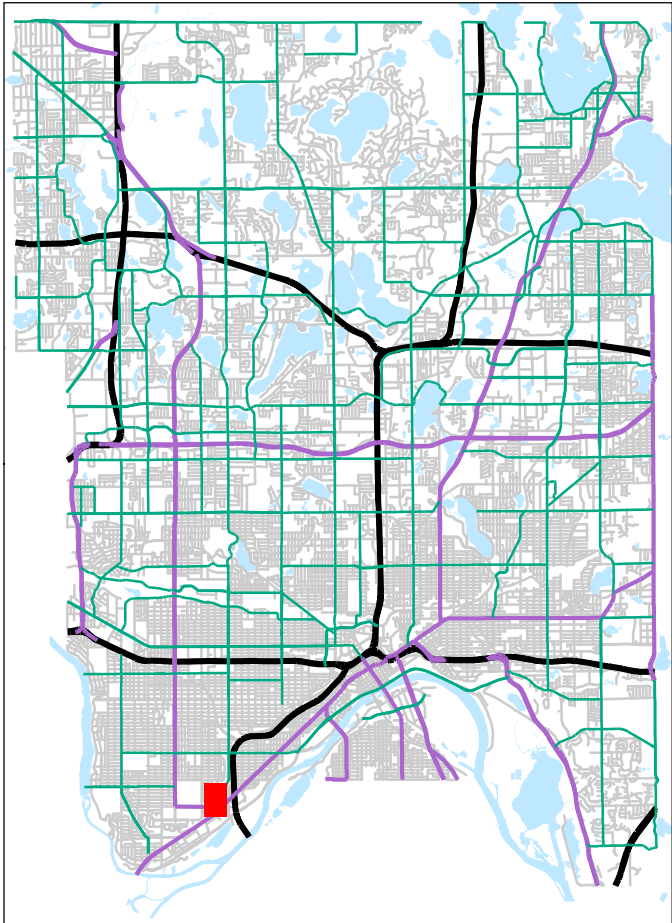
MONTREAL AVENUE

7TH STREET

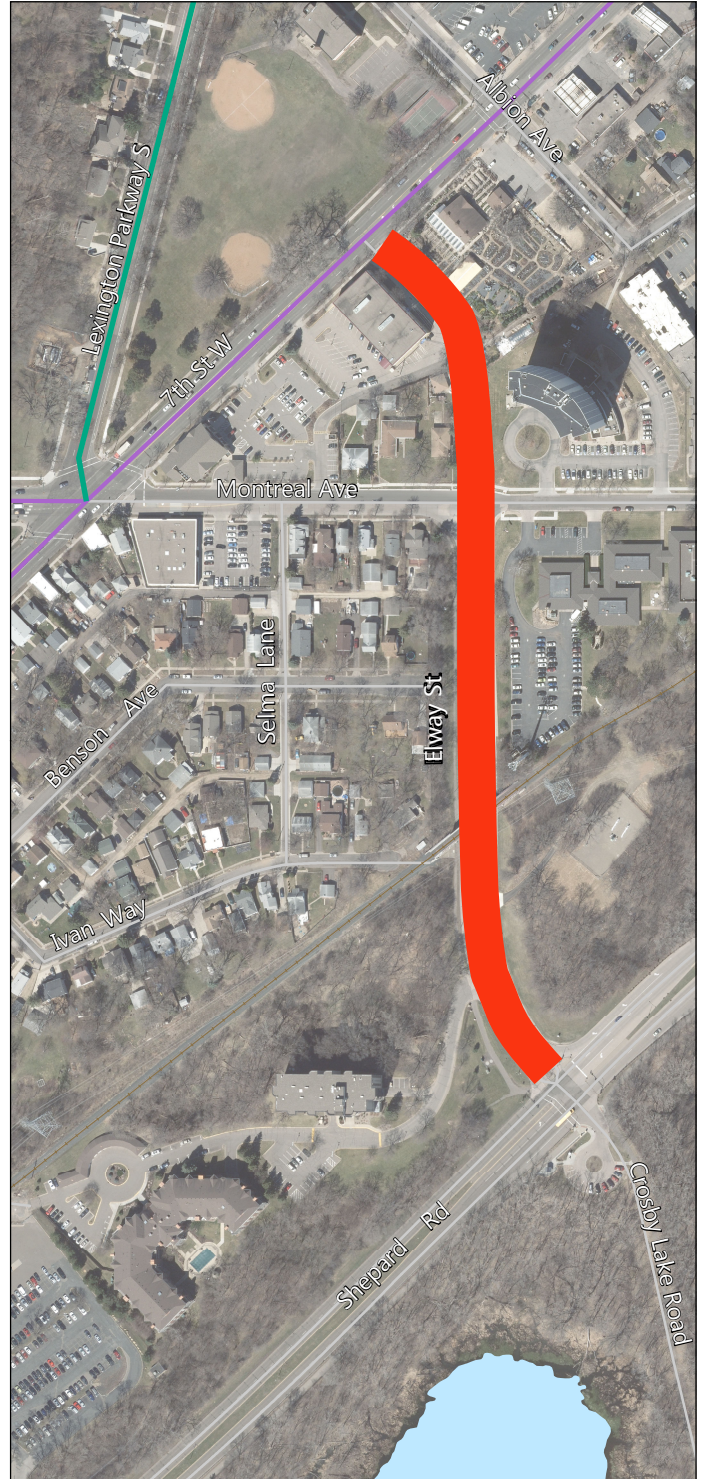


Lexington Parkway Extension between Shepard Rd & W 7th St

Map Produced 6/14/2018 by Ramsey County Public Works



- Interstate
- US & MN Highway
- County Road
- Municipal Street
- Project Location





**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

June 15, 2018

Ted Schoenecker
Director, Ramsey County Public Works
1425 Paul Kirkwold Dr.
Arden Hills, Minnesota, 55112

**Re: Letter of Support for Ramsey County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for
Lexington Parkway Extension**

Dear Mr. Schoenecker,

This letter documents MnDOT Metro District's support for Ramsey County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for extension of Lexington Parkway between Shepard Road and West 7th St, including signal replacement on Montreal Av.

As proposed, this project would impact MnDOT right-of-way on TH 5. As the agency with jurisdiction over TH 5, MnDOT will support Ramsey County and will allow the improvements proposed in the application for the Lexington Parkway Extension Project. Details of a future maintenance agreement with Ramsey County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project, and no discretionary funding in years 2022-23 is currently anticipated. However Metro District does have other roadway investments planned to occur nearby. I would request that you coordinate project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts.

MnDOT Metro District looks forward to continued cooperation with Ramsey County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to Sheila Kauppi, your North Area Manager, at Sheila.Kauppi@state.mn.us or 651-234-7718.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer