Application

10354 - 2018 Roadway Modernization

10831 - CSAH 152 (Osseo Rd) Reconstruction Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/13/2018 2:41 PM

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

Organization Information

Name:	HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: DPT OF PUBLIC WORKS

1600 PRAIRIE DR

*	MEDINA	Minnesota	55340
	City	State/Province	Postal Code/Zip

County: Hennepin

Phone:* 763-745-7600 Ext.

Fax:

PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name CSAH 152 (Osseo Rd) Reconstruction Project

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Minneapolis

Jurisdictional Agency (If Different than the Applicant): Hennepin County

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

The CSAH 152 (Osseo Rd) Reconstruction Project provides improvements along the existing section of Osseo Rd from CSAH 2 (Penn Ave) to 49th Ave in North Minneapolis for a length of 0.78 miles as illustrated in Attachment 2. CSAH 152 (Osseo Rd) is classified as an A-Minor Arterial that functions as a reliever.

The project objectives are to replace aging assets, improve safety and operations, and facilitate vehicle, freight, transit, bicycle, and pedestrian movements through the area. Photos depicting the roadway's current condition are included in Attachment 3. The proposed cross section will maintain a three-lane roadway section with continuous center left-turn lane, bicycle facilities, boulevards, and sidewalks. The proposed typical section and concept are included in Attachments 4 and 5, respectively.

The project will include, but is not limited to, the following elements (wherever feasible):

- Roadway improvements such as the replacement of the deteriorated curb, drainage elements, and pavement substructure.

- Safety improvements, such as the upgrading of traffic signal systems to include mast arms and dedicated left-turn phasing, enhancing of pedestrian crossings to minimize exposure of vehicles, and filling of sidewalk gaps to provide continuous off-street pedestrian facilities.

- Pedestrian improvements, such as ADA compliant ramps and sidewalks, raised concrete medians,

Accessible Pedestrian Signals (APS), high-visibility crosswalk markings, curb extensions, and countdown timers.

- Bicycle improvements, such as a more defined bicycle facility, bicycle pavement markings, and bicycle wayfinding signage.

- Streetscape enhancements, such as the introduction of a continuous boulevard, installation of lighting, and landscaping to match the character of the roadway. As part of the planning and design phases of the project, staff will evaluate the potential for burying overhead utilities that could be completed as a supplemental activity to this project.

(Limit 2,800 characters; approximately 400 words)

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

CSAH 152 (Osseo Rd) from CSAH 2 (Penn Ave) to 49th Ave

Project Length (Miles)

0.7

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

$6,120,000.00

Match Amount

$1,530,000.00

Minimum of 20% of project total

Project Total

$7,650,000.00

Match Percentage

20.0%

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

Source of Match Funds

Hennepin County

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:

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

Project Information-Roadways

County, City, or Lead Agency	Hennepin County
Functional Class of Road	A-Minor Reliever
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	152
Name of Road *Example; 1st ST., MAIN AVE*	Osseo Road
Zip Code where Majority of Work is Being Performed	55412
(Approximate) Begin Construction Date	04/04/2022
(Approximate) End Construction Date	11/24/2023

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

From: **(Intersection or Address)**	CSAH 2 (Penn Ave)
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	49th Ave
Or At	
Primary Types of Work *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.*	Grading, aggregate base, bituminous base and surfacing, curb and gutter, storm sewer, lighting, sidewalks, ADA, bike facility, and traffic signals.

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.

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

A) Transportation System Stewardship (P 2.17-2.19)

The reconstruction of CSAH 152 provides a new and structurally adequate roadway that accommodates 2040 forecasted traffic volumes and meets multi-modal transportation goals. The project provides a new pavement surface, curb and gutter, sidewalk, bike facility and stormwater systems.

B) Safety/Security (P 2.20-2.23)

Improvements such as ADA compliant ramps and sidewalk, Accessible Pedestrian Signals, enhanced pedestrian crossings, high-visibility crosswalk markings, and countdown timers improve pedestrian safety and comfort. Traffic signal and lighting upgrades will improve safety for all users. Improvements are anticipated to result in an overall crash reduction of 28%.

C) Access to Destinations (P 2.24-2.37)

This roadway section serves four current Metro Transit routes, along with the the proposed C-Line Bus Rapid Transit (BRT) service that extends the length of the project. The Webber Natural Swimming Pool located near this route is both a neighborhood and regional destination. Webber Library and Henry High School are also popular destinations. The Grand Rounds Trail intersects Osseo Rd and is an important local regional trail connection. This project will enhance an important gap in the bicycle network to promote choices in transportation.

D) Competitive Economy (P 2.38-2.41)

Osseo Rd is the only roadway between TH 100 and I-94 that includes a grade separated crossing of CP Rail. This promotes mobility in the area and provides users with reliable travel times. There are 5,700 employees within 1 mile of this project, indicating the importance of this road in terms of serving commuter trips in the Humboldt Industrial area.

E) Healthy Environment (2.42-2.45)

The bike/pedestrian enhancements along the corridor provide first/last mile connections to existing and planned Metro Transit routes (such as the BRT C-Line), increasing ridership potential. These features aim to provide more attractive choices in alternative modes of transportation. With the current roadway drainage deficiencies, modernizing the stormwater infrastructure will mitigate negative impacts within nearby watersheds.

F) Leveraging Transportation Investments to Guide Land Use (2.46-2.55)

The project has minimal right of way impacts and preserves the character of the neighborhood. The multi-modal enhancements optimize existing and planned infrastructure. This project will attract future investment and support sustainable infrastructure.

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.

2018-2022 Hennepin County Transportation Capital Improvement Program (Attachment 6)

List the applicable documents and pages:

Hennepin County Board Resolution - 2018 Regional Solicitation (Attachment 7)

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	05/02/2011 Date process started	04/06/2020 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. Yes

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. 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.

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. Yes

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$255,000.00
Removals (approx. 5% of total cost)	$255,000.00
Roadway (grading, borrow, etc.)	$1,020,000.00
Roadway (aggregates and paving)	$920,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$950,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$200,000.00
Traffic Control	$70,000.00
Striping	$60,000.00
Signing	$60,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$50,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$910,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$1,420,000.00
Other Roadway Elements	$0.00
Totals	**$6,170,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$50,000.00
Sidewalk Construction	$140,000.00
On-Street Bicycle Facility Construction	$360,000.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$230,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$230,000.00
Pedestrian-scale Lighting	$60,000.00
Streetscaping	$70,000.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$340,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$1,480,000.00**

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	$7,650,000.00
Construction Cost Total	$7,650,000.00
Transit Operating Cost Total	$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	CSAH 81 (Bottineau Boulevard)
Adjacent Parallel Corridor Start and End Points:	
Start Point:	CSAH 9 (42nd Ave)
End Point:	CSAH 10 (Bass Lake Rd)
Free-Flow Travel Speed:	37
The Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	28
The Peak-Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	24.32%
Upload the "Level of Congestion" map:	1530907023405_2018 RS Map 01 - CSAH 152 (Osseo Rd) Reconstruction Project - Level of Congestion - Combined.pdf

Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:	
(65 Points)	
Proposed at-grade project that reduces delay at a Medium Priority Intersection:	
(55 Points)	
Proposed at-grade project that reduces delay at a Low Priority Intersection:	
(45 Points)	
Not listed as a priority in the study:	Yes
(0 Points)	

Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:

(65 Points)

Not listed as a CMSP priority location: Yes

(0 Points)

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

Existing Employment within 1 Mile: 5712

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 1032

Existing Post-Secondary Students within 1 Mile: 0

Upload Map 1528306943796_2018 RS Map 02 - CSAH 152 (Osseo Rd) Reconstruction Project - Regional Economy.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: Yes

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

None of the tiers:

Measure A: Current Daily Person Throughput

Location South of 49th Ave

Current AADT Volume 11500

Existing Transit Routes on the Project 5, 19, 721, 724

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

Upload Transit Connections Map 1528309845890_2018 RS Map 04 - CSAH 152 (Osseo Rd) Reconstruction Project - Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 24991.0

Current Daily Person Throughput 39941.0

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	12300

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:	Yes
(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:	
(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:

As part of the CSAH 152 (Osseo Rd) Reconstruction project, staff will engage and gather input from all members within the community through an inclusive and accessible process.

The engagement process will continue on the success of the Webber Pkwy Reconstruction Project, currently ongoing, which helps build upon an inclusive community process that listens and responds to all residents (Attachment 9). The engagement includes open houses, neighborhood meetings, online engagement, and pop-up activities at Open Streets events. These current and planned engagement activities aim to establish trust with the community that began with the Penn Ave Framework Plan (completed by Hennepin County Community Works in conjunction with Metro Transit C-Lane BRT Project).

Hennepin County plans to continue to partner with local residents, neighborhood associations (particularly Victory and Webber-Camden neighborhoods), property and business owners, transit riders, local students and youth, City of Minneapolis, Minneapolis Park and Recreation Board, Metro Transit, Minneapolis Public Schools and others.

(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 CSAH 152 (Osseo Rd) Reconstruction Project is located in a census tract Area of Concentrated Poverty with 50% or more of the residents being people of color. This project is not anticipated to have an adverse effect on populations in poverty or populations of color.

When complete, this project will achieve a safe and inviting corridor for all ages, physical abilities, and travel modes. The project greatly enhances connectivity and safety, specifically for the elderly and disabled by constructing ADA compliant pedestrian ramps, Accessible Pedestrian Signals (APS), durable crosswalk markings, enhanced sidewalks, and countdown timers. Considering the existing bus service along this corridor, pedestrian enhancements and ADA features are critical to ridership.

CSAH 152 (Osseo Rd) is at the heart of a critical regional connection that directly serves the historically disadvantaged business community of North Minneapolis and is an identified Tier 3 truck route in Metropolitan Council's Regional Truck Highway Corridor Study. This commercial node in North Minneapolis is a diverse community and is home to minority-owned businesses, providing a vital connection to the Penn Ave corridor.

(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

The CSAH 152 (Osseo Rd) Reconstruction Project will include temporary construction nuisances, such as dust, noise, and potential disruption to utilities. These impacts will create inconveniences for people who live, work, and commute through the area. During construction activities, there will be temporary roadway closures that may impact access to local businesses and will divert vehicles onto local streets. Hennepin County will work with the City of Minneapolis, residents and businesses to coordinate construction times, detours, and access during the construction period.

Response:

The reconstruction project is expected to only have minor property impacts, primarily during construction whenever its required for construction crews to perform work outside the right of way.

The reconstruction project may remove the traffic signal at 47th St. The initial public reaction to the potential traffic signal removal may be negative due to the perceptions of increasing crashes and delays. If the signal is removed, negative impacts will be mitigated through the introduction of a raised median to provide traffic calming and an improved pedestrian experience. Hennepin County will work to provide up-to-date information about conversions and conduct on-going public outreach.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1528310950890_2018 RS Map 03 - CSAH 152 (Osseo Rd) Reconstruction Project - Socio Economic Conditions.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
Minneapolis	0.7	1.0	100.0	100.0

Total Project Length

Total Project Length (as entered in the "Project Information" form)	0.7

Affordable Housing Scoring

Total Project Length (Miles) or Population	0.7
Total Housing Score	100.0

Affordable Housing Scoring

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1966	0.1	196.6	280.857
1966	0.1	196.6	280.857
1955	0.1	195.5	279.286
1952	0.3	585.6	836.571
1952	0.1	195.2	278.857
	1	**1370**	**1956**

Total Project Length

Total Project Length (as entered in "Project Information" form)	0.7

Average Construction Year

Weighted Year 1958

Total Segment Length (Miles)

Total Segment Length 1.36

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

Osseo Rd is a Tier 3 truck route as identified by Metropolitan Council's Regional Truck Corridor Study. This project will better facilitate commercial traffic, specifically to the Humboldt Industrial Rail Terminal and Upper Harbor Terminals areas. Driveway aprons that are poorly designed or exhibit deterioration will be replaced to better accommodate local delivery trucks.

Intersection control devices will be evaluated to determine if other countermeasures (roundabouts, two-way stops, etc) offer more reliable travel times without degrading user safety. Furthermore, the existing curb is damaged and has settled, therefore its replacement is necessary to better define the roadway extents.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Osseo Rd extends at a northwest/southeast diagonal through North Minneapolis, therefore, many local city streets intersect at an angle. This creates some challenging sight lines, especially with the presence of signs and utility poles adjacent to the roadway.

Response:

Intersection design and access management strategies (such as curb extensions, realignment, and access closure) will be evaluated to ensure adequate visibility for vehicles entering/exiting Osseo Rd. Pedestrian crossing locations will be evaluated for raised median potential in an effort to improve pedestrian visibility. Furthermore, the burial of overhead utilities will be considered as a supplemental activity to this project.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

The CSAH 152 (Osseo Rd) reconstruction project enhance the boulevard, and reduce existing sign clutter, and enhance safety by implementing the following improvements (wherever feasible):

Response:

- Curb extensions and raised medians for traffic calming

- New curb to define roadway extents

- Turn lanes of adequate length for vehicle storage

- Proper driveway transitions into private residences

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Since Osseo Rd extends at a diagonal, many of the local city streets intersect at skewed angles. Staff will work with the city and local residents to determine the feasibility of modifying access to minimize user discomfort at intersections.

Response:

Additionally, the intersections at Victory Memorial Pkwy and 45th Ave will be evaluated to determine if other intersection control devices (such as a roundabout) better accommodate vehicles entering/exiting Osseo Rd. Furthermore, the presence of the Grand Rounds Trail contributes to the ambiguity of the intersection.

The roadway configuration will remain a 3-lane to provide sufficient mobility and access along the corridor.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

Response:

No significant modifications to the existing vertical and horizontal alignments since the surrounding land use along Osseo Rd is developed.

Pedestrian crossing enhancements (curb extensions, raised medians, and crossing beacons) will be considered in an effort to minimize limited visibility caused by vertical and horizontal alignments.

All project elements will be designed accordingly to a 30 or 35 mph design speed to ensure that adequate intersection and stopping sight distances are achieved.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

Response:

Hennepin County Environment and Energy and Minneapolis Park and Recreation Board (MPRB) staff will be directly involved during the design phase of the project to investigate the feasibility of incorporating various strategies and project elements to minimize storm water runoff. The MPRB has provided its landscaping services in two recent Hennepin County Capital Projects (Penn Ave and Washington Ave S). Landscaping elements will be key in collecting rain water in an effort to avoid ponding in undesirable areas. Landscaping features will be able to sustain harsh winter conditions, especially snowfall events that require salt application.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Response:

The project will replace/upgrade traffic signal systems along the corridor. Improvements include (but not limited to): exclusive left-turn phasing, mast arms, signal communications, and various ITS components. Staff anticipates that a different intersection control device will be implemented at 47th Ave in an effort to provide safe, efficient, and environmentally-friendly mobility along Osseo Rd.

The existing lighting along the corridor is outdated and needs replacement. The specific type and location of lighting elements will be consistent with guidelines included in Access Minneapolis as recommended by the Minneapolis Street Lighting Plan (Attachment 10).

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

This project will offer significant improvements in areas outside the curb lines. Various sidewalk gaps exist along the west side of the roadway that will be filled. Streetscaping will be key to transitioning roadway elements to private residences that currently converge and lack neighborhood character.

Response:

The proposed project will provide a balance in mobility and access to ensure commercial vehicle traffic and local businesses are not negatively impacted by improvements.

(Limit 700 characters; approximately 100 words)

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 Per Vehicle 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
31.0	24.0	7.0	1936	13552.0	at 49th Ave	1530916571577_CSAH 152 - CP 1741 - MOE Report - At 49th Ave.pdf
2.0	0	2.0	1560	3120.0	at 47th Ave	1530916536655_CSAH 152 - CP 1741 - MOE Report - At 47th Ave.pdf

21.0	13.0	8.0	1759	14072.0	at Victory Memorial Pkwy	1530916513795_CSAH 152 - CP 1741 - MOE Report - At Victory Memorial Pkwy.pdf
13.0	13.0	0	1313	0	at CSAH 2 (Penn Ave)	1530916474717_CSAH 152 - CP 1741 - MOE Report - Penn Ave.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced 30744.0

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):
11.63	10.32	1.31
12	**10**	**1**

Total

Total Emissions Reduced: 1.31

Upload Synchro Report 1530917094327_CSAH 152 - CP 1741 - MOE Report - Combined.pdf

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):
0	**0**	**0**

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0

Upload Synchro Report

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):	0.0

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

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

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

Crash Modification Factor Used:

The following are CMF's from the CMF Clearinghouse (Attachment 11):

XX - Improvement (CMF ID, % reduction)

01) Upgrade existing pavement markings to ground-in, wet-reflective pavement markings - All Crashes (8109, 18%)

02) Resurface pavement - All Crashes (9298, 9.9%)

03) Remove unwarranted signal - All Crashes (332, 42%)

04) Improve left-turn lane offset to create positive offset - Rear End Crashes (6098, 32%)

05) Increase intersection illuminance - Nighttime Crashes (8320, 53%)

06) Convert signalized intersection to single-lane roundabout - All Crashes (9296, 48%)

(Limit 700 Characters; approximately 100 words)

The Benefit/Cost Analysis evaluated the project corridor in eight separate sections (comprised of major intersections and segments) in an effort to target crashes themes. Up to two (of the six identified) CMFs were applied to each crash based on the reported crash type along with the anticipated benefit provided by each safety countermeasure. A maximum of two CMFs were applied to each individual segment or intersection since the project corridor experiences diverse crash types (vehicle, bicycle, and pedestrian related).

Rationale for Crash Modification Selected:

The expected service life for each improvement ranged from 10 years to 20 years, therefore, staff assumed an average value to enter into the Benefit/Cost Worksheets. If a service life value was not stated within the guidelines of the 2018 Highway Safety Improvement Program Criteria, then staff identified an expected service life value based on information provided in the 2015 MnDOT Traffic Engineering Manual.

The overall average crash reduction expected from the project is 28% (Based on a Crash Modification Factor of 72%). Approximately 28% (14) of the total number of reported crashes from the years 2013-2015 (51) will be reduced by the implementation of various safety countermeasures as part of this project. A detailed listing of crashes considered in this analysis are included in Attachment 12.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio

$5,013,743.00

Worksheet Attachment

1531348828796_CSAH 152 (Osseo Rd) Reconstruction Project - BC Analysis Worksheets.pdf

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 CSAH 152 (Osseo Rd) Reconstruction Project will transform the corridor into one that benefits all users by reallocating space within the existing cross section.

Improvements to All Users

This project will introduce traffic calming elements (such as raised medians and curb extensions) and create more space for a dedicated bikeway along a RBTN Tier 1 Alignment.

Pedestrian Improvements

This project will include full replacement of sidewalks and pedestrian ramps, and installation of countdown timers and accessible pedestrian signals to improve navigation for people who walk, especially those with limited mobility. Various sidewalk gaps exist along the west side of the roadway that will be filled as part of the project. Additionally, the project will provide a consistent boulevard that includes various streetscaping elements (such as lighting, trees, and amenities) to improve the user experience.

Bicycle Improvements

This project will improve the existing bicycle network, as identified in both the city and county's bicycle transportation plans (Attachments 13 and 14). Osseo Rd offers bikeway connections to the Grand Rounds Trail, 45th Ave, and 49th Ave. Additionally, the City of Brooklyn Center and Hennepin County have programmed capital projects for the sections of CSAH 152 (44th Ave/Webber Pkwy/Brooklyn Blvd) on either end of this project. Both these programmed capital

projects will include bicycle accommodations that will connect to this project once constructed. Residents in Brooklyn Center and Robbinsdale will have an additional direct connection to the Grand Rounds Trail and other RBTN Tier 1 corridors.

Transit Improvements

There are currently four Metro Transit bus routes that utilize CSAH 152 (Osseo Rd) on a daily basis. Additionally, the planned Bus Rapid Transit (BRT) C-Line and D-Line routes will offer enhanced services along CSAH 152 (Osseo Rd). Although no BRT stations are planned along this project, adequate traffic operations and non-motorized facilities (sidewalks, bike lanes, and ADA accommodations) will be provided as part of this project to ensure strong transit usage. Furthermore, Metro Transit has identified 47th Ave as a potential future location of a BRT stop as part of the C-Line or D-Line routes (Attachment 15). Staff will ensure that the proposed intersection design at Osseo Rd/47th Ave can accommodate a future BRT stop.

(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

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion	07/09/2018

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

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	Yes

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	12/31/2021

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

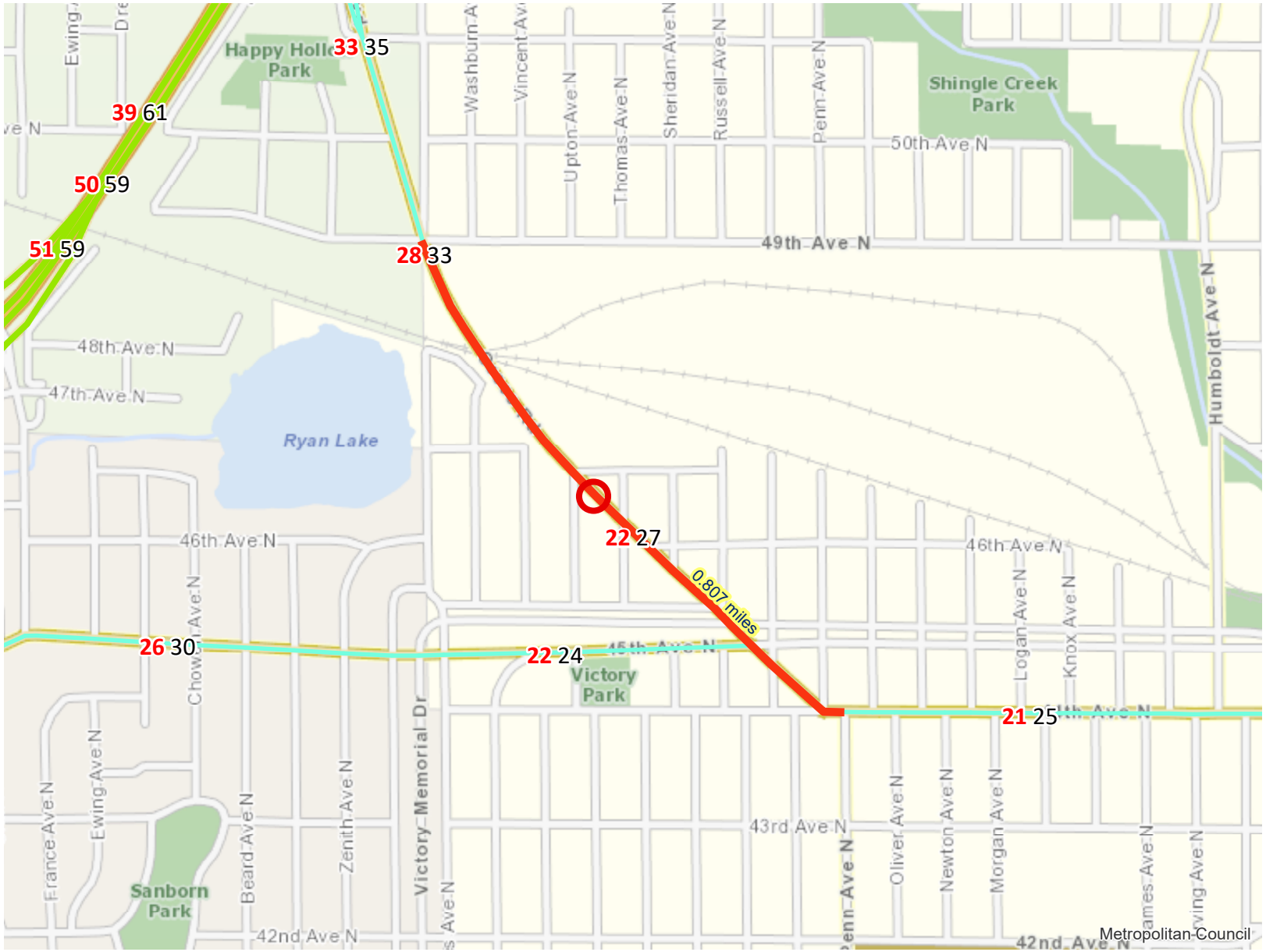
Total Project Cost (entered in Project Cost Form):	$7,650,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$7,650,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	List of Attachments	47 KB
Attachment 01 - Project Narrative.pdf	Project Narrative	793 KB
Attachment 02 - Project Location Map.pdf	Project Location Map	198 KB
Attachment 03 - Existing Roadway Deficiencies.pdf	Existing Roadway Deficiencies	825 KB
Attachment 04 - Proposed Typical Section.pdf	Proposed Typical Section	790 KB
Attachment 05 - Proposed Concept.pdf	Proposed Concept	1.3 MB
Attachment 06 - Hennepin County 2018-2022 Transportation Capital Improvement Program.pdf	Hennepin County 2018-2022 Transportation CIP	1.2 MB
Attachment 07 - Hennepin County Board Resolution - 2018 Regional Solicitation.pdf	Hennepin County Board Resolution - 2018 Regional Solicitation	1.2 MB
Attachment 08 - MnDOT 50 Series Map.pdf	MnDOT 50 Series Map	1.9 MB
Attachment 09 - Webber44 Public Engagement Plan.pdf	Webber44 Public Engagement Plan	676 KB
Attachment 10 - Minneapolis Street Lighting Plan.pdf	Minneapolis Street Lighting Plan	740 KB
Attachment 11 - Crash Modification Factors.pdf	Crash Modification Factors	1.1 MB
Attachment 12 - Crash Detail Listing (2013-2015).pdf	Crash Detail Listing	687 KB
Attachment 13 - Minneapolis Bicycle Master Plan.pdf	Minneapolis Bicycle Master Plan	1.1 MB
Attachment 14 - 2040 Hennepin County Bicycle Transportation Plan.pdf	2040 Hennepin County Bicycle Transportation Plan	1.2 MB
Attachment 15 - Metro Transit Draft Osseo and Victory Area Station Plan.pdf	Metro Transit Draft Osseo and Victory Area Station Plan	1.3 MB
Attachment 16 - Support Letter from City of Minneapolis.pdf	City of Minneapolis Letter of Support	942 KB

Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 152 (Osseo Rd) Reconstruction Project | Map ID: 1527856748908



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 6/1/2018
LandscapeRSA1

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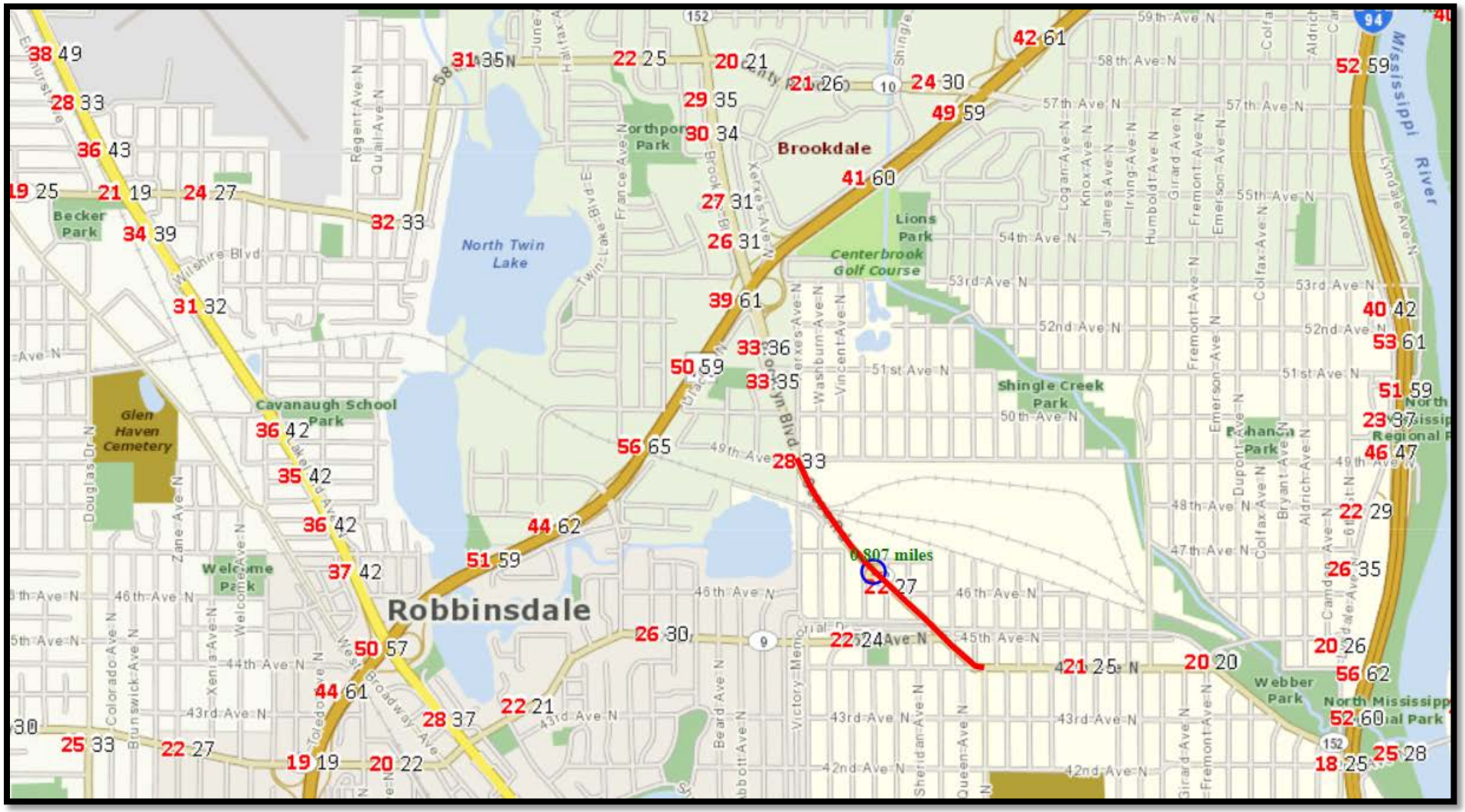
METROPOLITAN COUNCIL

Level of Congestion – Roadway Reconstruction/Modernization Project: CSAH 152 (Osseo Rd) Reconstruction Project | Map ID: 1527856748908



Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 152 (Osseo Rd) Reconstruction Project | Map ID: 1527856748

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

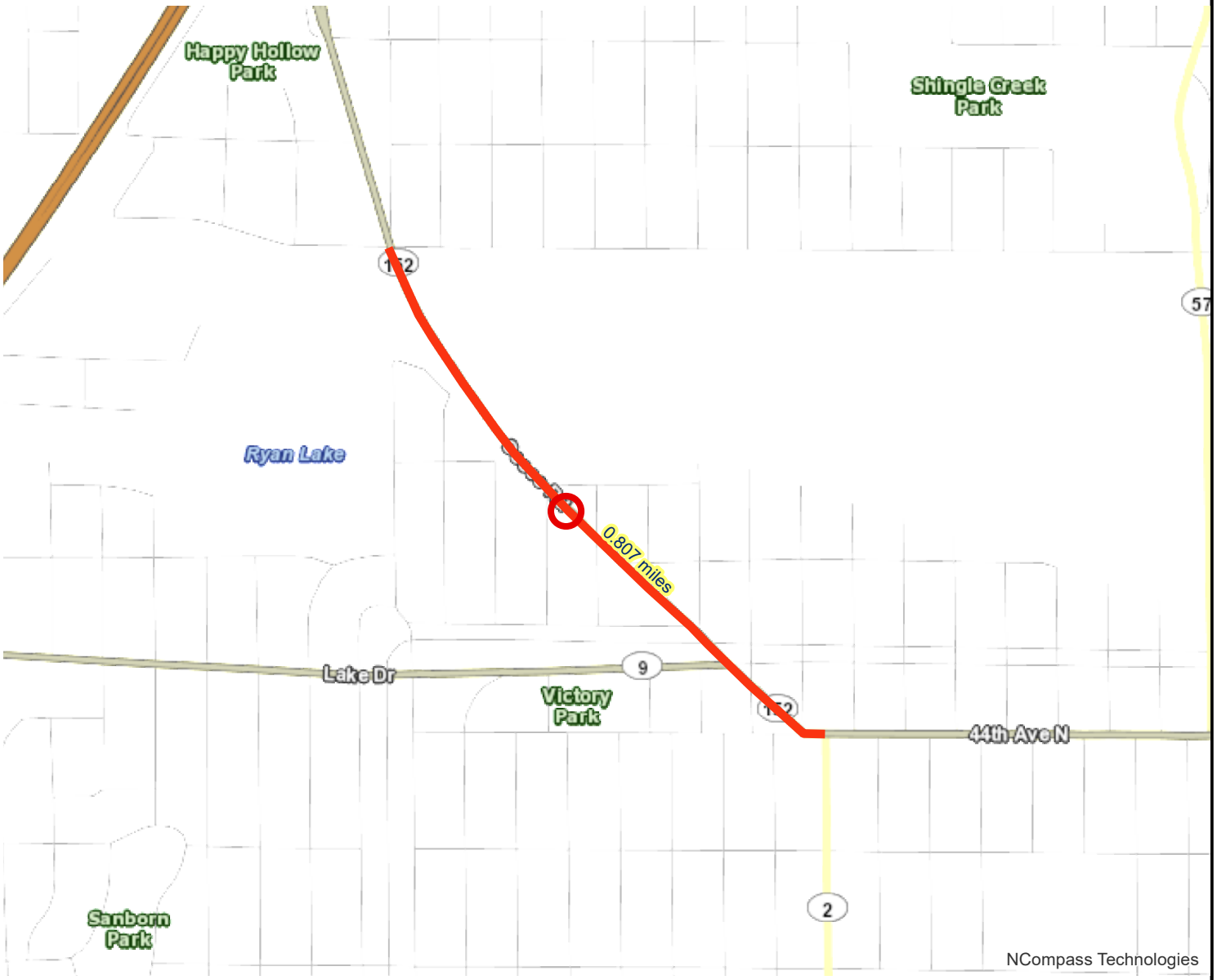
Totals by City:

Brooklyn Center
Population: 6438
Employment: 2460
Mfg and Dist Employment: 541

Crystal
Population: 2362
Employment: 150
Mfg and Dist Employment: 74

Minneapolis
Population: 15106
Employment: 2097
Mfg and Dist Employment: 405

Robbinsdale
Population: 4226
Employment: 1005
Mfg and Dist Employment: 12



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 6/1/2018
LandscapeRSA5

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

METROPOLITAN COUNCIL

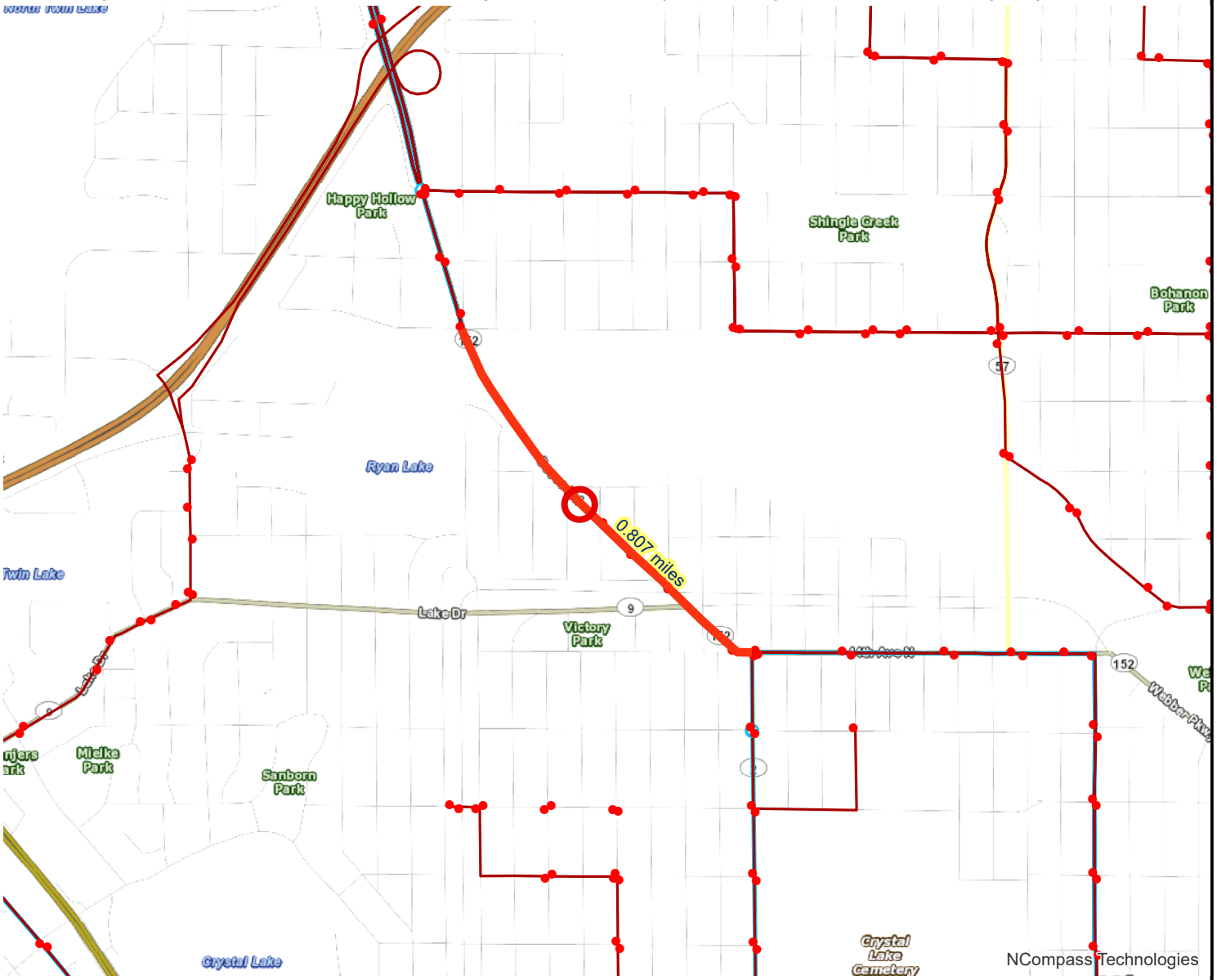
Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 152 (Osseo Rd) Reconstruction Project | Map ID: 152785674

Results

Transit with a Direct Connection to project:
19 5 721 724
*Chicago-Fremont
*C Line

**indicates Planned Alignments*



Project Points **Planned Transitway Stations** **Planned Transitway Alignments**

Project C Line Arterial BRT

Active Stop Transit Routes

0 0.175 0.35 0.7 1.05 1.4 Miles

Created: 6/1/2018
LandscapeRSA3

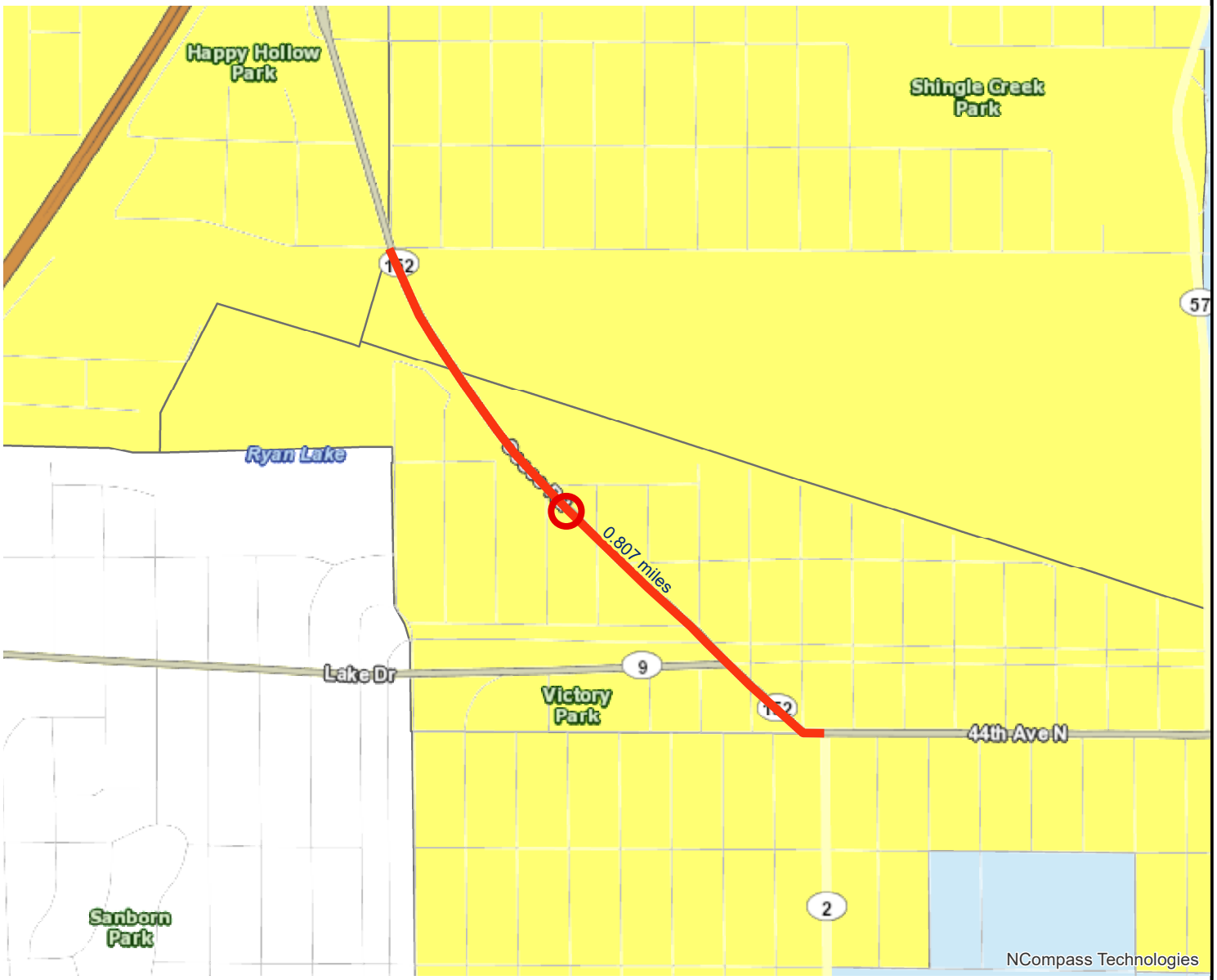
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 152 (Osseo Rd) Reconstruction Project | Map ID: 1527856748908

Results

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



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

0 0.1 0.2 0.4 0.6 0.8 Miles

Created: 6/1/2018
LandscapeRSA2

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METROPOLITAN COUNCIL

Existing Conditions

SRF 11099 HC RS - Osseo Rd 06/20/2018
Existing PM

3: Osseo Rd/Brooklyn Blvd & 49th Ave

Direction	All
Future Volume (vph)	1937
Total Delay / Veh (s/v)	31
CO Emissions (kg)	3.44
NOx Emissions (kg)	0.67
VOC Emissions (kg)	0.80

Proposed Conditions

3: Osseo Rd/Brooklyn Blvd & 49th Ave

Direction	All
Future Volume (vph)	1936
Total Delay / Veh (s/v)	24
CO Emissions (kg)	3.10
NOx Emissions (kg)	0.60
VOC Emissions (kg)	0.72

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	None	None	None
Maximum Split (s)	25	22.5	22.5	22.5
Maximum Split (%)	35.7%	32.1%	32.1%	32.1%
Minimum Split (s)	14.5	14.5	14.5	14.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	10	10	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	47.5	25	47.5
End Time (s)	25	0	47.5	0
Yield/Force Off (s)	20.5	65.5	43	65.5
Yield/Force Off 170(s)	20.5	65.5	43	65.5
Local Start Time (s)	0	47.5	25	47.5
Local Yield (s)	20.5	65.5	43	65.5
Local Yield 170(s)	20.5	65.5	43	65.5

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	65

Splits and Phases: 3: Osseo Rd/Brooklyn Blvd & 49th Ave

Phase Number	1	2	4	5	6	8
Movement	SBL	NBTL	EBTL	NBL	SBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	12	54	24	12	54	24
Maximum Split (%)	13.3%	60.0%	26.7%	13.3%	60.0%	26.7%
Minimum Split (s)	12	15	15	12	15	15
Yellow Time (s)	4	4	4	4	4	4
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	12	66	0	12	66
End Time (s)	12	66	0	12	66	0
Yield/Force Off (s)	7	61	85	7	61	85
Yield/Force Off 170(s)	7	61	85	7	61	85
Local Start Time (s)	78	0	54	78	0	54
Local Yield (s)	85	49	73	85	49	73
Local Yield 170(s)	85	49	73	85	49	73

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 3: Osseo Rd/Brooklyn Blvd & 49th Ave

Existing Conditions
Osseo Rd Existing PM

6: Osseo Rd & 47th Ave

Direction	All
Future Volume (vph)	1560
Total Delay / Veh (s/v)	2
CO Emissions (kg)	1.43
NOx Emissions (kg)	0.28
VOC Emissions (kg)	0.33

Proposed Conditions
Osseo Upgraded PM

6: Osseo Rd & 47th Ave

Direction	All
Future Volume (vph)	1560
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.16
NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.27

Signal Removal Candidate

Phase Number	2	6	8
Movement	NBT	SBTL	WBL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Min	Min	None
Maximum Split (s)	42.5	42.5	22.5
Maximum Split (%)	65.4%	65.4%	34.6%
Minimum Split (s)	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	5	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	11	11	11
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	0	42.5
End Time (s)	42.5	42.5	0
Yield/Force Off (s)	38	38	60.5
Yield/Force Off 170(s)	38	38	49.5
Local Start Time (s)	0	0	42.5
Local Yield (s)	38	38	60.5
Local Yield 170(s)	38	38	49.5

Intersection Summary	
Cycle Length	65
Control Type	Actuated-Uncoordinated
Natural Cycle	65

Splits and Phases: 6: Osseo Rd & 47th Ave

Staff is proposing to remove the signal at 47th Ave (pending further evaluation and local approval), therefore, there are no proposed signal timing plans.

Existing Conditions

SRF 11099 HC RS - Osseo Rd

Existing PM

8: Victory Memorial Pkwy & Osseo Rd

Direction	All
Future Volume (vph)	1759
Total Delay / Veh (s/v)	21
CO Emissions (kg)	2.15
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

Proposed Conditions

Osseo

Proposed PM

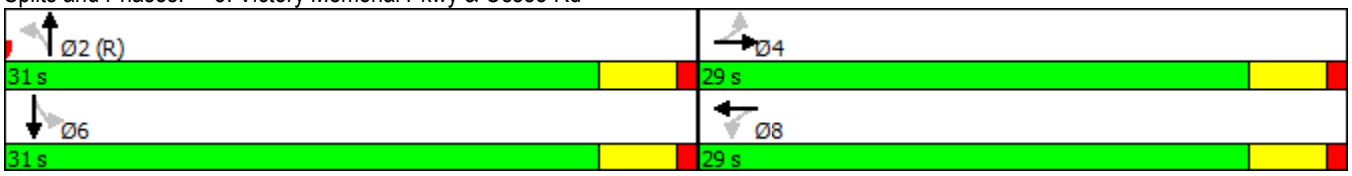
8: Victory Memorial Pkwy

Direction	All
Future Volume (vph)	1759
Total Delay / Veh (s/v)	13
CO Emissions (kg)	1.85
NOx Emissions (kg)	0.36
VOC Emissions (kg)	0.43

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	31	29	31	29
Maximum Split (%)	51.7%	48.3%	51.7%	48.3%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	31	0	31
End Time (s)	31	0	31	0
Yield/Force Off (s)	26.5	55.5	26.5	55.5
Yield/Force Off 170(s)	15.5	44.5	15.5	44.5
Local Start Time (s)	0	31	0	31
Local Yield (s)	26.5	55.5	26.5	55.5
Local Yield 170(s)	15.5	44.5	15.5	44.5

Intersection Summary	
Cycle Length	60
Control Type	Pretimed
Natural Cycle	50
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	

Splits and Phases: 8: Victory Memorial Pkwy & Osseo Rd



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	37	23	37	23
Maximum Split (%)	61.7%	38.3%	61.7%	38.3%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	37	0	37
End Time (s)	37	0	37	0
Yield/Force Off (s)	32.5	55.5	32.5	55.5
Yield/Force Off 170(s)	21.5	44.5	21.5	44.5
Local Start Time (s)	0	37	0	37
Local Yield (s)	32.5	55.5	32.5	55.5
Local Yield 170(s)	21.5	44.5	21.5	44.5

Intersection Summary	
Cycle Length	60
Control Type	Pretimed
Natural Cycle	55
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	

Splits and Phases: 8: Victory Memorial Pkwy

Existing Conditions

SRF 11099 HC RS - Osseo Rd 06/20/2018

Existing PM

9: Penn Ave & Osseo Rd

Direction	All
Future Volume (vph)	1313
Total Delay / Veh (s/v)	13
CO Emissions (kg)	1.13
NOx Emissions (kg)	0.22
VOC Emissions (kg)	0.26

Proposed Conditions

Osseo

Upgraded PM

9: Penn Ave & Oseeo Rd

Direction	All
Future Volume (vph)	1313
Total Delay / Veh (s/v)	13
CO Emissions (kg)	1.12
NOx Emissions (kg)	0.22
VOC Emissions (kg)	0.26

Phase Number	2	6	8
Movement	NBL	EBT	WBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	36	36	24
Maximum Split (%)	60.0%	60.0%	40.0%
Minimum Split (s)	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	5	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	11	11	11
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	0	36
End Time (s)	36	36	0
Yield/Force Off (s)	31.5	31.5	55.5
Yield/Force Off 170(s)	20.5	20.5	44.5
Local Start Time (s)	0	0	36
Local Yield (s)	31.5	31.5	55.5
Local Yield 170(s)	20.5	20.5	44.5

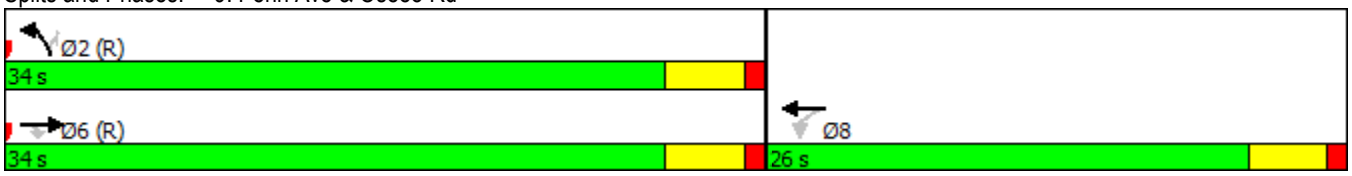
Intersection Summary	
Cycle Length	60
Control Type	Pretimed
Natural Cycle	50
Offset: 0 (0%), Referenced to phase 2:NBL and 6:EBT, Start of Green	

Splits and Phases: 9: Penn Ave & Osseo Rd

Phase Number	2	6	8
Movement	NBL	EBT	WBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	34	34	26
Maximum Split (%)	56.7%	56.7%	43.3%
Minimum Split (s)	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	5	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	11	11	11
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	0	34
End Time (s)	34	34	0
Yield/Force Off (s)	29.5	29.5	55.5
Yield/Force Off 170(s)	18.5	18.5	44.5
Local Start Time (s)	0	0	34
Local Yield (s)	29.5	29.5	55.5
Local Yield 170(s)	18.5	18.5	44.5

Intersection Summary	
Cycle Length	60
Control Type	Pretimed
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBL and 6:EBT, Start of Green	

Splits and Phases: 9: Penn Ave & Oseeo Rd



Existing Conditions

SRF 11099 HC RS - Osseo Rd 06/20/2018

Existing PM

9: Penn Ave & Osseo Rd

Direction	All
Future Volume (vph)	1313
Total Delay / Veh (s/v)	13
CO Emissions (kg)	1.13
NOx Emissions (kg)	0.22
VOC Emissions (kg)	0.26

Proposed Conditions

Osseo

Upgraded PM

9: Penn Ave & Oseeo Rd

Direction	All
Future Volume (vph)	1313
Total Delay / Veh (s/v)	13
CO Emissions (kg)	1.12
NOx Emissions (kg)	0.22
VOC Emissions (kg)	0.26

Existing Conditions

SRF 11099 HC RS - Osseo Rd

Existing PM

8: Victory Memorial Pkwy & Osseo Rd

Direction	All
Future Volume (vph)	1759
Total Delay / Veh (s/v)	21
CO Emissions (kg)	2.15
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

Proposed Conditions

Osseo

Proposed PM

8: Victory Memorial Pkwy

Direction	All
Future Volume (vph)	1759
Total Delay / Veh (s/v)	13
CO Emissions (kg)	1.85
NOx Emissions (kg)	0.36
VOC Emissions (kg)	0.43

Existing Conditions
Osseo Rd Existing PM

6: Osseo Rd & 47th Ave

Direction	All
Future Volume (vph)	1560
Total Delay / Veh (s/v)	2
CO Emissions (kg)	1.43
NOx Emissions (kg)	0.28
VOC Emissions (kg)	0.33

Proposed Conditions
Osseo Upgraded PM

6: Osseo Rd & 47th Ave

Direction	All
Future Volume (vph)	1560
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.16
NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.27

Signal Removal Candidate

Existing Conditions

SRF 11099 HC RS - Osseo Rd 06/20/2018
Existing PM

3: Osseo Rd/Brooklyn Blvd & 49th Ave

Direction	All
Future Volume (vph)	1937
Total Delay / Veh (s/v)	31
CO Emissions (kg)	3.44
NOx Emissions (kg)	0.67
VOC Emissions (kg)	0.80

Proposed Conditions

3: Osseo Rd/Brooklyn Blvd & 49th Ave

Direction	All
Future Volume (vph)	1936
Total Delay / Veh (s/v)	24
CO Emissions (kg)	3.10
NOx Emissions (kg)	0.60
VOC Emissions (kg)	0.72

Phase Number	2	6	8
Movement	NBL	EBT	WBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	36	36	24
Maximum Split (%)	60.0%	60.0%	40.0%
Minimum Split (s)	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	5	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	11	11	11
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	0	36
End Time (s)	36	36	0
Yield/Force Off (s)	31.5	31.5	55.5
Yield/Force Off 170(s)	20.5	20.5	44.5
Local Start Time (s)	0	0	36
Local Yield (s)	31.5	31.5	55.5
Local Yield 170(s)	20.5	20.5	44.5

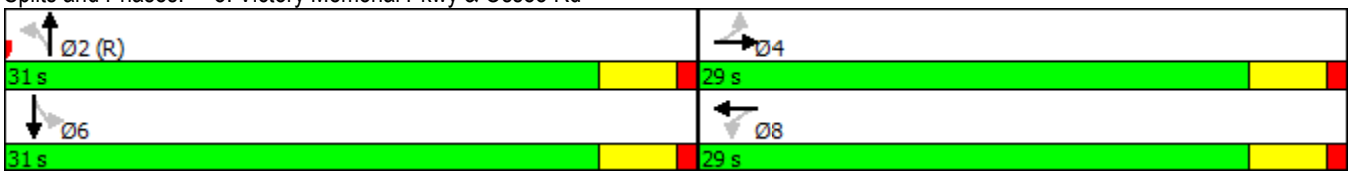
Intersection Summary	
Cycle Length	60
Control Type	Pretimed
Natural Cycle	50
Offset: 0 (0%), Referenced to phase 2:NBL and 6:EBT, Start of Green	

Splits and Phases: 9: Penn Ave & Osseo Rd

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	31	29	31	29
Maximum Split (%)	51.7%	48.3%	51.7%	48.3%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	31	0	31
End Time (s)	31	0	31	0
Yield/Force Off (s)	26.5	55.5	26.5	55.5
Yield/Force Off 170(s)	15.5	44.5	15.5	44.5
Local Start Time (s)	0	31	0	31
Local Yield (s)	26.5	55.5	26.5	55.5
Local Yield 170(s)	15.5	44.5	15.5	44.5

Intersection Summary	
Cycle Length	60
Control Type	Pretimed
Natural Cycle	50
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	

Splits and Phases: 8: Victory Memorial Pkwy & Osseo Rd



Phase Number	2	6	8
Movement	NBT	SBTL	WBL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Min	Min	None
Maximum Split (s)	42.5	42.5	22.5
Maximum Split (%)	65.4%	65.4%	34.6%
Minimum Split (s)	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	5	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	11	11	11
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	0	42.5
End Time (s)	42.5	42.5	0
Yield/Force Off (s)	38	38	60.5
Yield/Force Off 170(s)	38	38	49.5
Local Start Time (s)	0	0	42.5
Local Yield (s)	38	38	60.5
Local Yield 170(s)	38	38	49.5

Intersection Summary	
Cycle Length	65
Control Type	Actuated-Uncoordinated
Natural Cycle	65

Splits and Phases: 6: Osseo Rd & 47th Ave

Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	None	None	None	None
Maximum Split (s)	25	22.5	22.5	22.5
Maximum Split (%)	35.7%	32.1%	32.1%	32.1%
Minimum Split (s)	14.5	14.5	14.5	14.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	10	10	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	47.5	25	47.5
End Time (s)	25	0	47.5	0
Yield/Force Off (s)	20.5	65.5	43	65.5
Yield/Force Off 170(s)	20.5	65.5	43	65.5
Local Start Time (s)	0	47.5	25	47.5
Local Yield (s)	20.5	65.5	43	65.5
Local Yield 170(s)	20.5	65.5	43	65.5

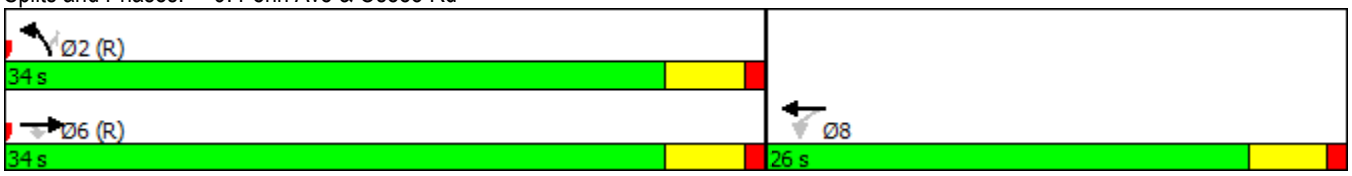
Intersection Summary	
Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	65

Splits and Phases: 3: Osseo Rd/Brooklyn Blvd & 49th Ave

Phase Number	2	6	8
Movement	NBL	EBT	WBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Max	Max	Max
Maximum Split (s)	34	34	26
Maximum Split (%)	56.7%	56.7%	43.3%
Minimum Split (s)	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	5	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	7
Flash Dont Walk (s)	11	11	11
Dual Entry	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	0	34
End Time (s)	34	34	0
Yield/Force Off (s)	29.5	29.5	55.5
Yield/Force Off 170(s)	18.5	18.5	44.5
Local Start Time (s)	0	0	34
Local Yield (s)	29.5	29.5	55.5
Local Yield 170(s)	18.5	18.5	44.5

Intersection Summary	
Cycle Length	60
Control Type	Pretimed
Natural Cycle	45
Offset: 0 (0%), Referenced to phase 2:NBL and 6:EBT, Start of Green	

Splits and Phases: 9: Penn Ave & Oseeo Rd



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	37	23	37	23
Maximum Split (%)	61.7%	38.3%	61.7%	38.3%
Minimum Split (s)	22.5	22.5	22.5	22.5
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	5	5	5
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7	7	7
Flash Dont Walk (s)	11	11	11	11
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	37	0	37
End Time (s)	37	0	37	0
Yield/Force Off (s)	32.5	55.5	32.5	55.5
Yield/Force Off 170(s)	21.5	44.5	21.5	44.5
Local Start Time (s)	0	37	0	37
Local Yield (s)	32.5	55.5	32.5	55.5
Local Yield 170(s)	21.5	44.5	21.5	44.5

Intersection Summary	
Cycle Length	60
Control Type	Pretimed
Natural Cycle	55
Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green	

Splits and Phases: 8: Victory Memorial Pkwy

Staff is proposing to remove the signal at 47th Ave (pending further evaluation and local approval), therefore, there are no proposed signal timing plans.

Phase Number	1	2	4	5	6	8
Movement	SBL	NBTL	EBTL	NBL	SBTL	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	12	54	24	12	54	24
Maximum Split (%)	13.3%	60.0%	26.7%	13.3%	60.0%	26.7%
Minimum Split (s)	12	15	15	12	15	15
Yellow Time (s)	4	4	4	4	4	4
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	7	10	10	7	10	10
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	Yes	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	12	66	0	12	66
End Time (s)	12	66	0	12	66	0
Yield/Force Off (s)	7	61	85	7	61	85
Yield/Force Off 170(s)	7	61	85	7	61	85
Local Start Time (s)	78	0	54	78	0	54
Local Yield (s)	85	49	73	85	49	73
Local Yield 170(s)	85	49	73	85	49	73

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 3: Osseo Rd/Brooklyn Blvd & 49th Ave

B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
A	CSAH 152	At 49th Ave	5.38	5.44	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Improve left-turn lane offset to create positive offset (CMF ID 6098)
Resurface pavement (CMF ID 9298)

Accident Diagram Codes		1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Opp	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal **F**							1		**1**
	PI **A**									
	PI **B**									
	PI **C**	1								**1**
	Property Damage **PD**	4	3	1	1					**9**
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal **F**							-10%		
	PI **A**									
	PI **B**									
	PI **C**	0%								
	Property Damage **PD**	-26%	-10%	0%	0%					
Change in Crashes = No. of crashes **X** % change in crashes	Fatal **F**							**-0.10**		**-0.10**
	PI **A**									
	PI **B**									
	PI **C**	**0.00**								
	Property Damage **PD**	**-1.02**	**-0.30**	**0.00**	**0.00**					**-1.32**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way): **$ 7,650,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n) See Appx F:** **10**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F	**-0.10**	**-0.03**	**$ 1,180,000**	**$ 38,976**
A			**$ 590,000**	
B			**$ 170,000**	
C			**$ 87,000**	
PD	**-1.32**	**-0.44**	**$ 7,800**	**$ 3,427**
Total				**$ 42,403**

B/C= 0.06

Using present worth values,

B= $ 457,527

C= $ 7,650,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
B	CSAH 152	From 49th Ave to 47th Ave	5.45	5.72	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Resurface pavement - All Crashes (CMF ID 9298)
Upgrade to ground-in, wet-reflective pavement markings - All Crashes (CMF ID 8109)

Accident Diagram Codes			1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Opp	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C									
	Property Damage	PD	2								2
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD	-26%								
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD	**-0.51**								**-0.51**

Year (Safety Improvement Construction): **2022**

		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Project Cost (exclude Right of Way)	**$ 7,650,000**					
Right of Way Costs (optional)		**F**			**$ 1,180,000**	
Traffic Growth Factor	**3%**	**A**			**$ 590,000**	
Capital Recovery		**B**			**$ 170,000**	
1. Discount Rate	**1.3%**	**C**			**$ 87,000**	
2. Project Service Life (n) See Appx F	**10**	**PD**	**-0.51**	**-0.17**	**$ 7,800**	**$ 1,338**
		Total				**$ 1,338**

B/C= 0.00

Using present worth values,

B= $ 14,433

C= $ 7,650,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
C	CSAH 152	At 47th Ave	5.73	5.79	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Remove unwarranted traffic signal - All Crashes (CMF ID 332)
Increase intersection illumination - Nighttime Related Crashes (CMF ID 8320)

Accident Diagram Codes		1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Opp	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal **F**									
	Personal Injury (PI) **A**									
	Personal Injury (PI) **B**									
	Personal Injury (PI) **C**	1								**1**
	Property Damage **PD**					1				**1**
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal **F**									
	PI **A**									
	PI **B**									
	PI **C**	-24%								
	Property Damage **PD**					-64%				
Change in Crashes = No. of crashes **X** % change in crashes	Fatal **F**									
	PI **A**									
	PI **B**									
	PI **C**	**-0.24**								**-0.24**
	Property Damage **PD**					**-0.64**				**-0.64**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way): **$ 7,650,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n) See Appx F:** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			**$ 1,180,000**	
A			**$ 590,000**	
B			**$ 170,000**	
C	**-0.24**	**-0.08**	**$ 87,000**	**$ 6,966**
PD	**-0.64**	**-0.21**	**$ 7,800**	**$ 1,673**
Total				**$ 8,640**

B/C= 0.03

Using present worth values,

B= $ 203,325

C= $ 7,650,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
D	CSAH 152	From 47th Ave to Memorial Pkwy	5.80	6.02	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Resurface pavement - All Crashes (CMF ID 9298)
Upgrade to ground-in, wet-reflective pavement markings - All Crashes (CMF ID 8109)

Accident Diagram Codes		1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Opp	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal **F**									
	Personal Injury (PI) **A**									
	Personal Injury (PI) **B**									
	Personal Injury (PI) **C**									
	Property Damage **PD**	2			1					**3**
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal **F**									
	PI **A**									
	PI **B**									
	PI **C**									
	Property Damage **PD**	-26%			-26%					
Change in Crashes = No. of crashes **X** % change in crashes	Fatal **F**									
	PI **A**									
	PI **B**									
	PI **C**									
	Property Damage **PD**	**-0.51**			**-0.26**					**-0.77**

Year (Safety Improvement Construction): **2022**

		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
Project Cost (exclude Right of Way)	**$ 7,650,000**	**F**			**$ 1,180,000**	
Right of Way Costs (optional)		**A**			**$ 590,000**	
Traffic Growth Factor	**3%**	**B**			**$ 170,000**	
Capital Recovery		**C**			**$ 87,000**	
1. Discount Rate	**1.3%**	**PD**	**-0.77**	**-0.26**	**$ 7,800**	**$ 2,006**
2. Project Service Life (n) See Appx F	**10**	**Total**				**$ 2,006**

B/C= 0.00

Using present worth values,

B= $ 21,649

C= $ 7,650,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
E	CSAH 152	At Memorial Pkwy	6.03	6.04	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Convert intersection from traffic signal to single-lane roundabout - All Crashes (CMF ID 9296)
*Roundabout design contingent on futher engineering evaluation and public consent

Accident Diagram Codes			1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Opp	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B			1						1
		C	4		1	2					7
	Property Damage	PD	7			3	1				11
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal	F									
	PI	A									
		B			-48%						
		C	-48%		-48%	-48%					
	Property Damage	PD	-48%			-48%	0%				
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	F									
	PI	A									
		B			**-0.48**						**-0.48**
		C	**-1.92**		**-0.48**	**-0.96**					**-3.36**
	Property Damage	PD	**-3.36**			**-1.44**	**0.00**				**-4.80**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way): **$ 7,650,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n) See Appx F:** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-0.48	-0.16	$ 170,000	$ 27,225
C	-3.36	-1.12	$ 87,000	$ 97,529
PD	-4.80	-1.60	$ 7,800	$ 12,491
Total				$ 137,245

B/C= 0.42

Using present worth values,

B= $ 3,229,903

C= $ 7,650,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
F	CSAH 152	At CSAH 9 (45th Ave)	6.05	6.10	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Convert intersection from traffic signal to single-lane roundabout - All Crashes (CMF ID 9296)
*Roundabout design contingent on futher engineering evaluation and public consent

Accident Diagram Codes			1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Opp	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B				1					1
		C	1								1
	Property Damage	PD				1					1
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal	F									
	PI	A									
		B				-48%					
		C	-48%								
	Property Damage	PD				-48%					
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	F									
	PI	A									
		B				**-0.48**					**-0.48**
		C	**-0.48**								**-0.48**
	Property Damage	PD				**-0.48**					**-0.48**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way): **$ 7,650,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **1.3%**
2. **Project Service Life (n) See Appx F:** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B	-0.48	-0.16	$ 170,000	$ 27,225
C	-0.48	-0.16	$ 87,000	$ 13,933
PD	-0.48	-0.16	$ 7,800	$ 1,249
Total				$ 42,407

B/C= 0.13

Using present worth values,

B= $ 997,991

C= $ 7,650,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
G	CSAH 152	From CSAH 9 (45th Ave) to CSAH 2 (Penn Ave)	6.11	6.15	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Resurface pavement - All Crashes (CMF ID 9298)
Upgrade to ground-in, wet-flective pavement markings - All Crashes (CMF 8109)

Accident Diagram Codes			1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Opp	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C					1				1
	Property Damage	PD									
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal	F									
	PI	A									
		B									
		C					-26%				
	Property Damage	PD									
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	F									
	PI	A									
		B									
		C					**-0.26**				**-0.26**
	Property Damage	PD									

Year (Safety Improvement Construction): 2022

Project Cost (exclude Right of Way)	$ 8,750,000
Right of Way Costs (optional)	
Traffic Growth Factor	3%
Capital Recovery	
1. Discount Rate	1.3%
2. Project Service Life (n) See Appx F	10

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B			$ 170,000	
C	-0.26	-0.09	$ 87,000	$ 7,460
PD			$ 7,800	
Total				$ 7,460

B/C= 0.01

Using present worth values,

B= $ 80,491

C= $ 8,750,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
H	CSAH 152	At CSAH 2 (Penn Ave)	6.21	6.24	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Resurface pavement - All Crashes (CMF ID 9298)

Accident Diagram Codes			1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Opp	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B				1					1
		C									
	Property Damage	PD	4				4	1			9
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal	F									
	PI	A									
		B				0%					
		C									
	Property Damage	PD	-3%				-5%	0%			
Change in Crashes = No. of crashes **x** % change in crashes	Fatal	F									
	PI	A									
		B				**0.00**					
		C									
	Property Damage	PD	**-0.10**				**-0.20**	**0.00**			**-0.30**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way)	**$ 8,750,000**
Right of Way Costs (optional)	
Traffic Growth Factor	**3%**
Capital Recovery	
1. Discount Rate	**1.3%**
2. Project Service Life (n) See Appx F	**10**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,180,000	
A			$ 590,000	
B			$ 170,000	
C			$ 87,000	
PD	-0.30	-0.10	$ 7,800	$ 781
Total				$ 781

B/C= 0.00

Using present worth values,

B= $ 8,424

C= $ 8,750,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

CSAH 152 (Osseo Rd) Reconstruction Project

List of Attachments

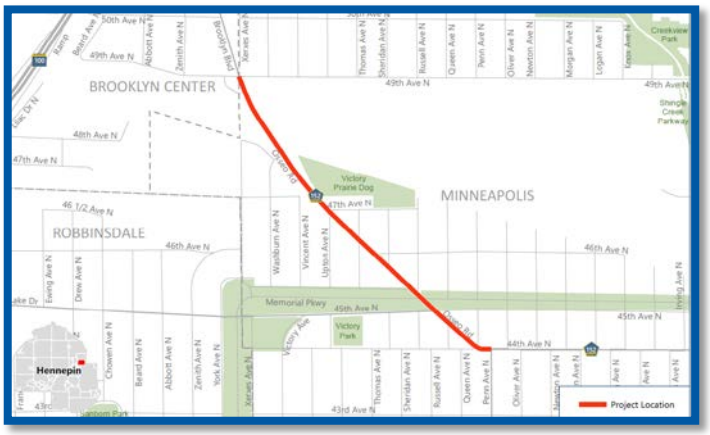
1. Project Narrative
2. Project Location Map
3. Existing Roadway Deficiencies
4. Proposed Typical Section
5. Proposed Concept
6. Hennepin County 2018-2022 Transportation Capital Improvement Program
7. Hennepin County Board Resolution - 2018 Regional Solicitation
8. MnDOT 50 Series Map
9. Webber44 Public Engagement Plan
10. Minneapolis Street Lighting Plan
11. Crash Modification Factors
12. Crash Detail Listing (2013-2015)
13. Minneapolis Bicycle Master Plan
14. 2040 Hennepin County Bicycle Transportation Plan
15. Draft Metro Transit Osseo and Victory Area Station Plan
16. City of Minneapolis Support Letter

Attachment 1 - Project Narrative

2018 REGIONAL SOLICITATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 152 (Osseo Rd) Reconstruction Project
Roadway:	CSAH 152 (Osseo Rd)
Project Termini:	From CSAH 2 (Penn Ave) to 49th Ave
Project Location:	City of Minneapolis

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$6,120,000
Total Project Cost:	$7,650,000

Project Information

The proposed project will reconstruct CSAH 152 (Osseo Rd) to extend its service life. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. The project includes numerous safety improvements, including the upgrading of traffic signal systems to include mast arms and dedicated left-turn phasing, enhancing of pedestrian crossings to minimize exposure to vehicles, and filling of sidewalk gaps to provide continuous off-street pedestrian facilities.

Project Benefits

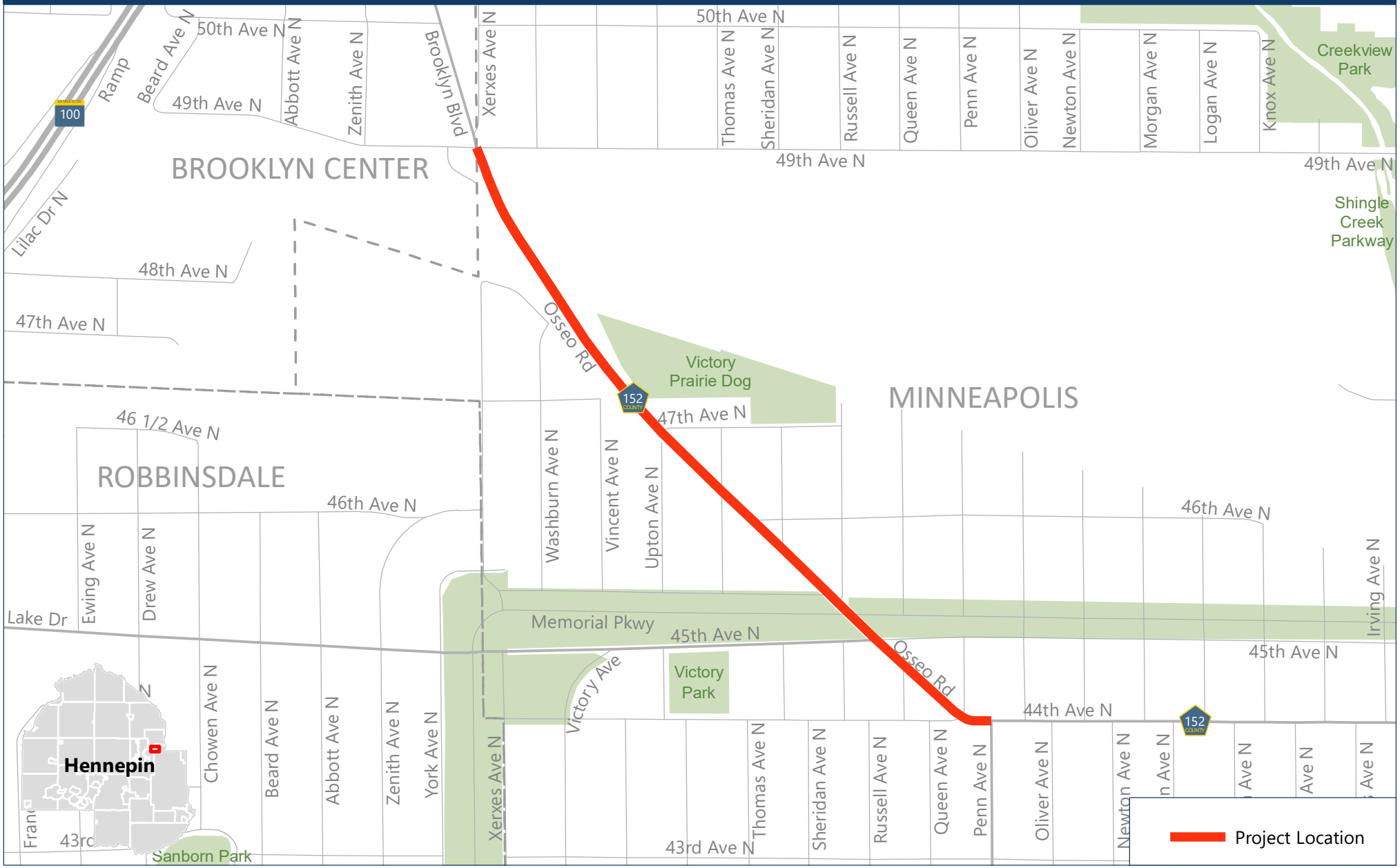
The existing CSAH 152 (Osseo Rd) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extended over the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.

2018 Regional Solicitation | Project Location Map

CSAH 152 (Osseo Rd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

Publication date: 5/10/2018

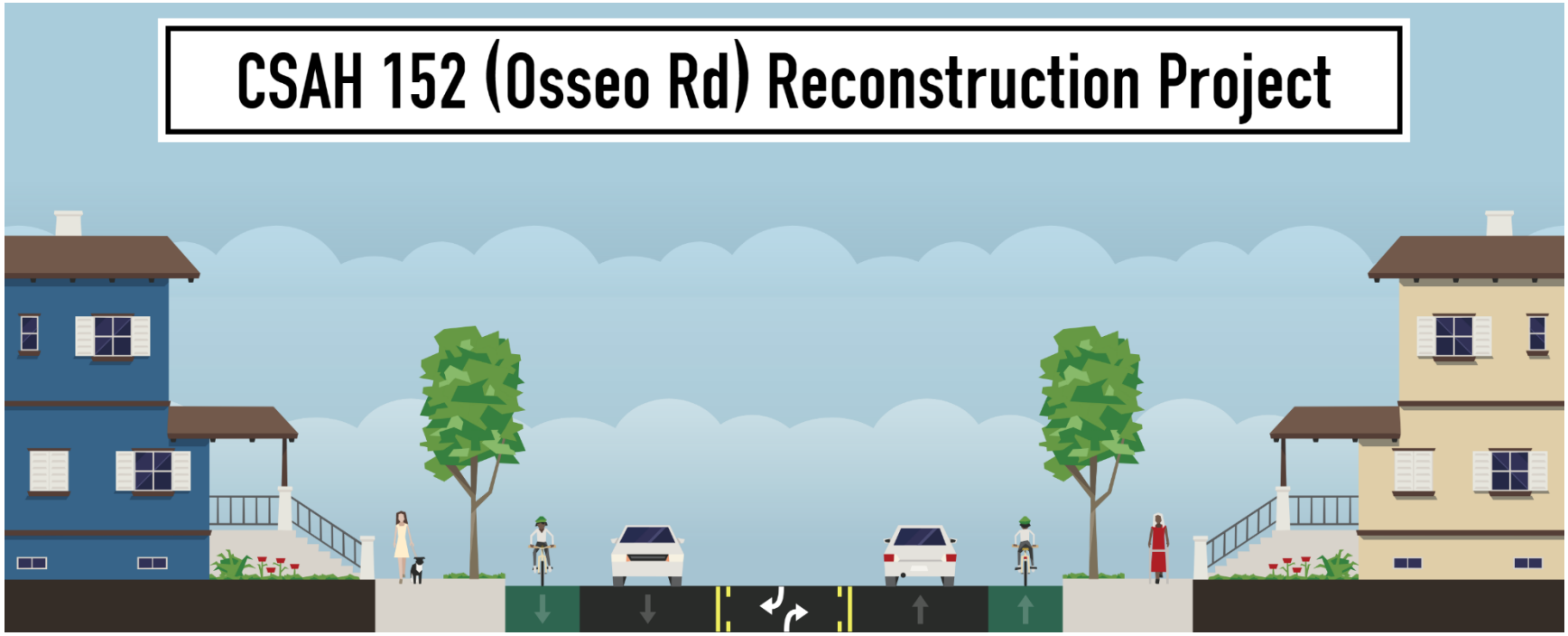
N

0 0.25 0.5 Miles

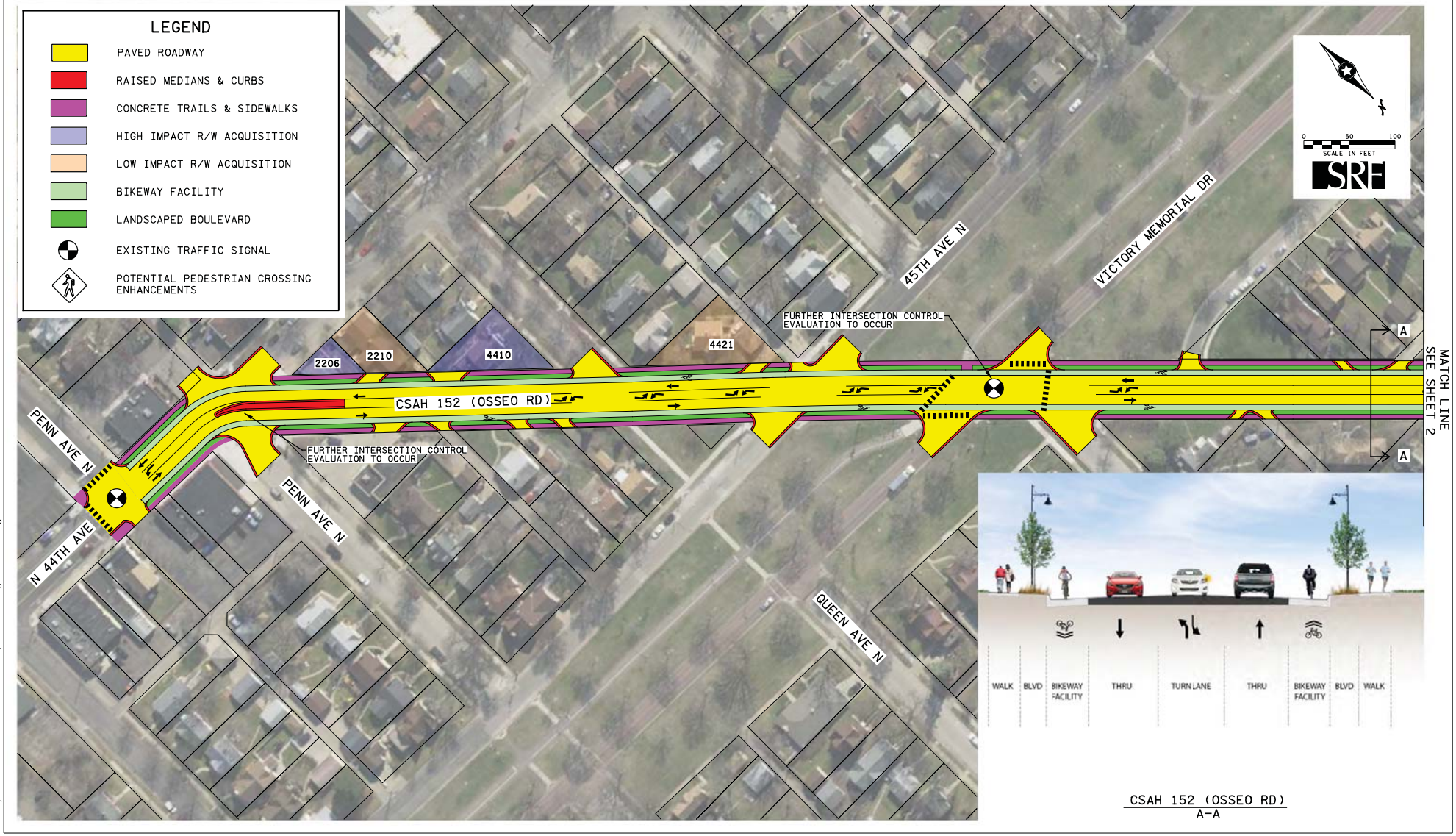
Hennepin

Attachment 3 - Existing Roadway Deficiencies

Attachment 4 - Proposed Typical Section



Attachment 5 - Proposed Concept



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Hennepin

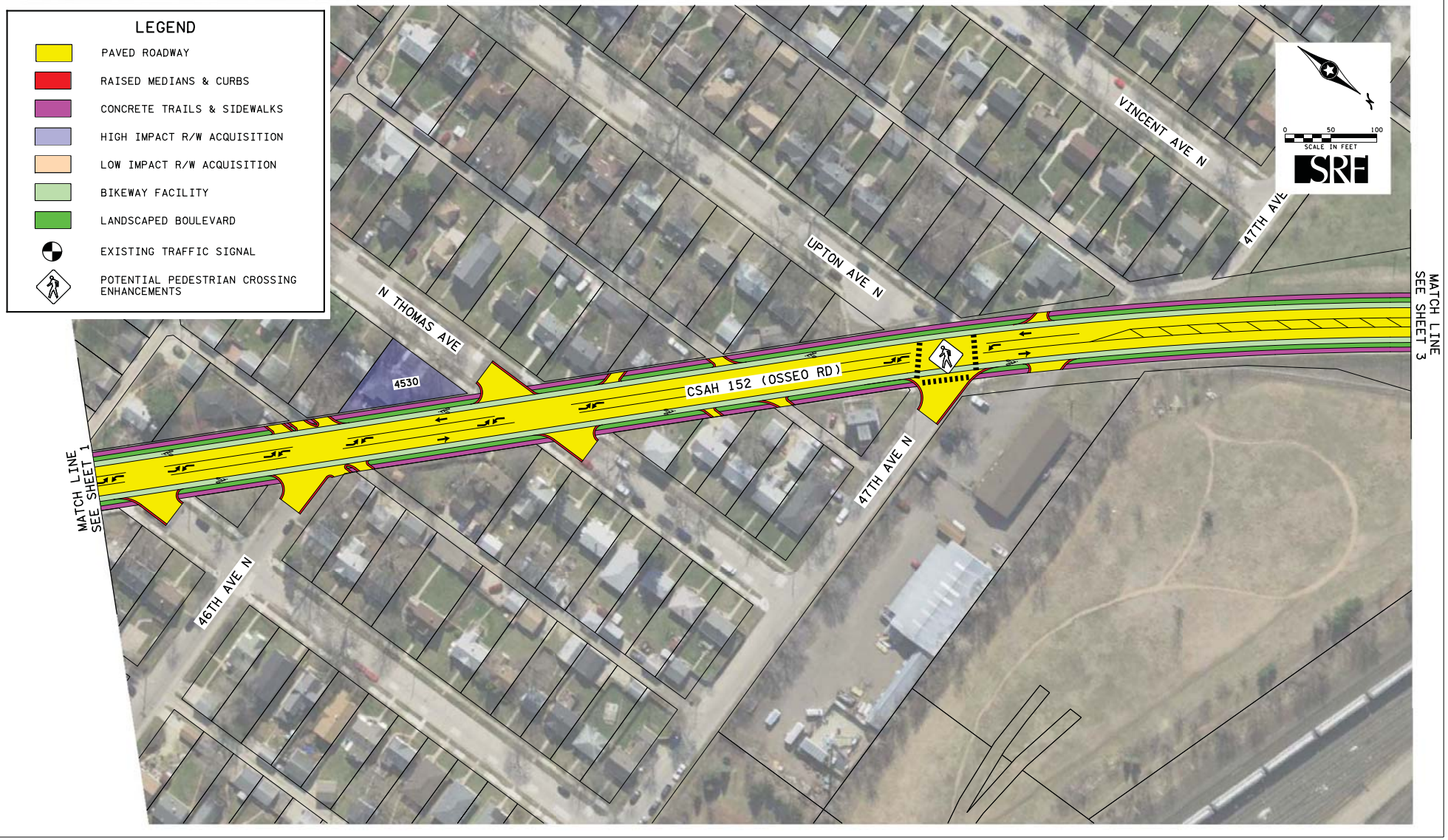
Job #11099
7/9/2018

Hennepin County Improvements

CSAH 152 (Osseo Road) from 49th Avenue to Penn Avenue
Minneapolis, MN

Figure 1

Attachment 5 - Proposed Concept



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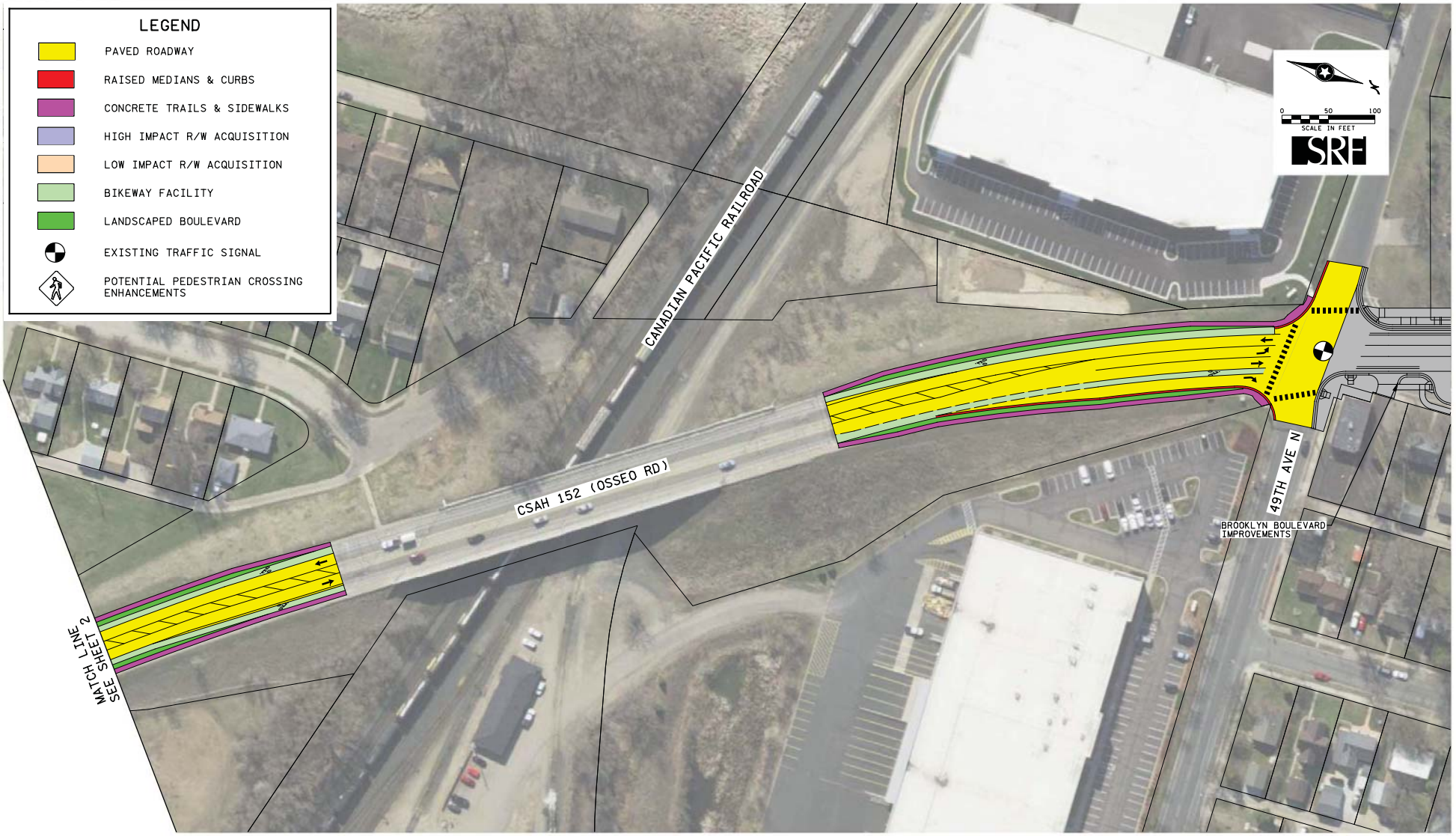
Job #11099
7/3/2018

Hennepin County Improvements

CSAH 152 (Osseo Road) from 49th Avenue to Penn Avenue
Minneapolis, MN

Figure 2

Attachment 5 - Proposed Concept



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Hennepin

Job #11099
7/3/2018

Hennepin County Improvements

CSAH 152 (Osseo Road) from 49th Avenue to Penn Avenue
Minneapolis, MN

Figure 3

Attachment 5 - Proposed Concept

CSAH 152 (Osseo Rd) Reconstruction Project – Impacted Properties

Parcels with High Impact:

- 2206 44th Ave N Minneapolis, MN 55412 – Corner of building is over R/W line. Potential to minimize impacts by moving the proposed walk to the back of curb.
- 4410 Queen Ave N Minneapolis, MN 55412 – House, steps, and retaining wall is over R/W line. Potential to minimize impacts by moving the proposed walk to the back of curb.
- 4530 Thomas Ave N Minneapolis, MN 55412 – Corner of garage is over R/W line. Potential to minimize impacts by moving the proposed walk to the back of curb.

Parcels with Low Impact:

- 2210 44th Ave N Minneapolis, MN 55412 – Potential permanent R/W. Potential issues with driveway tie-in (garage near property line). Potential to minimize impacts by moving the proposed walk to the back of curb.
- 4421 Osseo Rd Minneapolis, MN 55412 – Potential permanent R/W. Retaining wall impacts (appears that retaining wall is within existing right of way). Potential to minimize impacts by moving the proposed walk to the back of curb.

Project Name: 2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: Beyond 2022

Summary:

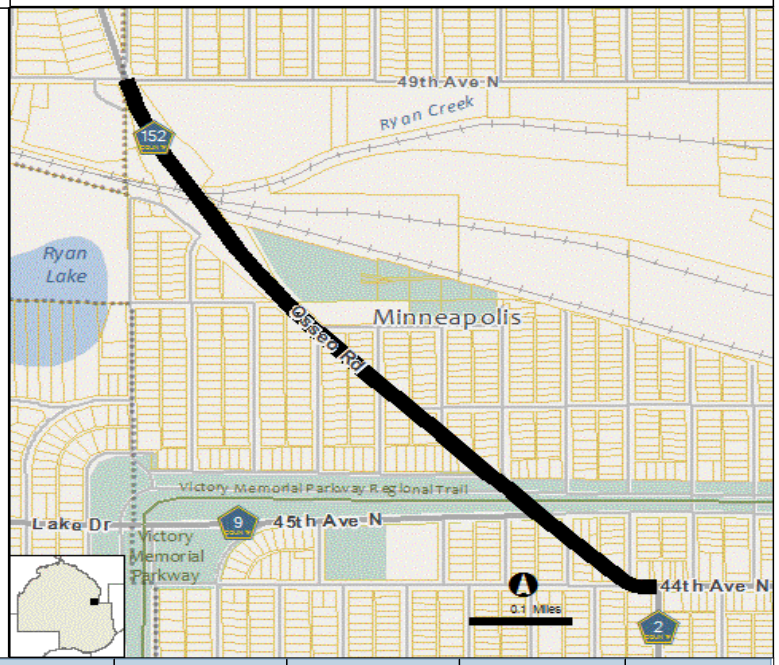
Reconstruct Osseo Road (CSAH 152) from Penn Avenue (CSAH 2) to 49th Avenue in Minneapolis.

Purpose & Description:

The existing roadway has reached the end of its service life and warrants replacement to address aging infrastructure. The roadway has received numerous overlays that extend into the gutter pan that cause severe ponding. A repaving project occurred in 2013 that included a new striping configuration that converted the four-lane roadway to a three-lane roadway with on-street bicycle facilities. This section of Osseo Road (CSAH 152) is the last remaining segment between I-694 and I-94 to be programmed for improvements.

The proposed project will replace the existing pavement, traffic signals, curb and gutter, sidewalks, and stormwater structures. An opportunity exists to coordinate project activities with an upcoming bridge rehabilitation that is needed on the structure over Canadian Pacific Rail line.

Additionally, this project will supplement Metro Transit's proposed C-Line Project that will provide Bus Rapid Transit (BRT) service along this section of Osseo Road (CSAH 152). It will be beneficial to enhance pedestrian and bicycle connections to the proposed BRT stations near the Penn Ave (CSAH 2) at 44th Avenue (CSAH 152) intersection.



REVENUES	Budget to Date	12/31/17 Act & Enc	Balance	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Mn/DOT State Aid - Regular	-	-	-	-	-	-	-	1,229,000	8,192,000	9,421,000
Total	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,229,000**	**8,192,000**	**9,421,000**

EXPENDITURES	Budget to Date	12/31/17 Act & Enc	Balance	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Land	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	8,192,000	8,192,000
Consulting	-	-	-	-	-	-	-	1,229,000	-	1,229,000
Equipment	-	-	-	-	-	-	-	-	-	-
Furnishings	-	-	-	-	-	-	-	-	-	-
Other Costs	-	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-	-
Total	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,229,000**	**8,192,000**	**9,421,000**

Project Name: 2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: Beyond 2022

Current Year's CIP Process Summary	Budget to Date	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Department Requested	-	-	-	-	-	1,229,000	8,192,000	9,421,000
Administrator Proposed	-	-	-	-	-	1,229,000	8,192,000	9,421,000
CBTF Recommended	-	-	-	-	-	1,229,000	8,192,000	9,421,000
Board Approved Final	-	-	-	-	-	1,229,000	8,192,000	9,421,000

Scheduling Milestones (major phases only):

Scoping: 2018 - 2020
Design: TBD
Procurement: TBD
Construction: TBD
Completion: TBD

Project's Effect on Annual Operating Budget:
Additional planning and design work is required to determine impact to department staff or annual operating costs are anticipated by this project.

Annual Impact for Requesting Department: 0
Annual Impact for all other Depts: 0
Total **0**

Changes from Prior CIP:
This is a new project request for the 2018-2022 Capital Improvement Program.

Board Resolutions / Supplemental Information:

Last Year's CIP Process Summary	Budget to Date	2017	2018	2019	2020	2021	Beyond	Total
Department Requested	-	-	-	-	-	-	-	-
Administrator Proposed	-	-	-	-	-	-	-	-
CBTF Recommended	-	-	-	-	-	-	-	-
Board Approved Final	-	-	-	-	-	-	-	-

Attachment 7 - Hennepin County Board Resolution - 2018 Regional Solicitation

HENNEPIN COUNTY
MINNESOTA

Hennepin County, Board of Commissioners

RESOLUTION 18-0258

2018

The following resolution was moved by Commissioner Mike Opat and seconded by Commissioner Debbie Goettel:

WHEREAS, the Metropolitan Council has given notice that funding through the Regional Solicitation is available; and

WHEREAS, a board resolution must be submitted with the application for Regional Solicitation funding;

BE IT RESOLVED, that Hennepin County be authorized to apply for funding grants through the Regional Solicitation and recognize its role as the public agency sponsor for the following projects (separated by category), if funding is awarded:

Roadway reconstruction/modernization

- Programmed in 2018-2022 CIP

1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100

2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis - CP 2174100

3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis - CP 1001648 & 2140900

- Project Not Programmed in 2018-2022 CIP

4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis - CP 2984500

Roadway expansion

- Programmed in 2018-2022 CIP

5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park - CP 2167700

Bridges

- Programmed in 2018-2022 CIP

6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono - CP 2163400

- Projects Not Programmed in 2018-2022 CIP

7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400
8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

Multi-use trails and bicycle facilities

- Programmed in 2018-2022 CIP

9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301
13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

Pedestrian facilities

- Programmed in 2018-2022 CIP

14. Americans with Disabilities Act retrofits at various locations to complement bus rapid transit and light rail transit services - CP 2999965

The question was on the adoption of the resolution and there were 7 YEAS and 0 NAYS, as follows:

County of Hennepin
Board of County Commissioners

YEAS	NAYS	ABSTAIN	ABSENT
Mike Opat			
Linda Higgins			
Marion Greene			
Peter McLaughlin			
Debbie Goettel			
Jan Callison			
Jeff Johnson			

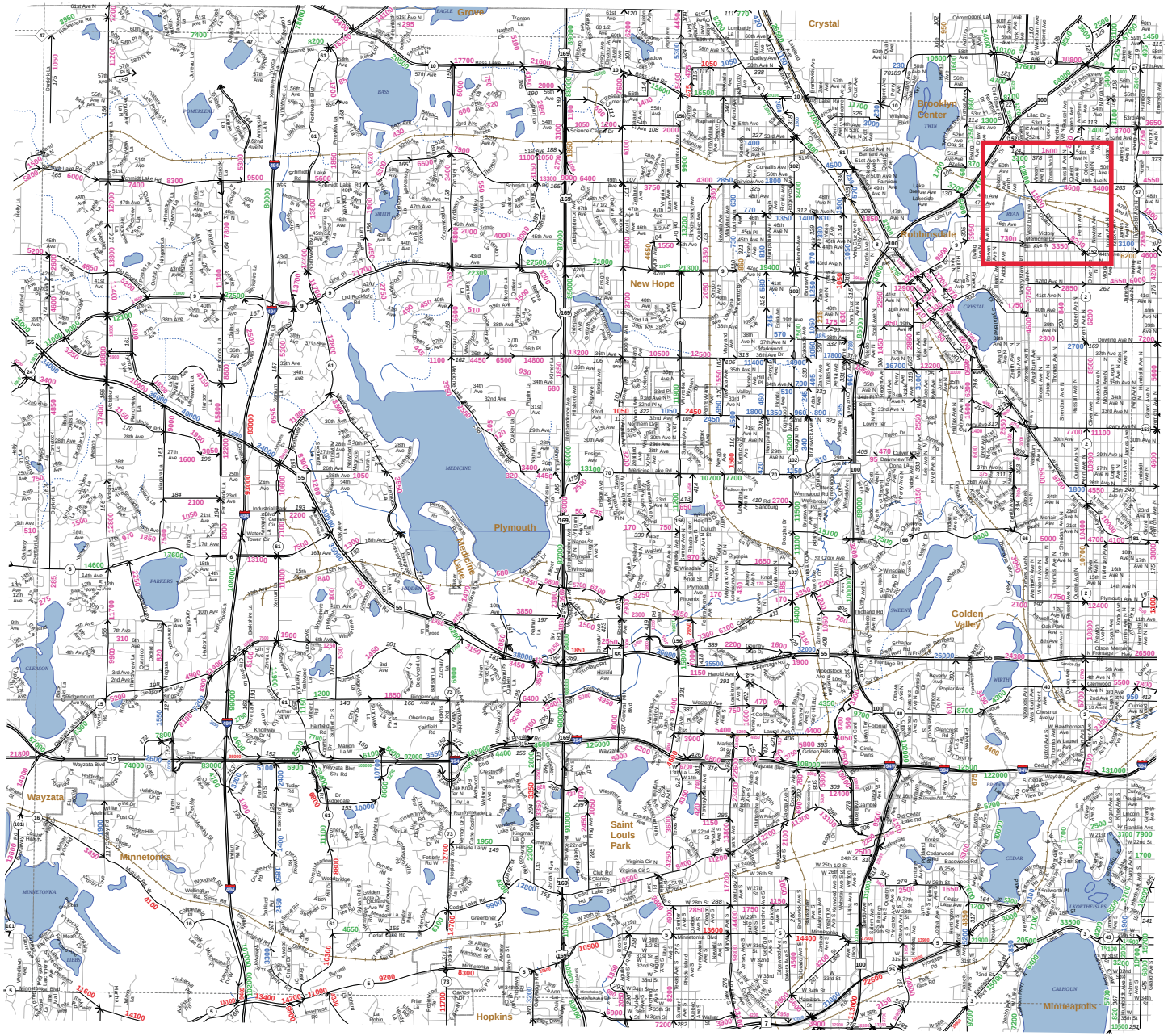
RESOLUTION ADOPTED ON **6/26/2018**

ATTEST: M. Rose

Deputy/Clerk to the County Board

Attachment 8 - MnDOT 50 Series Map

2015 Publication Traffic Volumes Metro Street Series - 4E



0 0.25 0.5 0.75 1 Mi.

Numerals Indicate Average Annual Daily Traffic (AADT) Volumes on Designated Roads

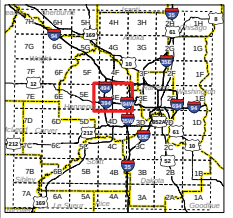
Traffic Volumes are Subject to Variability and Construction Effects
For More Info Visit:
http://www.dot.state.mn.us/traffic/data/coll-methods.html#cp

Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
http://www.dot.state.mn.us/traffic/data/index.html

MAP LEGEND

AADT Year
- 2015 2014
- 2013 2012
- 2011 and older

- Interstate 94
- US Highway 169
- MN Highway 55
- CSAH 55
- MSAS 101
- County Road 55
- Other Roads
- Railroads
- Street Series Grid
- Cities
- COUNTIES
- Lakes
- Rivers
- Perennial Streams
- Ditches
- National Forests
- National Parks
- Tribal Gov'ts
- State Forests
- State Parks



Map Source:
Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
2015 AADT Product
http://www.dot.state.mn.us/traffic/data/data-products.html

To view this data using an online interactive map please visit: http://www.dot.state.mn.us/traffic/data/tma.html

Attachment 9 - Webber 44 Community Engagement Plan

Webber 44 Community Engagement

Purpose

Hennepin County is planning for the reconstruction of CSAH 152 (portions of Osseo Road, 44th Street, Webber Parkway, and Lyndale Avenue). Tentatively named Webber 44, the project seeks to engage and gather input from all within the community through an inclusive and accessible process. This dialogue between the community and the project team will deliver a successful project with a community-focused solution.

Messaging

The key overall messages to the public include that this project:

- Benefits the community through the development of a multimodal corridor serving pedestrians, bicyclists, transit riders, and drivers
- Addresses existing issues with safety, aesthetics, and substandard conditions, with safe, attractive, and functional new design
- Accommodates the new D Line bus rapid project, bringing a high quality service for local transit riders
- Complements existing local parks, institutions, and businesses, and sets the stage for more positive change
- Builds upon an inclusive community process that listens and responds to everyone

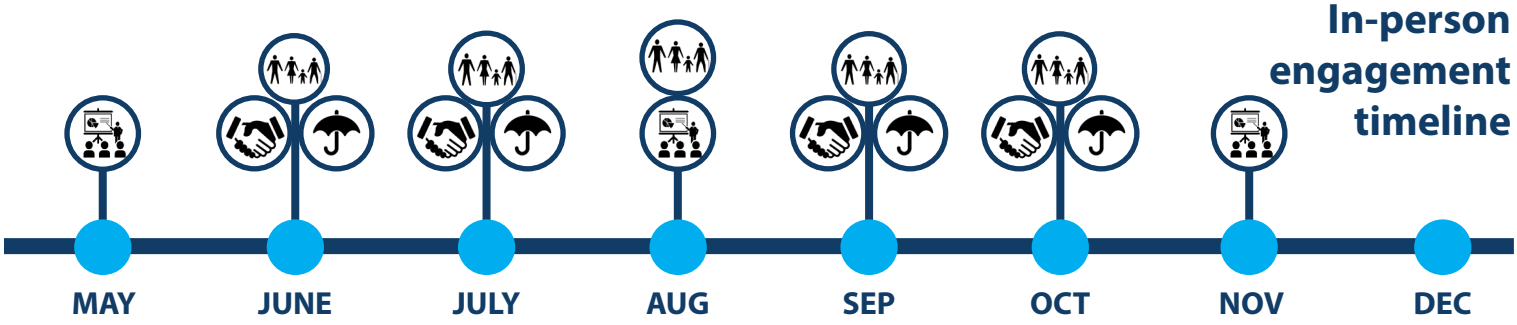
Community groups and stakeholders

Local residents, employers, business associations, neighborhood associations (particularly Webber Camden and Victory), property and business owners, transit riders, local students and youth, City of Minneapolis, Minneapolis Park and Recreation Board, Metro Transit, Minneapolis Public Schools and others

Online and in-person engagement

- Text and email surveys
- Pop-up engagement and tactical urbanism
- Project video
- Partnership and agency coordination
- Input ID
- Open houses
- Digital and social media campaign
- Community stakeholder/youth outreach

In-person engagement timeline



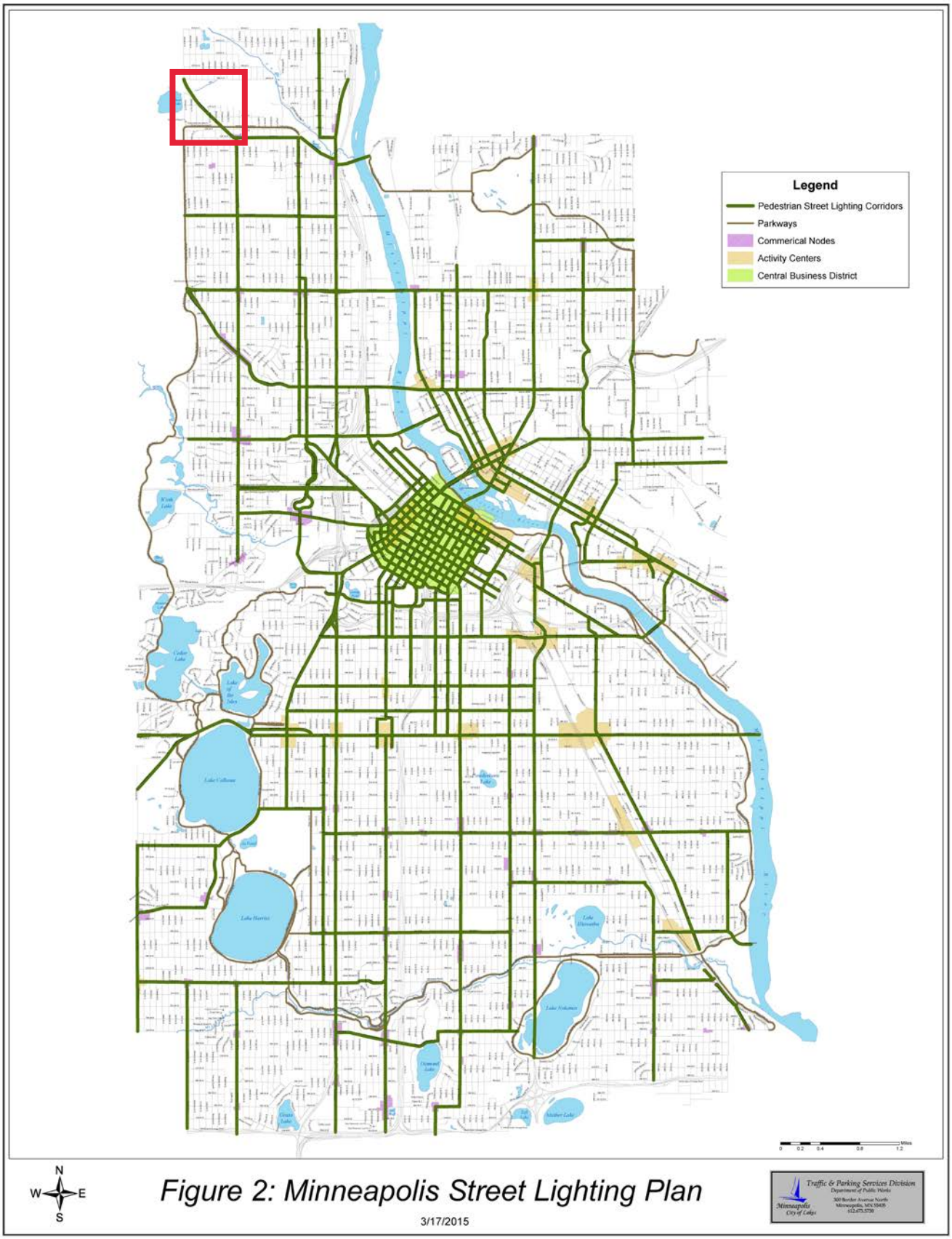
Goals

- Respect and listen to public questions and concerns
- Relay information to the public in a timely, clear, and effective manner
- Maintain and strengthen the relationship between Hennepin County and project stakeholders
- Coordinate outreach and engagement across multiple projects impacting the area

www.hennepin.us/webberparkway | Jason Staebell | 612.596.0371

April 25, 2018

Attachment 10 - Minneapolis Street Lighting Plan



Attachment 11 - Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 332

Remove unwarranted signal (one-lane, one-way streets, excluding major arterials)

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Intersection traffic control

Study: *Crash Reductions Related to Traffic Signal Removal in Philadelphia*, Persaud et al., 1997

Star Quality Rating:	★★★★☆

Crash Modification Factor (CMF)	
Value:	0.76
Adjusted Standard Error:	0.09
Unadjusted Standard Error:	0.07

Crash Reduction Factor (CRF)	
Value:	24 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	9
Unadjusted Standard Error:	7

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not specified

Attachment 11 - Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 6098

Improve left-turn lane offset to create positive offset

Description: Improve left-turn lane offset to make the left-turn lanes with positive offset

Prior Condition: Left-turn lanes with negative offset

Category: Intersection geometry

Study: *Safety Evaluation of Offset Improvements for Left-Turn Lanes*, Persaud et al., 2009

Image: *View the countermeasure image.*

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.683
Adjusted Standard Error:	
Unadjusted Standard Error:	0.109

Crash Reduction Factor (CRF)	
Value:	31.7 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	10.9

Applicability	
Crash Type:	Rear end
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not specified

Attachment 11 - Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 8109

Upgrade existing markings to wet-reflective pavement markings

Description: This strategy involves upgrading existing markings from standard marking materials to wet-reflective markings applied as paint, tape, or thermoplastic material.

Prior Condition: Standard pavement markings

Category: Delineation

Study: ***Safety Evaluation of Wet Reflective Pavement Markers*, Lyon et al., 2015**

Star Quality Rating:	[View score details]

Crash Modification Factor (CMF)	
Value:	0.825
Adjusted Standard Error:	
Unadjusted Standard Error:	0.051

Crash Reduction Factor (CRF)	
Value:	17.5 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	5.1

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	multilane
Road Division Type:	
Speed Limit:	
Area Type:	

Attachment 11 - Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 8320

increase intersection illuminance from low (< 0.2 fc) to medium (≥ 0.2 fc and <1.1 fc)

Description: Increase intersection illuminance 13 from low (< 0.2 fc) to medium (≥ 0.2 fc and <1.1 fc)

Prior Condition: Signalized intersections with lower illuminance (<0.2 fc)

Category: Highway lighting

Study: ***Safety Effects of Street Illuminance at Urban Signalized Intersections in Florida*, Wei et al., 2016**

Star Quality Rating:	★★★☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.47
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	53 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Nighttime
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban

Attachment 11 - Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9296

Conversion of intersection into single-lane roundabout

Description: Conversion of intersection into single-lane roundabout

Prior Condition: signalized, stop-controlled, yield-controlled and non-controlled intersections

Category: Intersection geometry

Study: *Safe roundabouts for cyclists*, Jensen, S. U., 2017

Star Quality Rating:	★★★☆☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.52
Adjusted Standard Error:	
Unadjusted Standard Error:	0.046

Crash Reduction Factor (CRF)	
Value:	48 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	4.6

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	All
Speed Limit:	40km/h to 130km/h
Area Type:	All
Traffic Volume:	

Attachment 11 - Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9298

Resurface pavement

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Roadway

Study: *Time series trends of the safety effects of pavement resurfacing,* Park et al., 2017

Star Quality Rating:	[View score details]

Crash Modification Factor (CMF)	
Value:	0.901
Adjusted Standard Error:	
Unadjusted Standard Error:	0.05

Crash Reduction Factor (CRF)	
Value:	9.9 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	5

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	1-4
Road Division Type:	
Speed Limit:	25mph to 65mph
Area Type:	Urban
Traffic Volume:	Minimum of 2100 to Maximum of 40500 Annual Average Daily Traffic (AADT)

Attachment 12 - Crash Detail Listing (2013-2015)

2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
Intersection - CSAH 152 (Osseo Road) at 49th Ave N																					
152	5.41	0	0	0	12	2013	8	13	19	3	132250171	2	460	N	1	1	2	1	1	1	98
152	5.41	0	0	0	12	2014	2	6	17	5	140380371	2	460	C	1	1	2	4	1	5	98
152	5.41	0	0	0	12	2015	1	22	10	5	150220101	2	460	N	1	1	2	1	1	2	98
152	5.41	0	0	0	12	2015	4	28	18	3	151190014	2	460	N	1	1	2	1	1	1	98
152	5.42	0	0	0	12	2015	9	1	6	3	152750091	2	460	N	1	1	2	1	1	1	
152	5.41	0	0	0	12	2014	2	12	6	4	140430146	2	460	N	2	1	2	2	2	2	98
152	5.41	0	0	0	12	2015	4	26	17	1	151160143	2	460	N	2	1	2	1	1	1	98
152	5.41	0	0	0	12	2015	7	29	15	4	152370061	2	460	N	2	1	2	1	1	1	98
152	5.41	0	0	0	12	2013	6	28	16	6	131810013	2	460	N	3	1	2	1	1	1	98
152	5.41	0	0	0	12	2013	6	25	16	3	131760211	2	460	N	5	1	2	1	1	1	98
152	5.39	0	0	0	12	2013	12	20	21	6	133570008	2	460	K	90	7	1	4	2	2	98
Segment - CSAH 152 (Osseo Road) - 49th Ave N - 47th Ave																					
152	5.67	0	0	53	0	2013	9	19	10	5	132620069	27	2585	N	1	1	2	1	2	2	98
152	5.53	0	0	53	0	2013	10	20	2	1	132930018	27	460	N	1	1	2	4	1	1	3
Intersection - CSAH 152 (Osseo Road) at 47th Ave N																					
152	5.78	0	0	0	26	2013	12	16	14	2	140210119	27	2585	C	1	1	2	1	4	3	97
152	5.75	0	0	0	26	2015	11	4	21	4	153090026	27	2585	N	7	30	1	4	2	1	1
Segment - CSAH 152 (Osseo Road) - 47th Ave/Memorial Parkway																					
152	5.89	0	0	62	0	2014	5	31	12	7	141510087	27	2585	N	1	1	2	1	2	1	98
152	5.81	0	0	62	0	2015	7	28	17	3	152100002	27	2585	C	1	1	1	1	1	1	98
152	5.88	0	0	62	0	2013	10	26	10	7	133310036	27	2585	N	5	1	2			1	
Intersection - CSAH 152 (Osseo Road) at Memorial Parkway																					
152	6.03	0	0	0	4	2013	5	6	12	2	131260091	27	2585	C	1	1	2	1	2	1	98

Attachment 12 - Crash Detail Listing (2013-2015)

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
152	6.03	0	0	0	4	2013	6	15	8	7	131660035	27	2585	C	1	1	2	1	2	1	98
152	6.03	0	0	0	4	2013	12	10	18	3	140140139	27	2585	N	1	1	2	3	4	3	98
152	6.03	0.01	0	0	4	2014	7	7	15	2	141880076	27	2585	N	1	1	2	1	1	1	98
152	6.03	0.02	0	0	4	2014	8	24	15	1	142360071	27	2585	C	1	1	2	1	2	1	98
152	6.03	0.01	0	0	4	2014	11	17	21	2	143210278	27	2585	N	1	1	2	4	1	3	98
152	6.03	0	0	0	4	2014	11	17	14	2	150910049	27	2585	N	1	1	2				
152	6.03	0	0	0	12	2015	4	4	21	7	150940109	27	2585	N	1	1	2	4	1	1	98
152	6.03	0.01	0	0	4	2015	9	20	10	1	152630070	27	2585	N	1	1	2	1	1	1	1
152	6.03	0.01	0	0	4	2015	10	17	21	7	152950134	27	2585	N	1	1	2	4	1	1	98
152	6.03	0	0	0	12	2015	12	30	17	4	153640184	27	2585	C	1	1	3	4	1	2	98
152	6.03	0	0	0	12	2014	1	23	8	5	140230096	27	2585	B	3	1	2	1	2	2	98
152	6.03	0	0	0	4	2013	8	30	16	6	132420177	27	2585	N	4	26	1	1	1	1	1
152	6.03	0	0	0	4	2013	1	4	7	6	130040020	27	2585	C	5	1	2	2	2	2	98
152	6.03	0	0	0	4	2013	4	22	12	2	131120086	27	2585	C	5	1	2	1	2	1	98
152	6.03	0	0	0	4	2013	5	24	9	6	131440120	27	2585	N	5	1	2	1	1	1	98
152	6.03	0	0	0	4	2013	6	5	8	4	131560084	27	2585	N	5	1	2	1	3	2	98
152	6.03	0	0	0	4	2014	3	27	8	5	141190051	27	2585	N	5	1	2	1	3	2	97
152	6.04	0	0	0	12	2014	11	27	21	5	143310232	27	2585	C	5	1	2	4	2	1	98
Intersection - CSAH 152 (Osseo Road) at CSAH 9 (45th Ave N)																					
9	9.31	0	0.02	0	4	2015	4	18	19	7	151080130	27	2585	C	1	1	2	1	1	1	98
9	9.31	0	0	0	4	2013	5	3	13	6	131240027	27	2585	N	5	1	2	1	3	2	98
9	9.31	0	0	0	4	2014	2	6	8	5	140370062	27	2585	B	5	1	2	1	1	5	98
Segment - CSAH 152 (Osseo Road) - S of CSAH 9 (45th Ave N) to N of Penn Ave W Jct																					
152	6.12	0	0	62	0	2013	1	22	9	3	130220063	27	2585	C	7	25	1	1	1	1	98

Attachment 12 - Crash Detail Listing (2013-2015)

2013 - 2015

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
Total						41															

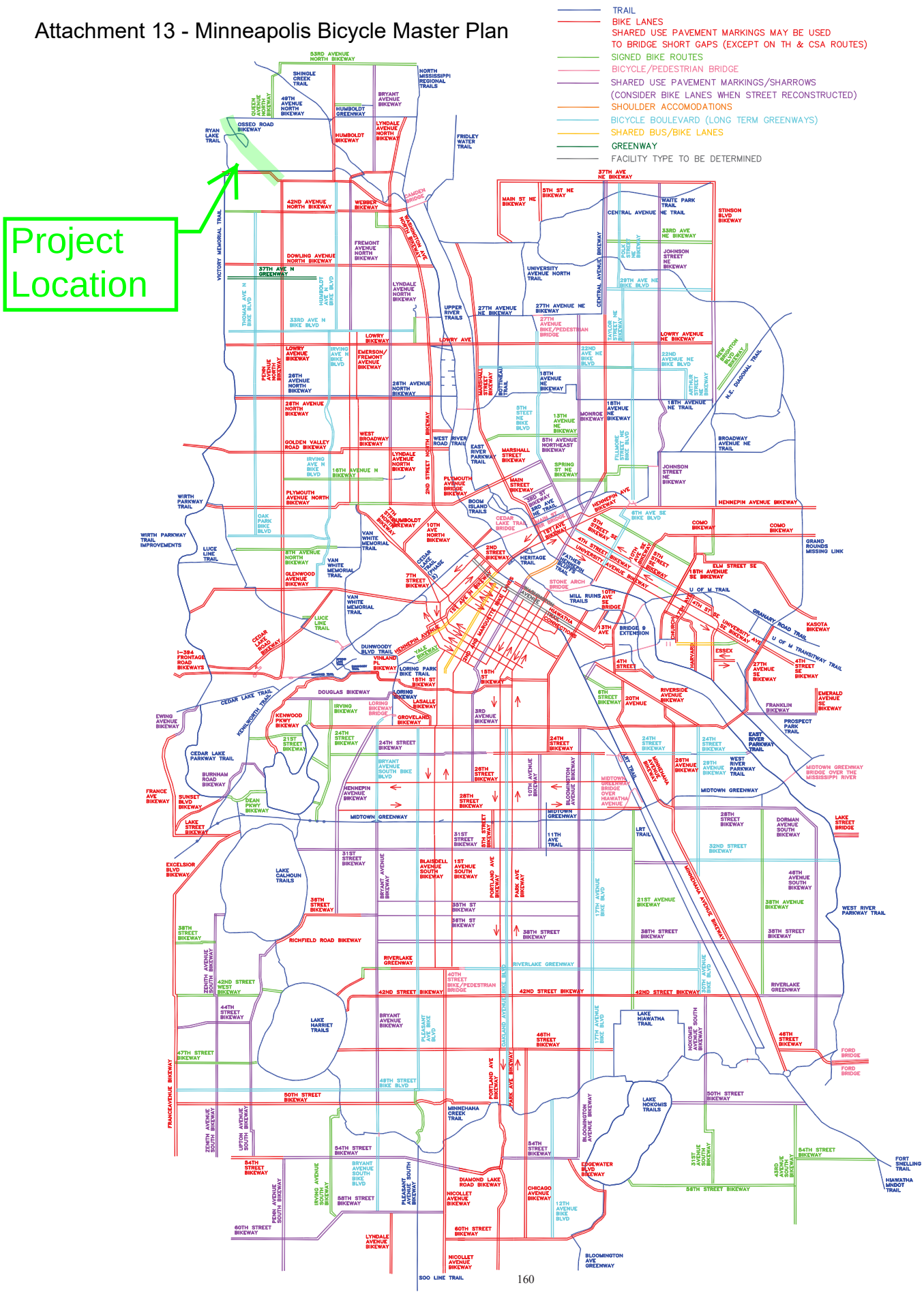
Attachment 12 - Crash Detail Listing (2013-2015)

2013 - 2015

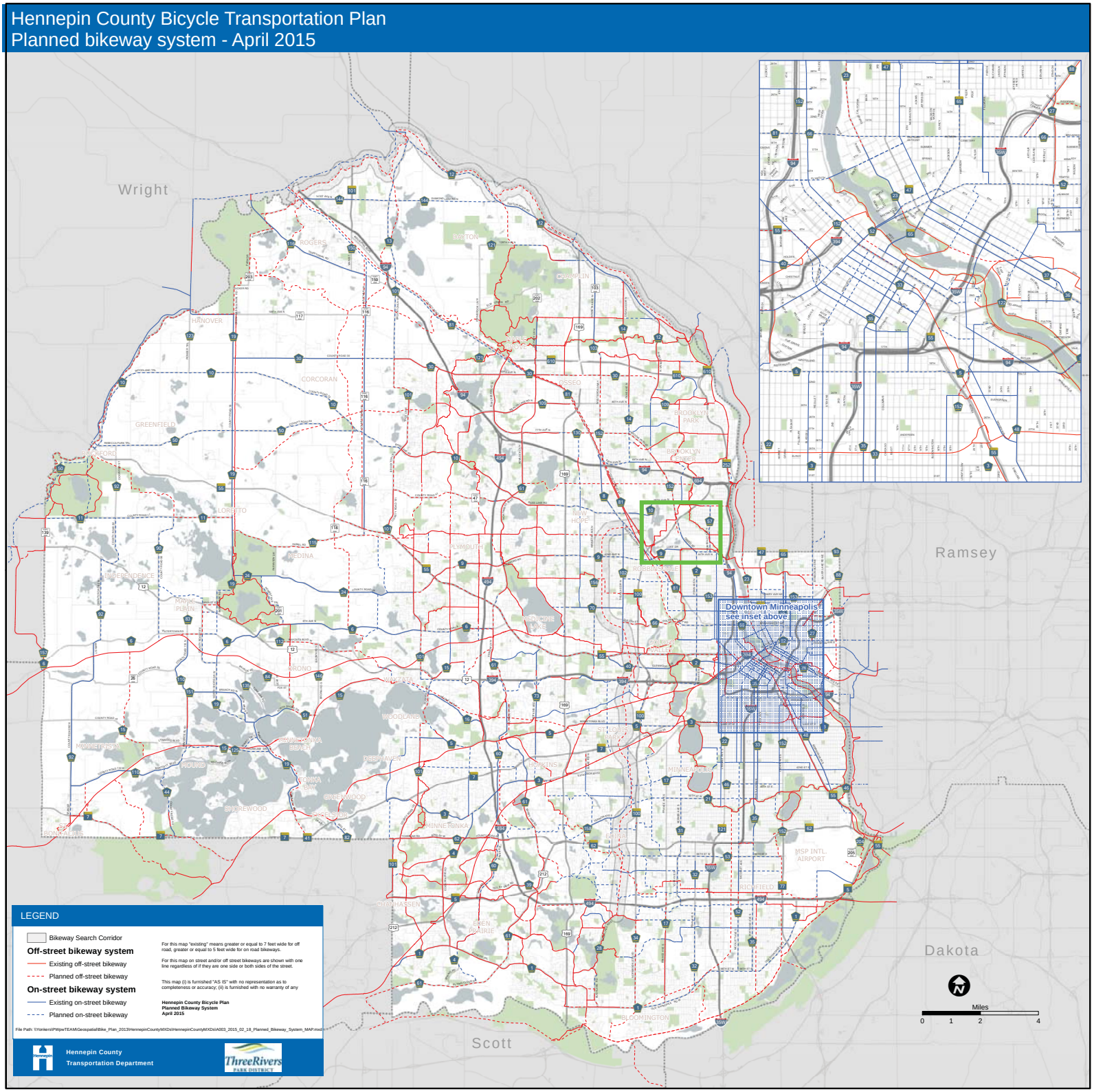
RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
Intersection - CSAH 152 (Osseo Road) at CSAH 2 (Penn Ave N) - Intersections																					
2	4.52	0	0.02	0	26	2013	6	8	14	7	131590068	27	2585	N	1	1	2	1	2	1	98
2	4.52	0	0	0	26	2014	5	20	20	3	141750111	27	2585	N	1	1	2				
2	4.52	0	0.01	0	26	2015	5	2	12	7	151220067	27	2585	C	1	1	2	1	1	1	98
2	4.52	0	0	0	26	2015	5	10	15	1	151300054	27	2585	N	1	1	2	1	2	2	98
2	4.52	0	0.02	0	26	2015	1	31	2	7	150310105	27	2585	N	4	38	1	4	1	1	98
2	4.52	0	0	0	26	2015	11	14	14	7	153180095	27	2585	B	5	1	2	1	1	1	98
2	4.52	0	0	0	26	2014	6	8	5	1	141590029	27	2585	N	7	24	1	2	1	1	98
2	4.52	0	0	0	26	2015	9	11	3	6	152550130	27	2585	N	7	25	1	4	1	1	90
2	4.52	0	0.01	0	26	2015	12	31	14	5	153650148	27	2585	N	9	1	2	1	2	1	98
2	4.52	0	0	0	26	2015	7	19	7	1	152000054	27	2585	N	90	1	2	1	1	1	98
Total						10															

Figure 7.7 - Bikeways Master Plan

Attachment 13 - Minneapolis Bicycle Master Plan



Attachment 14 - 2040 Hennepin County Bicycle Transportation Plan



Appendix C: Draft Osseo & Victory Area Station Plan

Station Plan: Osseo & Victory Area

The Osseo & Victory Area station would serve the northern portions of the Victory neighborhood. The station would function as an access point on the C Line corridor to ensure adequate station distancing. Several station options are being considered and public input is requested to help inform a final station plan. The various station location options are focused around Victory Memorial Parkway. See Figure 1 for a summary of station location options. The Penn & 43rd Avenue station location will be about 0.3 mile south of the parkway. Railroad tracks create a geographic barrier that will result in a longer distance from the parkway to the Brooklyn Boulevard Area station over 0.8 mile to the north.

Table 1: Station Plan Summary – Osseo & Victory Area

Osseo & Victory Area		
	Station Characteristic	***Planned Condition****
CORE STATION PLAN	**Intersection Location**	Osseo & Victory Area Serves north Victory neighborhood, providing adequate spacing between higher-ridership stations (south at Penn & 43rd Avenue, north of the CP Rail tracks in the Brooklyn Boulevard area)
	Platform Location	SB: Several alternatives being considered Comments are requested regarding platform location options. NB: Several alternatives being considered Comments are requested regarding platform location options.
ADDITIONAL STATION DETAILS	**Shelter**	SB: Install new shelter Comments are requested regarding shelter improvements. NB: Install new shelter Comments are requested regarding shelter improvements.
	Curb Configuration	SB: No bumpout A travel lane (bicycle lane) is located immediately adjacent to the curb. Lower ridership and area conditions do not support a bumpout and bicycle lane realignment. NB: No bumpout A travel lane (bicycle lane) is located immediately adjacent to the curb. Lower ridership and area conditions do not support a bumpout and bicycle lane realignment.
	Platform Length	SB: 60' long A platform would need to be 60' long, meeting the C Line design standard to accommodate 60' BRT vehicle. NB: 60' long A platform would need to be 60' long, meeting the C Line design standard to accommodate 60' BRT vehicle.

*Final conditions to be developed during the engineering/design process.

Notes and Discussion

Several bus stops currently exist within the Osseo & Victory area. Station locations currently under consideration include existing bus stop locations and sites not currently used by bus operations. A final station location alternative will include local service bus stop adjustments to maintain but not increase the number of stops in the area. Nearby bus stops would likely be relocated and/or consolidated with C Line operations.

Existing transit service in the area includes Route 5 for local service between Brooklyn Center and the Mall of America and Routes 721 and 724 for limited stop service between northern suburbs and downtown Minneapolis. Under C Line and future D Line operations, reduced Routes 19 and 5 local service would still be maintained in the area.

The intersection of Osseo Road and Victory Memorial Parkway is signalized. Dependent on a final station location, transit signal priority will be considered for implementation during the detailed design and engineering phase. Implementation is dependent upon a traffic analysis balancing acceptable traffic operations for all street users.

Station Locations Under Consideration

Three station location alternatives are being considered for the Osseo & Victory Area station, along with an alternative to omit a station at this location. See Figure 1 for platform location information. These alternatives are identified below.

Alternative A: Southbound at Victory Memorial Drive (Platform location #1) & Northbound at 46th Avenue (#3)

Alternative A would construct a southbound platform on the nearside of Victory Memorial Drive (#1) and a northbound platform on the nearside of 46th Avenue (#3). Both platform locations are within existing right-of-way and outside of parkland area. The location would serve ridership in the area that is concentrated around Victory Memorial Parkway. The northbound platform would be located adjacent to a vacant, publicly owned, triangular parcel bordered by 46th Avenue on the north and Sheridan Avenue on the east. The southbound platform would be located adjacent to a vacant, publicly owned parcel, bordered by a single-family residence. Given the surrounding residential area, a final station design would address site-specific issues to the extent possible. The station would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Alternative B: Southbound at Victory Memorial Drive (#1) & Northbound at 45th Avenue (#5)

Alternative B would construct a southbound platform on the nearside of Victory Memorial Drive (#1) and a northbound platform on the nearside of 45th Avenue (#5). Both platform locations are within existing right-of-way and outside of parkland area. The northbound platform would be located at an existing bus stop, adjacent to a vacant, publicly owned parcel, bordered by a single-

family residence. The southbound platform would be located adjacent to a vacant publicly owned parcel, also bordered by a single-family residence. The northbound platform would be located about 0.25 mile from the Penn & 43rd Avenue station, the minimum distance within station spacing guidelines. Platforms are within residential areas, and a final station design would address site-specific issues to the extent possible. The station would ultimately be shared by planned service on the D Line (Chicago/Emerson-Fremont) corridor.

Alternative C: Southbound at Victory Memorial Parkway (#2), Northbound at Victory Memorial Parkway (#4)

Alternative C would construct a southbound and northbound platform on the nearside of Victory Memorial Parkway. The southbound platform would be located at an existing southbound bus stop (#2); the northbound platform would relocate the 45th Avenue bus stop approximately 200 feet north (#4). These platforms would be located within the parkway, requiring additional coordination and potential design mitigations to address any parkland impacts and develop related design adjustments. Close coordination with the Minneapolis Park and Recreation Board would be required to ultimately determine feasibility of this alternative. It is anticipated station improvements would be built on existing transportation right-of-way. As noted, a final station design would address site-specific issues to the extent possible.

Alternative D: Do not build station

Alternative D would not construct a station in the Osseo & Victory area. Under this alternative, the C Line and D Line would not stop in this area to pick up or drop off customers, reducing overall transit access long-term within the immediate area. Existing riders in the area would still have access to existing transit service on Routes 721 and 724, along with less frequent Route 19 and Route 5 service that would remain after C Line and D Line implementation.

Station Locations with Fatal Flaws - No Longer Under Consideration

Other platform locations were analyzed for feasibility but deemed unsuitable for further consideration. See Figure 1 for platform location details. Additional information is provided below.

Southbound Options

Platform location #6 – Southbound Osseo at Upton: This southbound platform would be located at an existing bus stop location where Upton Avenue dead-ends at Osseo Road. While there is available right-of-way at this location, the potential ridership catchment area is severely limited by the railroad to the north. A station in this location would not serve the core of existing or future ridership in the neighborhood as well as a station further south.

#7 – Southbound Osseo at Thomas: This southbound platform would be located on the farside of Thomas Avenue on Osseo Road. Limited right-of-way exists for BRT improvements and a mid-block location introduces unsafe pedestrian crossings. There are also no sidewalks connecting to this location from the north or south.

#8 – Southbound Osseo at Sheridan: This southbound platform would be located at an existing bus stop across from where Sheridan Avenue meets Osseo Road. Limited right-of-way exists for BRT improvements and a mid-block location introduces unsafe pedestrian crossings. There are also no sidewalks connecting to this location from the north or south.

Northbound Options

#9 – Northbound Osseo near dog park: This northbound platform would be located on the farside of the existing driveway north of 47th Avenue. While there is available right-of-way at this location, the potential ridership catchment area is severely limited by the railroad to the north. A station in this location would not serve the core of existing or future ridership in the neighborhood as well as a station further south. The location would also introduce mid-block pedestrian movements to cross Osseo Road.

#10 – Northbound Osseo at 47th (farside): This northbound platform would be located farside of 47th Avenue, south of the existing driveway. The approximately 50' length between the intersection and the driveway is too short to accommodate a BRT platform.

#11 – Northbound Osseo at 47th (nearside): This northbound platform would be located at an existing bus stop location on the nearside of 47th Avenue. Available right-of-way does not exist at this location.

#12 – Northbound Osseo at Thomas: This northbound platform would be located at an existing bus stop location on the nearside of Thomas Avenue. Available right-of-way does not exist at this location.

#13 – Northbound Osseo at Russell: This northbound platform would be located on the farside of Russell Avenue at an existing bus stop location. Available right-of-way does not exist at this location

Figure 1: Osseo & Victory Area Station Location Alternatives

Minneapolis
City of Lakes

Public Works
350 S. Fifth St. - Room 239
Minneapolis, MN 55415
TEL 612.673.3000
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Attachment 16 - Support Letter from City of Minneapolis

Support for Hennepin County
Regional Solicitation Applications

Dear Mrs. Stueve:

Hennepin County has requested letters of support for a series of grant applications across three funding categories as part of the Regional Solicitation process, by which the Metropolitan Council competitively allocates federal transportation funds. Due to the number of application submittals by Hennepin County in the Roadway Reconstruction and Modernization category, Minneapolis Public Works has submitted a prioritized list of support.

Minneapolis Public Works evaluated Hennepin County's requested letters of support for Roadway Reconstruction and Modernization projects to develop a priority list for which the City wishes to express its support. This evaluation included a review of completed plans, studies, and community engagement, as well as documented City priorities and funding capacity. Minneapolis Public Works supports the following list of projects, in priority order based on this evaluation and overall anticipated benefit for Minneapolis and Hennepin County residents, workers, businesses, freight operators, and visitors:

1. Lowry Avenue NE (CSAH 153) Reconstruction: Washington Street NE to Johnson Street NE
2. Marshall Street NE (CSAH 23) Reconstruction: 16th Avenue NE and 27th Avenue NE
3. Osseo Road (CSAH 152) Reconstruction: Penn Avenue N (CSAH 2) to 49th Avenue N

In addition to the letters of support requested for Roadway Reconstruction and Modernization projects, Hennepin County requested letters of support for three projects in the Multiuse Trail and Bicycle Facilities category and one project in the Bridge Rehabilitation/ Replacement category. The City of Minneapolis hereby expresses its support, in no particular order, for the following two federal funding applications:

- University Avenue (CSAH 36) / 4th Avenue (CSAH 37) Protected Bikeway
- Basset Creek (Washington Avenue – CSAH 152) Bridge Replacement

Thank you for making us aware of this application effort and the opportunity to provide support. Minneapolis Public Works looks forward to working with you on these projects.

Sincerely,

Robin Hutcheson
Director of Public Works
City of Minneapolis