



Application

13861 - 2020 Roadway Modernization

14327 - CSAH 5 (Minnetonka Blvd) Reconstruction Project

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

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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 5 (Minnetonka Blvd) Reconstruction Project

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

St. Louis Park

Jurisdictional Agency (If Different than the Applicant):

The project includes the reconstruction of the CSAH 5 (Minnetonka Blvd) corridor within the City of St. Louis Park. CSAH 5 (Minnetonka Blvd) is classified as an A-Minor Arterial that functions as an augmentor. Attachment 2 provides an illustration of the project location.

The project objectives include: improving safety and operations, along with facilitating vehicle, freight, transit, bicycle, and pedestrian movements through the area. Photos depicting the roadway's current condition are included in Attachment 3. A potential typical section and concept that aim to achieve the project objectives are included in Attachments 4 and 5, respectively. Staff anticipates that the introduction of a 3-lane section will provide the following benefits:

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

- Improved operations for turning vehicles
- Reduced frequency of crashes, especially rear-end, sideswipe, and left-turn related
- Excess space to reallocate to other transportation modes
- Traffic calming to manage vehicle speeds

The project will include, but is not limited to, the following elements. The specific type and location of improvements will be determined as part of the design process based on community input and data analysis.

- Roadway improvements; such as the replacement of deteriorated curb and gutter, storm water structures, and pavement substructure

- Safety improvements; such as the upgrading of traffic signal systems to include dedicated left-turn phasing and adaptive signal timing, enhancing of pedestrian crossings to increase yielding rates, and re-configuring of the roadway to reduce left-turn, rear-end, and sideswipe crashes

- Pedestrian improvements; such as ADA compliant ramps and sidewalk, Accessible Pedestrian Signals (APS), high-visibility crosswalk markings, curb extensions, raised medians, and countdown timers.

- Bicycle improvements; such as the conversion of the existing four-lane undivided configuration to improve the biking experience for people crossing and riding along the corridor. Further investigation is needed to determine if dedicated facilities for people biking will be provided as part of the project.

- Streetscaping enhancements; such as the introduction of a boulevard and lighting. Additionally, staff will evaluate the potential for burying overhead utilities (in an effort to promote beautification in the corridor) as part of the design process.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DESCRIPTION - will be used in TIP if the project is selected for funding. [See MnDOT's TIP description guidance.](#)

CSAH 5 (Minnetonka Blvd) from the TH 100 NB Ramps to France Ave

Project Length (Miles)

0.9

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 \$7,000,000.00

Match Amount \$3,357,000.00

Minimum of 20% of project total

Project Total \$10,357,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 32.41%

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

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 Augmentor

Road System CSAH

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

Road/Route No. 5

i.e., 53 for CSAH 53

Name of Road Minnetonka Blvd

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55416

(Approximate) Begin Construction Date 05/17/2024

(Approximate) End Construction Date 11/21/2025

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

From: TH 100 NB Ramps
(Intersection or Address)

To: France Ave
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0.9
Miles of Trail (nearest 0.1 miles) 0.9
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0

Primary Types of Work Grading, aggregate base, bituminous base & surface, storm water, sidewalk, ADA, traffic signals, streetscaping, bikeway, and curb

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under (Bridge or culvert name):

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), 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.

A) Transportation System Stewardship (P 2.2-2.4)

The reconstruction of Minnetonka Blvd provides a new and structurally adequate roadway that accommodates 2040 forecast traffic volumes and meets multi-modal transportation goals. The project provides a new pavement surface, curb and gutter, sidewalk, bike accommodations (if feasible), and storm water systems.

B) Safety and Security (P 2.5-2.9)

Improvements such as ADA compliant facilities, Accessible Pedestrian Signals (APS), high-visibility crosswalk markings, and countdown timers will improve the safety and comfort of people walking. In addition, the anticipated 3-lane configuration will aim to improve the safety and comfort for all users. Improvements are anticipated to result in an overall crash reduction of 26%.

Briefly list the goals, objectives, strategies, and associated pages:

C) Access to Destinations (P 2.10-2.25)

Minnetonka Blvd serves two Metro Transit routes and is a direct connection to the West Lake St and Beltline Blvd Southwest Light Rail Transit (SWLRT) stations that are currently under construction. Additionally, Minnetonka Blvd serves the growing business community and residential communities of St. Louis Park and Southwest Minneapolis. Furthermore, the east end of the project offers diverse local businesses that generate regular trips through the area.

D) Competitive Economy (P 2.26-2.29)

Minnetonka Blvd is essential to the regional economy as 16,000 employees, including 1,500

related to manufacturing and distribution, are located within 1 mile of this project. Commuters rely heavily on Minnetonka Blvd as it provides a direct connection to the West Lake/Uptown areas and offers full access to TH 100.

E) Healthy and Equitable Communities (P 2.30-2.34)

The bike/pedestrian enhancements along the corridor provide first/last mile connections. These features aim to provide more choices in transportation, especially as it relates to people accessing the SWLRT stations that are within walking and biking distance of this project. Additionally, modernizing the storm water infrastructure will improve water management during intense weather events, minimizing negative impacts to the surrounding neighborhoods.

F) Leveraging Transportation Investments to Guide Land Use (P 2.35-2.41)

The multi-modal enhancements made through this project optimize existing and planned infrastructure. The Bais Yaakov Girls High School, located at Lynn Ave, is currently under construction. The Parkway Residences, located just south of this project, are anticipated to receive a number of improvements beginning in 2020. Additionally, Transit Oriented Development is proposed at the Beltline Blvd LRT Station that will include two apartment buildings, one mixed-use building, along with a parking structure.

Limit 2,800 characters, approximately 400 words

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.

2020-2024 - Hennepin County Transportation
Capital Improvement Program (Attachment 6)

List the applicable documents and pages:

Limit 2,800 characters, approximately 400 words

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 State Aid 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.

- Strategic Capacity (Roadway Expansion):** \$1,000,000 to \$10,000,000
- Roadway Reconstruction/Modernization:** \$1,000,000 to \$7,000,000
- Traffic Management Technologies (Roadway System Management):** \$250,000 to \$3,500,000
- Spot Mobility and Safety:** \$1,000,000 to \$3,500,000
- 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 08/31/2015

Link to plan: hennepin.us/-/media/hennepinus/residents/transportation/documents/ada-sidewalk-transition-plan.pdf

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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 and Strategic Capacity projects only:

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

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

4. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

Bridge Rehabilitation/Replacement projects only:

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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, 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 as described in Appendix F of the 2040 Transportation Policy Plan.

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)	\$409,000.00
Removals (approx. 5% of total cost)	\$576,000.00
Roadway (grading, borrow, etc.)	\$468,000.00
Roadway (aggregates and paving)	\$1,097,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$789,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$114,000.00
Traffic Control	\$379,000.00
Striping	\$49,000.00
Signing	\$41,000.00
Lighting	\$360,000.00
Turf - Erosion & Landscaping	\$370,000.00
Bridge	\$0.00
Retaining Walls	\$173,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$800,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,741,000.00
Other Roadway Elements	\$180,000.00
Totals	\$7,546,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$58,000.00
Sidewalk Construction	\$392,000.00
On-Street Bicycle Facility Construction	\$252,000.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$350,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$117,000.00
Pedestrian-scale Lighting	\$360,000.00
Streetscaping	\$493,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$625,000.00
Other Bicycle and Pedestrian Elements	\$164,000.00
Totals	\$2,811,000.00

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	\$10,357,000.00
Construction Cost Total	\$10,357,000.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1 Mile:	16701
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1480
Existing Post-Secondary Students within 1 Mile:	82
Upload Map	1588601981454_2020 RS Map 02 - CSAH 5 (Minnetonka Blvd) 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:

Miles: 0
(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0
(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0
(to the nearest 0.1 miles)

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

None of the tiers:

Measure A: Current Daily Person Throughput

Location	East of TH 100, see Attachment 7
Current AADT Volume	17900

Existing Transit Routes on the Project

17, 600, 664, 667

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

Upload Transit Connections Map

1588515685280_2020 RS Map 04 - CSAH 5 (Minnetonka Blvd) Reconstruction Project - Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	23270.0

Measure B: 2040 Forecast ADT

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

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

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

Forecast (2040) ADT volume

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

1. Sub-measure: Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a 1/2 mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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.

Engagement efforts completed to date

As of May 2020, county staff has not begun any public engagement activities as they relate to this project. The reconstruction project will impact all user groups, therefore, it will be critical to communicate the project impacts, schedule, road closures, and detour routes as part of the public engagement process. The Socio-Economic Equity Map (Attachment 8) identifies sites within the project area that are likely destinations for populations of youth, elderly, and low-income, along with people living with disabilities. Public engagement activities will accommodate an Orthodox Jewish community in the Cedar Lake area, who are required to adhere to Jewish practice which sets specific restrictions on travel behavior.

Engagement efforts anticipated for the design stage

Response:

The project team will likely include staff from the county's Communications and Engagement Team to encourage the use of plain language and ensure best practices are followed. In an effort to minimize potential communication barriers, public engagement tools will rely on visualizations and renderings to highlight improvements for people biking, driving, and walking. Engagement efforts at this time will respect prominent religious days, including Saturdays, to maximize attendance from these communities.

Engagement efforts anticipated for the construction stage

County staff will work with Metro Transit and the City of St. Louis Park to determine anticipated impacts to people biking, people driving, people walking, and people using transit while construction activities are taking place. Engagement efforts will

communicate that construction efforts will not disturb the eruv in the area to continue to allow Jewish community members to move freely while respecting their religious practice. Detailed Temporary Traffic Control Plans for people biking and people walking will be followed to ensure access to local businesses and numerous community resources along the corridor during construction. Construction inspection crews will visit these businesses frequently to ensure that reasonable accommodations are being provided. Temporary impacts to transit services will be communicated with the public during the design and construction phases.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

Anticipated project benefits

The proposed project includes the reconstruction of the CSAH 5 (Minnetonka Blvd) corridor from TH 100 to France Ave to improve safety and mobility for multimodal uses. Safe access for people walking and biking is a critical part of this project due to an Orthodox Jewish community in the area, who choose not to drive on Saturdays in observance of Shabbat. A detailed description of how this project will benefit disadvantaged and minority populations is included below. Attachment 8 identifies specific destinations within 0.5 miles of the project area that attract each population group.

Nearby community resource destinations

Twelve community resource destinations were identified within the project area, including: Bass Lake Park, Carpenter Park, Cedar Lake Park, Fern Hill Park, Lilac Park, Sunshine Park, Webster Park, Darchei Noam, Minneapolis Community Kollel, St. George's Episcopal Church, and the St. Louis City Hall and Police Department. The parks attract diverse populations and offer benefits to people of color, people with disabilities, and low-income, youth, and elderly populations. The Darchei Noam, Minneapolis Community Kollel and St. George's Episcopal Church are religious-based community services.

Response:

Benefits for populations with disabilities

Five destinations for populations with disabilities were identified within the project area, including: Gigi's Playhouse, Little Flowers Montessori School, Partnership Resources, Professional Hearing Services, and Sora Pediatric Therapy. This project will include a pedestrian boulevard, ADA compliant pedestrian ramps, APS, raised medians, and curb extensions to improve conditions for people walking

and rolling along and across the corridor.

Benefits for elderly populations

Two destinations for elderly populations were identified within the project area, including: Associated Clinic of Psychology and Partnership Resources Inc-Senior Site. Improving mobility and safety is especially important for populations who rely on vehicles, including dial-a-ride services, for their transportation needs.

Benefits for low-income populations

One destination for low-income populations was identified, Menorah Plaza. The introduction of a boulevard and streetscaping elements will improve the safety and comfort of people walking which is especially important for people who do not own a vehicle.

Benefits for Youth

Seven destinations for youth populations were identified; including Baston School, Bais Yaakov High School, Companion Housing Program, Groves Program, Holy Family Academy, Torah Academy, and Yeshiva of Minneapolis. Enhancements to the existing sidewalk and the potential introduction of a bicycle facility will improve the safety and comfort of young people who are not able to drive.

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

The CSAH 5 (Minnetonka Blvd) Reconstruction Project will avoid any long-term negative impacts as the project is anticipated to be benefit all users. However, the project will likely have short-term negative impacts on users during construction.

The county has a specialized communications team within its Public Works business line who are responsible for phone hotline, project website inquiries during each phase of the project. This team will respond to inquiries made by residents, business owners, community services, and employees who work in the area. Additionally, the project team will develop relationships with nearby education centers to coordinate construction activities with arrival/dismissal operations. Any significant impacts will be communicated with the public using multiple strategies, including a project website, mailings, and social media. A description of how negative impacts will be minimized is included below.

Response:

Negative impacts to accessibility

Impacts to existing sidewalk facilities are anticipated during construction activities, specifically when modifications to the sidewalk, curb, drainage, and pavement are taking place. The project contractor will be required to follow the temporary traffic control plans which will provide temporary accommodations and/ or detours for people walking and biking. Access to local retail, service providers, and religious institutions is critical. Staff will coordinate the project schedule (especially potential closures) with nearby businesses to minimize negative impacts during construction.

Negative impacts to mobility

All modes will be provided with proper signage and pavement markings during construction to ensure clear and safe detour routes. CSAH 25, a parallel east/west route located directly south of CSAH 5 (Minnetonka Blvd), and will be key to managing detour traffic during the entirety of construction activities. Detailed maps will be available to community sites and businesses identifying the timing and location of detour routes.

Negative impacts to transit

Some transit routes may need to be detoured during construction. Staff will coordinate with Metro Transit to publish consistent messaging, notifying transit customers of any changes.

Negative impacts to the environment

Potential storm water impacts during construction will be mitigated through treatments such as silt fencing and inlet protection. Areas susceptible to flooding (near Huntington Ave) will be monitored by staff during rain events. Additionally, the project's storm water pollution prevention plan (SWPPP) will ensure that nearby residents aren't put at risk during construction as the roadway currently drains towards local storm water systems away from CSAH 5 (Minnetonka Blvd).

(Limit 2,800 characters; approximately 400 words)

Select one:

3. Sub-measure: Bonus Points *Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:*

a. 25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b. 20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

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

(up to 40% of maximum score)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map

1588711594720_2020 RS Map 03 - CSAH 5 (Minnetonka Blvd) Reconstruction Project - Socio Economic Conditions.pdf

Measure B: Part 1: Housing Performance Score

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
St. Louis Park	0.9	1.0	97.0	97.0

Total Project Length

Total Project Length **0.9**

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population **0.9**

Total Housing Score **97.0**

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

The proposed CSAH 5 (Minnetonka Blvd) Reconstruction project will reallocate space in the corridor to improve accommodations for people biking, driving, walking, and using transit. It is anticipated that the following effective design strategies will be implemented to benefit vulnerable user groups (as determined to be feasible). These project elements will promote choices in transportation which is especially important for individuals who do not have access to a vehicle.

- Sidewalk facilities that are ADA compliant, supplemented with a boulevard, and enhanced with lighting
- Traffic calming elements for people crossing such as raised medians and curb extensions
- Dedicated facilities for people biking to reduce conflicts with people driving and walking

Response:

A detailed listing of affordable housing locations is included below; identifying the number of bedrooms, affordability limit based on area median income (AMI), etc. Attachment 9 illustrates specific affordable housing sites within a 1/2 mile of the project location.

Total number of affordable sites within project area:
3

Number of existing sites: 3

Number of sites under construction: 0

Number of planned sites identified: 0

Location 1: Menorah Plaza

Affordable Units: 155

Bedrooms per unit: 0-2

30% AMI: 155

Location 2: Park Glen Townhomes

Affordable Units: 34

Bedrooms per unit: 3

60% AMI: 34

LIHTC

Location 3: Shoreham

Affordable Units: 30

Bedrooms per unit: 0-11

50% AMI: 30

LIHTC

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589471122245_Attachment 09 - Affordable Housing
Access.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
2015	0.07	141.05	156.722

1976	0.26	513.76	570.844
1951	0.32	624.32	693.689
1952	0.25	488.0	542.222
	1	1767	1963

Total Project Length

Total Project Length (as entered in "Project Information" form) 0.9

Average Construction Year

Weighted Year 1963

Total Segment Length (Miles)

Total Segment Length 0.9

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Overall, the reconstruction of Minnetonka Blvd is needed to ensure access to TH 100 is retained for commercial vehicles. The project team will engage nearby business owners to understand current freight operations as it relates to delivery routing and frequency.

Response:

Various design strategies will be introduced to improve freight mobility along the corridor. A 3-lane configuration will improve the left-turning experience for commercial vehicles. Driveway aprons and curb radii will be designed to better accommodate trucks entering/exiting the county roadway.

Additionally, roadway space will be reallocated along the east end to better accommodate deliveries to the commercial businesses.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines:

Response:

Yes

The roadway network surrounding Minnetonka Blvd generally follows a grid system, therefore, sight distance is generally adequate. The presence of overhead utilities restricts sight lines at intersections, therefore, the burial or relocation of these utilities will be considered. The proposed locations of fencing, signs, and landscaping features will not obstruct sight lines. The 3-lane section will improve sight distance for turning vehicles and eliminate dual-threat crashes involving people crossing.

Also, on-street parking will be retained along the east of the project, however, curb extensions will be introduced to better define parking areas and preserve intersection sight distance.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

It is anticipated that the 4-lane environment will be modified to a 3-lane configuration to improve access and safety along the corridor. Significant revisions will be introduced at Ottawa Ave; such as dedicated left-turn phasing and improved pedestrian waiting areas.

Response:

A bituminous median exists on the east end of the project that will be upgraded to better separate opposing vehicles, manage local access, and improve the crossing experience for people walking.

Minnetonka Blvd has experienced numerous overlays that have extended over the gutter pan; therefore, a full reconstruction is necessary to re-establish the roadway environment, define the roadway extents, and manage drainage needs.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Minnetonka Blvd is surrounded by residential and commercial land uses, including the City Hall and Police Department, within the project area. The anticipated 3-lane will better accommodate vehicle turning movements along the corridor; reducing the number of rear-end, sideswipe, and left-turn related crashes. An opportunity exists on the project's east end to introduce access management strategies via a raised concrete median.

Response:

The anticipated introduction of improved facilities for people walking and biking will promote choices in transportation. This is key in offering community members with new ways to access nearby destinations in lieu of restricted access for people driving.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

The east end of the project includes the relatively unique divergence of the Lake Street alignment that separates into CSAH 25 and CSAH 5 (Minnetonka Blvd). The current number of westbound through lanes increases from two lanes to four lanes as people driving travel from France Ave to Glenhurst Ave. This design causes driver confusion and encourages poor behavior. Therefore, this project presents an opportunity to provide improved lane definition and wayfinding.

Response:

Additionally, this project will allow for a consistent roadway design (adequate lane transition lengths and alignments). These features will not only ensure user safety, but also promote driver expectation.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

There is one known area along Minnetonka Blvd that is susceptible to flooding (near Huntington Ave) as identified by MetCouncil's Localized Flood Map Screening Tool. Attachment 10 illustrates this area during a heavy rain event. During design, specific attention will be given to this area to investigate the feasibility of storm water mitigation strategies that are known to be effective.

Response:

Additionally, Minnetonka Blvd currently lacks storm water structures as the roadway drains towards the local street system. Staff will work with the city to ensure the design of the local storm water system is adequate, especially during intense rain events, to continue this water collection strategy.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

The project will replace and/or upgrade existing signal systems with the following improvements (but not limited to): flexible left-turn phasing, signal communications, pan/tilt/zoom cameras, and other ITS components. The Ottawa Ave intersection will experience substantial upgrades as the existing system lacks current technologies.

Response:

The corridor will be evaluated during design to identify locations for pedestrian crossing enhancements (such as raised medians, curb extensions, and crossing beacons).

Furthermore, the existing lighting is outdated and offers poor illumination. Both roadway and pedestrian scale lighting will be considered in an effort to promote user safety and comfort.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

This project is needed to improve the environment outside the roadway. The existing sidewalk is located immediately adjacent to the curb, which is showing significant signs of settlement. These conditions do not allow for proper management of storm water and do not provide the necessary space for signage, snow storage, or landscaping features. This results in poor mobility and leads to a feeling of discomfort for people walking along the roadway.

Response:

Furthermore, the existing ADA facilities in many areas do not meet current design standards. For example, a utility pole (along with guide wires) is located immediately within the sidewalk at the Joppa Ave intersection.

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 without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
8.0	9.0	-1	1277	1126	-1277	-1126	See report	158938238 4894_CSA H 005 - CP 1681 - CSAH 5 and Inglewood Rd.pdf
						-1126		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	-1277
Total Peak Hour Delay Reduced	-1126

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):
1.85	1.66	0.19
2	2	0

Total

Total Emissions Reduced:	0.19
Upload Synchro Report	1589382270047_CSAH 005 - CP 1681 - CSAH 5 and Inglewood Rd.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

Attachment 11 lists reported crashes (2016-2018) along the project, and Attachment 12 lists CMFs applied in the B/C Analysis.

XX - Countermeasure: Crashes Targeted (CMF ID, % Reduction)

01) LT lanes at signalized intersections: LT (271, 47%)

02) Install bicycle lanes: BIKE (1719, 35%)

03) Convert to 3-lane: All (2841, 49%)

04) Provided TWLTL on CSAH 5: All (3017, 34%)

Crash Modification Factor Used:

05) Install bicycle lanes: All (4656, 5.6%)

06) Countdown timers: PED (5272, 70%)

07) Convert perm LT phasing to FYA prot/perm: LT (7684, 40.2%)

08) Grooved-in high visibility pavement markings: SS (8112, 5.9%)

09) Resurface pavement: All (9289, 7.1%)

10) Reduce the number of lanes to cross: RA (CMF N/A, 15%)

(Limit 700 Characters; approximately 100 words)

The Benefit/Cost Analysis evaluated the project corridor in twelve separate sections (comprised of major intersections and segments) to target crash themes. Up to two (of the ten selected) 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 three CMFs were applied to each individual intersection or segment since the project corridor experiences diverse crash types among people biking, driving, and walking.

Rationale for Crash Modification Selected:

The expected service life for each improvement ranged from 10 years to 20 years (primarily 20 years). An average service life value was entered into the Benefit/Cost Worksheets whenever applicable. If a service life value was not stated within the guidelines of the 2020 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 26% (based on a 74% crash modification factor). Approximately 26% (12) of the total number of reported crashes from the years 2016 to 2018 will be reduced annually through the implementation of various safety countermeasures as part of the project.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio	\$13,524,412.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	1
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	122

Total Fatal (K) Crashes Reduced by Project: 0
Total Serious Injury (A) Crashes Reduced by Project: 0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project: 0
Total Crashes Reduced by Project: 35

Worksheet Attachment

1589461668885_CSAH 5 (Minnetonka Blvd) 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

Overall, the frequency of crashes involving people walking along this section of CSAH 5 (Minnetonka Blvd) is relatively low; as there were only a total of 1 reported crash involving people walking from 2016 to 2018. Therefore, a proactive approach is being applied to maintain relatively low crash rates involving people walking. Attachment 5 illustrates a number of potential improvements that aim to benefit people walking along and across CSAH 5 (Minnetonka Blvd). Additionally, the St. Louis Park City Hall and Police Department are located immediately adjacent to the project. Therefore, an opportunity exists to introduce all 5 E's of pedestrian safety.

Improvements for people walking along the roadway

Response:

The existing sidewalk facilities are located immediately adjacent to the roadway creating a feeling of discomfort for people walking as they are within close proximity of people driving. In addition, a number of obstructions are located within the walking path, reducing the Pedestrian Access Route. The proposed project will include a full replacement of the existing sidewalk facilities, introducing a design that meets current ADA design standards. In addition, it is anticipated that a boulevard (complemented with streetscaping and lighting) will be constructed as part of the project. In addition to providing a buffer between transportation modes, a boulevard will provide the necessary space for signs and snow storage. Furthermore, dedicated facilities for people biking (contingent on the design process) will further separate people walking from people driving. These design strategies will be key to accommodating each transportation mode as they operate at significantly different speeds.

Improvements for people crossing the roadway

Ottawa Ave serves as the only controlled crossing between TH 100 and Inglewood Ave (a distance of approximately 0.7 miles). There are currently 5 uncontrolled pedestrian crossings within this segment that typically experience relatively poor yielding rates due to their proliferation and the existing roadway configuration (four-lane undivided). The anticipated 3-lane section will eliminate the potential for dual-threat related crashes and provide opportunities to construct raised medians at intersections that don't require a dedicated left-turn lane. The project team will evaluate the entire corridor to identify locations that warrant enhanced pedestrian crossings (i.e. raised medians, curb extensions, and/or crossing beacons) to ensure that CSAH 5 (Minnetonka Blvd) is not a barrier for people desiring to cross. Furthermore, high-visibility pavement markings (including crosswalks) will be introduced to define crossing areas and encourage appropriate stopping behavior by people driving.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

This project will aim to provide benefits for people walking, biking driving, and using transit. Attachment 13 illustrates existing multimodal connections along or near the project corridor.

Improvements for people biking

It is anticipated that this project will introduce a dedicated bicycle facility as identified in the county's 2040 Hennepin County Bicycle Transportation Plan (hennepin.us/-/media/hennepinus/residents/transportation/biking/planned-bikeway-system-map.pdf) and the City of St. Louis Park's Connect the Park (stlouispark.org/home/showdocument?id=15599). This facility would expand the county's bikeway network east of TH 100 by connecting an RBTN Tier 1 alignment (located west of TH 100) to the Minneapolis Chain of Lakes. If determined to be feasible, the specific bikeway design (i.e. on-road versus off-road) will be guided by community input provided as part of the project development process.

Response:

Improvements for people walking

The existing sidewalk facilities along CSAH 5 (Minnetonka Blvd) are in relatively poor condition and many areas do not meet current ADA requirements due to steep pedestrian ramps along with the presence of obstructions in the walking paths (such as utility poles). This project will provide significant benefits to people walking along the corridor by upgrading of sidewalk facilities to meet current ADA design, introducing a boulevard to provide space for signs and snow storage, and upgrading lighting to improve illumination. The potential conversion of the 4-lane roadway to a 3-lane roadway will eliminate the potential for a dual-

threat crash during instances of people crossing. Also, pedestrian crossing activity will be evaluated as part of the project development process to identify priority locations to implement crossing enhancements such as curb extensions, raised medians, and/or crossing beacons. These crossing enhancements will increase yielding rates by people driving, which will be especially important if the roadway is converted to a 3-lane (which would result in fewer gaps in traffic). Additionally, a consistent design for the pedestrian facilities will be applied along the corridor to promote predictability for people with visual impairments.

Improvements for people using transit

Enhanced pedestrian and bicycle facilities will provide safe, accessible, and direct walking and biking routes to existing transit services. These non-motorized connections are especially critical ensuring access to the Southwest Light Rail Transit (SWLRT) service that includes two stations (West lake and Beltline) within walking and biking distance of this project. Additionally, the proposed pedestrian crossing improvements will be key to ensuring transit customers feel comfortable during first/last mile connections.

(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 (25 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

1589494963271_Attachment 05 - Potential Layout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 04/29/2022

2)Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

100%

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

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

3)Right-of-Way (25 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

12/15/2023

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public:

Meeting with partner agencies:

03/12/2020

Targeted online/mail outreach:

Number of respondents:

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need.

Yes

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

The CSAH 5 (Minnetonka Blvd) Reconstruction Project was first introduced into the county's Capital Improvement Program (CIP) as part of the 2018-2022 Capital Improvement Program (CIP). Shortly thereafter, county staff began meeting with City of St. Louis Park staff to discuss project scope, budget, and schedule. Key themes that resulted from these discussions included the following:

- Importance of introducing a dedicated bikeway to align with recommendations included in the city's Connect the Park Plan (stlouispark.org/home/showdocument?id=15599)
- Desire to convert the 4-lane undivided to a 3-lane section to provide additional space to reallocate for other transportation purposes
- Consideration for the eruv that's observed by the surrounding Orthodox Jewish Community
- Interest in pedestrian crossing enhancements to improve yielding rates by people driving
- Presence of poor ADA conditions as it relates to steep pedestrian ramps, sidewalk obstructions (i.e. utility poles), and uneven driveway aprons
- Opportunity to complement the nearby Beltline Blvd Station as part of the Southwest Light Rail Transit (SWLRT) service that's currently under construction

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

It is anticipated that the public engagement process will begin approximately 3 years prior to the start of construction (around 2021). The project team will develop a public engagement plan to ensure an inclusive process is followed that is welcoming to all stakeholder groups. Until then, conversations will

continue between county and city staff to share the latest information as it relates to this project.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$10,357,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$10,357,000.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	Attachment 00 - List of Attachments	54 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	115 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	282 KB
Attachment 03 - Existing Roadway Condition Photos.pdf	Attachment 03 - Existing Roadway Condition Photos	520 KB
Attachment 04 - Potential Typical Section.pdf	Attachment 04 - Potential Typical Section	44 KB
Attachment 05 - Potential Layout.pdf	Attachment 05 - Potential Layout	1.3 MB
Attachment 06 - 2020-2024 Hennepin County Transportation Capital Improvement Program.pdf	Attachment 06 - 2020-2024 Hennepin County Transportation Capital Improvement Program	312 KB
Attachment 07 - MnDOT 50 Series Map.pdf	Attachment 07 - MnDOT 50 Series Map	4.8 MB
Attachment 08 - Socio Economic Equity Map.pdf	Attachment 08 - Socio Economic Equity Map	504 KB
Attachment 09 - Affordable Housing Access.pdf	Attachment 09 - Affordable Housing Access	580 KB
Attachment 10 - Intense Rain Event Example at Huntington Ave.pdf	Attachment 10 - Intense Rain Event Example at Huntington Ave	922 KB
Attachment 11 - Crash Map and Detail Listing.pdf	Attachment 11 - Crash Map and Detail Listing	1.0 MB
Attachment 12 - Crash Modification Factors.pdf	Attachment 12 - Crash Modification Factors	1.0 MB
Attachment 13 - Multimodal Connections Map.pdf	Attachment 13 - Multimodal Connections Map	591 KB
Attachment 14 - City of St. Louis Park Support Letter.pdf	Attachment 14 - City of St. Louis Park Support Letter	31 KB

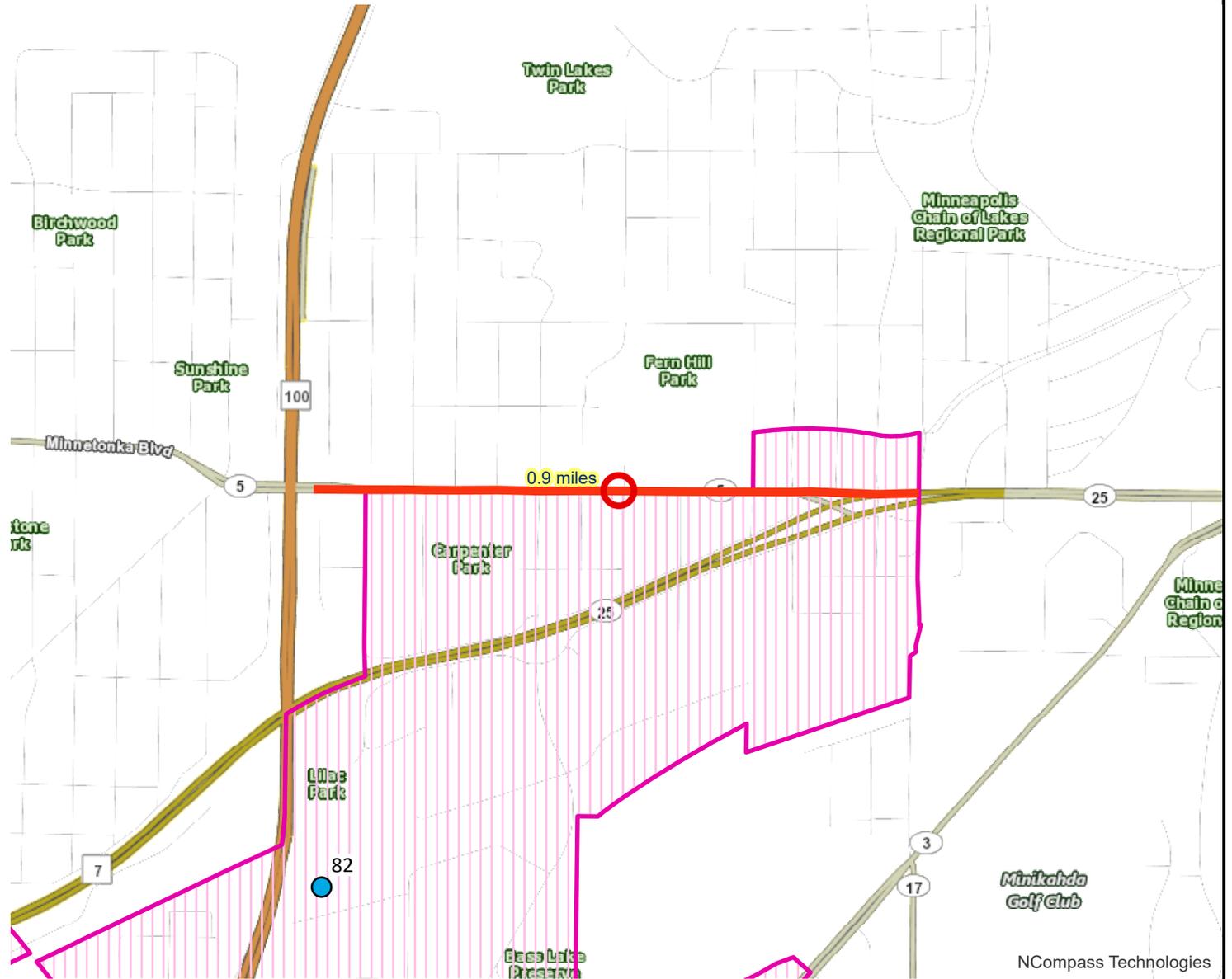
Regional Economy

Results

WITHIN ONE MI of project:
 Postsecondary Students: 82

Totals by City:

- Edina**
 Population: 3211
 Employment: 536
 Mfg and Dist Employment: 45
- Golden Valley**
 Population: 1109
 Employment: 97
 Mfg and Dist Employment: 8
- Minneapolis**
 Population: 5758
 Employment: 2640
 Mfg and Dist Employment: 68
- St. Louis Park**
 Population: 16336
 Employment: 13428
 Mfg and Dist Employment: 1359



NCompass Technologies

Project Points
 Postsecondary Education Centers
 Job Concentration Centers

Project
 Manufacturing/Distribution Centers



Created: 5/1/2020
 LandscapeRSA5



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

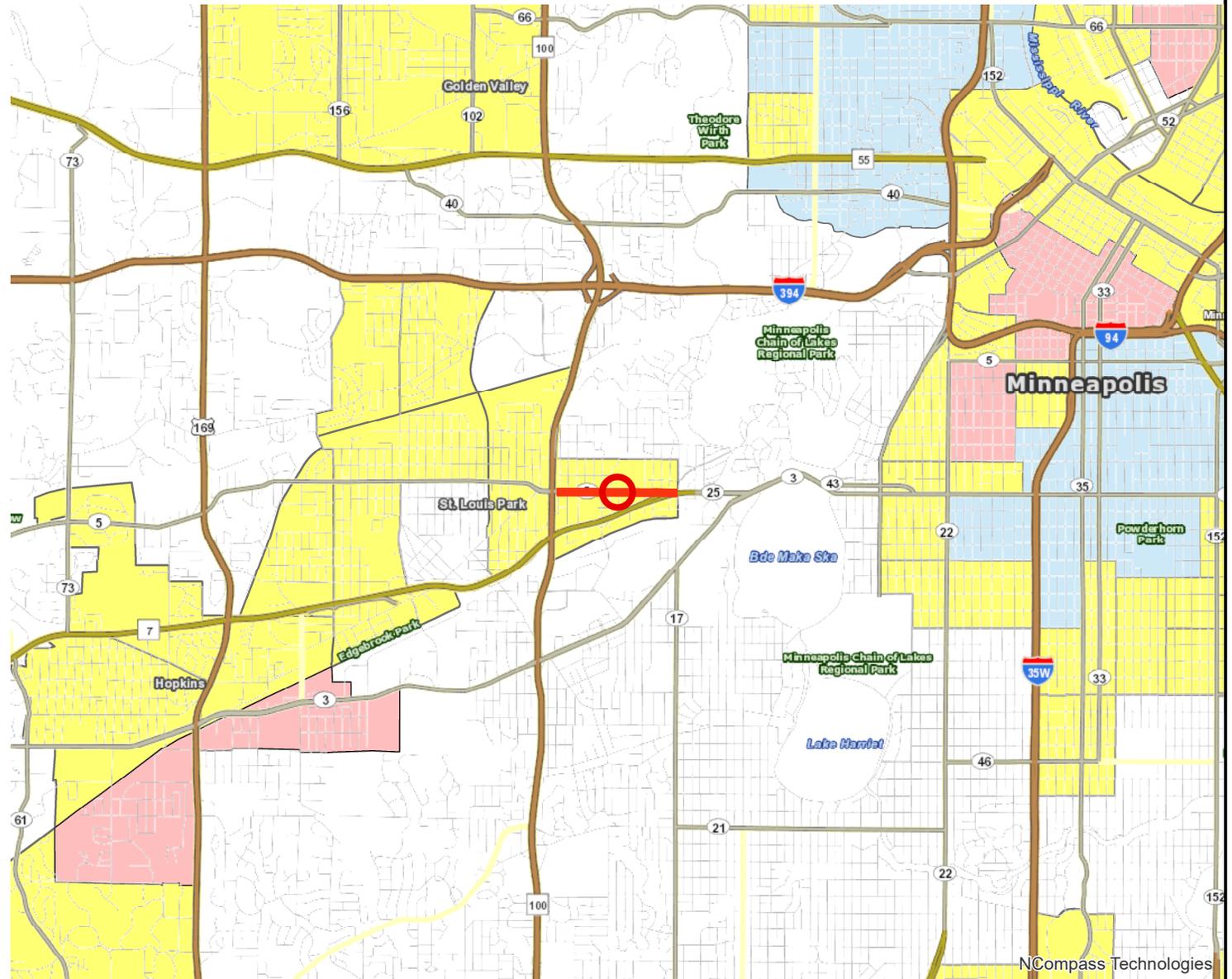


Socio-Economic Conditions

Results

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

Tracts within half-mile:
22700 22801 22802
22901 23000 106500
109100



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

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



Created: 5/1/2020
LandscapeRSA2

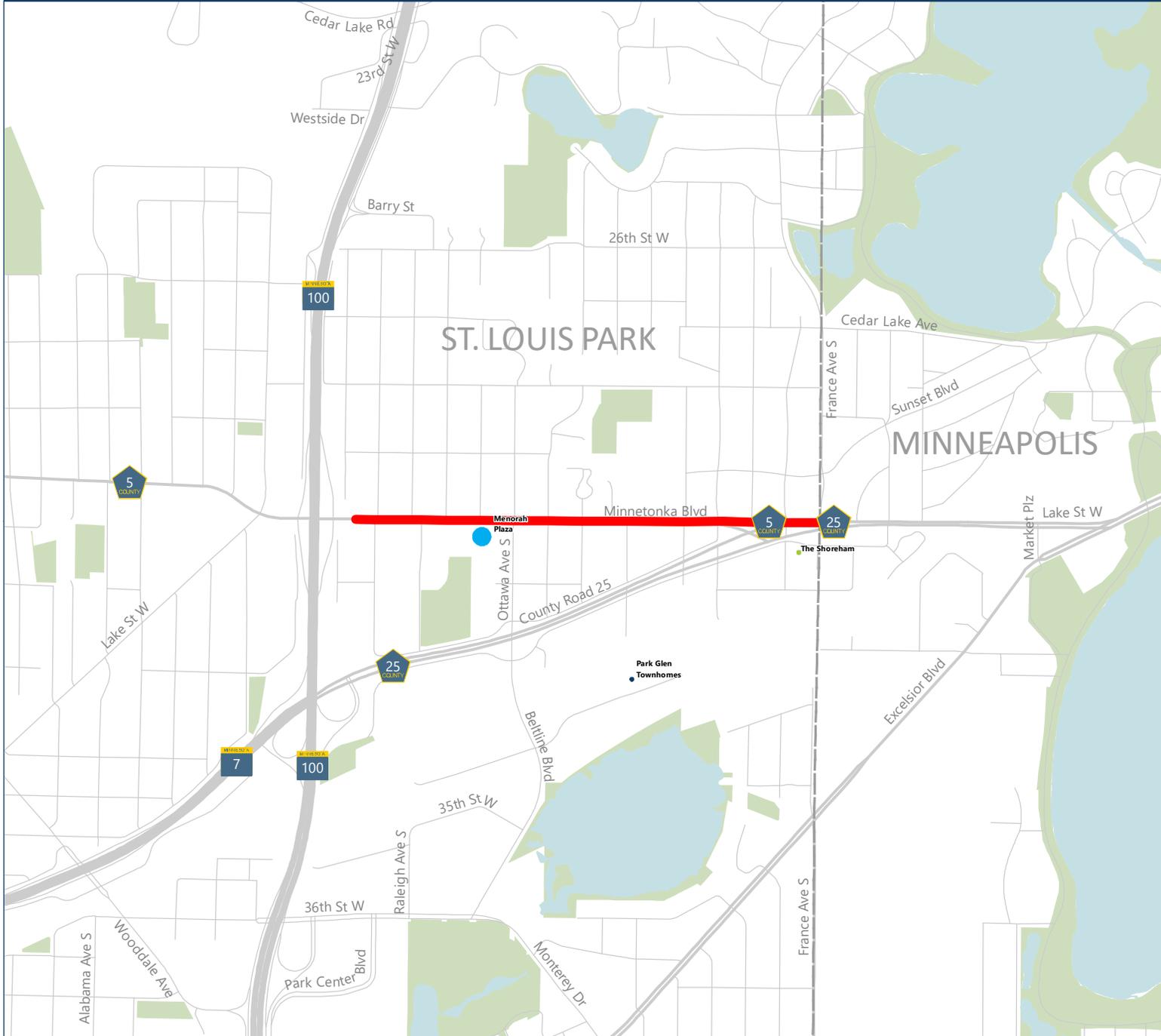


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 09 | Affordable Housing Access Map



Key

- Project Location
- Construction Status**
 - Complete
 - ⊕ Planned
- Affordable Units**
 - 0 - 50
 - 51 - 100
 - 101 - 150
 - 151 - 200
 - 201 - 1500
- Groups Served**
 - People with Disabilities
 - Elderly
 - Family
 - Homeless
 - Single People
 - Multiple Groups
 - No Information

0 0.225 0.45 Miles

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.

Published date: 5/1/2020



Existing Conditions (PM Peak)

CSAH 5 (Minnetonka Blvd) Reconstruction Project 438: CSAH 5 & Inglewood Rd

Direction	All
Future Volume (vph)	1277
Total Delay / Veh (s/v)	8
CO Emissions (kg)	1.30
NOx Emissions (kg)	0.25
VOC Emissions (kg)	0.30

Proposed Conditions (PM Peak)

CSAH 5 (Minnetonka Blvd) Reconstruction Project 438: CSAH 5 & Inglewood Rd

Direction	All
Future Volume (vph)	1126
Total Delay / Veh (s/v)	9
CO Emissions (kg)	1.16
NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.27

Given the existing traffic volumes along CSAH 5 (Minnetonka Blvd), the potential four to three lane conversion will likely result in traffic diversion to CSAH 25. Staff estimates that approximately 1,500 vehicles per day will elect to travel along CSAH 25 instead of CSAH 5. This assumption results in approximately 135 vehicles diverting from CSAH 5 to CSAH 25 in the morning peak hour and 150 vehicles diverting from CSAH 5 to CSAH 25 in the afternoon peak hour.

Staff believes this assumption to be both reasonable and acceptable for the following reasons:

- CSAH 25 is also classified as an A-Minor Arterial; therefore, it also serves a regional purpose in the overall roadway network
 - CSAH 25 is also under the jurisdiction of Hennepin County; therefore, this traffic diversion would not cause burden to other jurisdictions
 - CSAH 25 provides similar access to TH 100 and is located approximately 0.25 miles south
-

Existing Conditions (PM Peak)

05/11/2020
438: CSAH 5 & Inglewood Rd

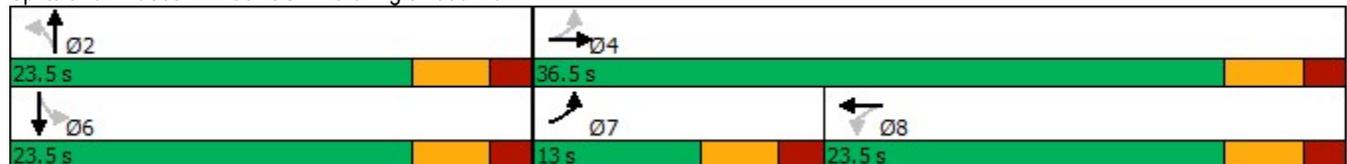


Phase Number	2	4	6	7	8
Movement	NBTL	EBTL	SBTL	EBL	WBTL
Lead/Lag				Lead	Lag
Lead-Lag Optimize				Yes	Yes
Recall Mode	None	None	None	None	None
Maximum Split (s)	23.5	36.5	23.5	13	23.5
Maximum Split (%)	39.2%	60.8%	39.2%	21.7%	39.2%
Minimum Split (s)	23.5	23.5	23.5	13	23.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		
Flash Dont Walk (s)		11	11		
Dual Entry	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	23.5	0	23.5	36.5
End Time (s)	23.5	0	23.5	36.5	0
Yield/Force Off (s)	18	54.5	18	31	54.5
Yield/Force Off 170(s)	18	43.5	7	31	54.5
Local Start Time (s)	0	23.5	0	23.5	36.5
Local Yield (s)	18	54.5	18	31	54.5
Local Yield 170(s)	18	43.5	7	31	54.5

Intersection Summary

Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 438: CSAH 5 & Inglewood Rd



Proposed Conditions (PM Peak)

05/11/2020
438: CSAH 5 & Inglewood Rd

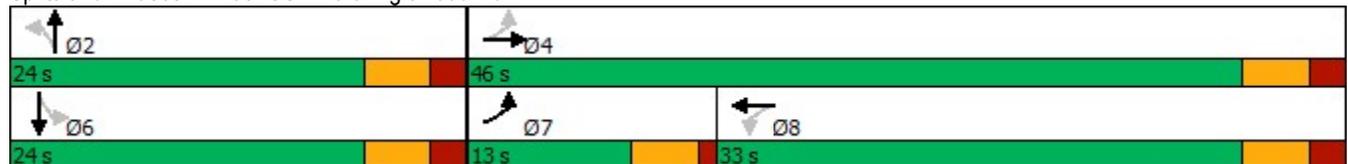


Phase Number	2	4	6	7	8
Movement	NBTL	EBTL	SBTL	EBL	WBTL
Lead/Lag				Lead	Lag
Lead-Lag Optimize				Yes	Yes
Recall Mode	None	None	None	None	None
Maximum Split (s)	24	46	24	13	33
Maximum Split (%)	34.3%	65.7%	34.3%	18.6%	47.1%
Minimum Split (s)	23.5	23.5	23.5	13	23.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2	2	2	1	2
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		
Flash Dont Walk (s)		11	11		
Dual Entry	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	24	0	24	37
End Time (s)	24	0	24	37	0
Yield/Force Off (s)	18.5	64.5	18.5	32.5	64.5
Yield/Force Off 170(s)	18.5	53.5	7.5	32.5	64.5
Local Start Time (s)	0	24	0	24	37
Local Yield (s)	18.5	64.5	18.5	32.5	64.5
Local Yield 170(s)	18.5	53.5	7.5	32.5	64.5

Intersection Summary

Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	70

Splits and Phases: 438: CSAH 5 & Inglewood Rd



Existing Conditions (PM Peak)

CSAH 5 (Minnetonka Blvd) Reconstruction Project 438: CSAH 5 & Inglewood Rd

Direction	All
Future Volume (vph)	1277
Total Delay / Veh (s/v)	8
CO Emissions (kg)	1.30
NOx Emissions (kg)	0.25
VOC Emissions (kg)	0.30

Proposed Conditions (PM Peak)

CSAH 5 (Minnetonka Blvd) Reconstruction Project 438: CSAH 5 & Inglewood Rd

Direction	All
Future Volume (vph)	1126
Total Delay / Veh (s/v)	9
CO Emissions (kg)	1.16
NOx Emissions (kg)	0.23
VOC Emissions (kg)	0.27

Given the existing traffic volumes along CSAH 5 (Minnetonka Blvd), the potential four to three lane conversion will likely result in traffic diversion to CSAH 25. Staff estimates that approximately 1,500 vehicles per day will elect to travel along CSAH 25 instead of CSAH 5. This assumption results in approximately 135 vehicles diverting from CSAH 5 to CSAH 25 in the morning peak hour and 150 vehicles diverting from CSAH 5 to CSAH 25 in the afternoon peak hour.

Staff believes this assumption to be both reasonable and acceptable for the following reasons:

- CSAH 25 is also classified as an A-Minor Arterial; therefore, it also serves a regional purpose in the overall roadway network
 - CSAH 25 is also under the jurisdiction of Hennepin County; therefore, this traffic diversion would not cause burden to other jurisdictions
 - CSAH 25 provides similar access to TH 100 and is located approximately 0.25 miles south
-

Existing Conditions (PM Peak)

05/11/2020
438: CSAH 5 & Inglewood Rd

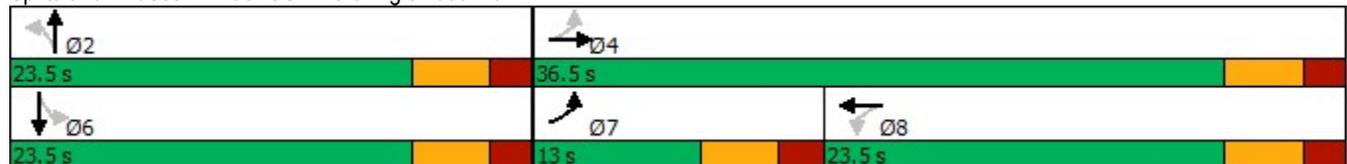


Phase Number	2	4	6	7	8
Movement	NBTL	EBTL	SBTL	EBL	WBTL
Lead/Lag				Lead	Lag
Lead-Lag Optimize				Yes	Yes
Recall Mode	None	None	None	None	None
Maximum Split (s)	23.5	36.5	23.5	13	23.5
Maximum Split (%)	39.2%	60.8%	39.2%	21.7%	39.2%
Minimum Split (s)	23.5	23.5	23.5	13	23.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		
Flash Dont Walk (s)		11	11		
Dual Entry	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	23.5	0	23.5	36.5
End Time (s)	23.5	0	23.5	36.5	0
Yield/Force Off (s)	18	54.5	18	31	54.5
Yield/Force Off 170(s)	18	43.5	7	31	54.5
Local Start Time (s)	0	23.5	0	23.5	36.5
Local Yield (s)	18	54.5	18	31	54.5
Local Yield 170(s)	18	43.5	7	31	54.5

Intersection Summary

Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 438: CSAH 5 & Inglewood Rd



Proposed Conditions (PM Peak)

05/11/2020
438: CSAH 5 & Inglewood Rd

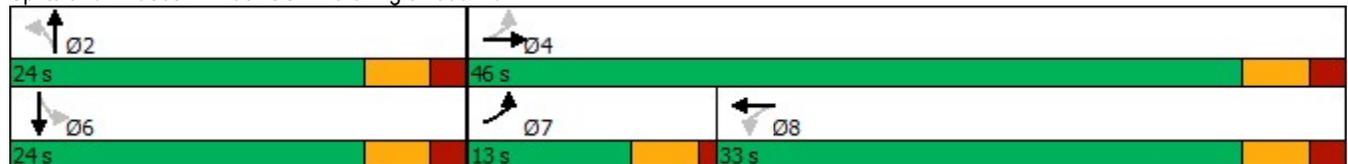


Phase Number	2	4	6	7	8
Movement	NBTL	EBTL	SBTL	EBL	WBTL
Lead/Lag				Lead	Lag
Lead-Lag Optimize				Yes	Yes
Recall Mode	None	None	None	None	None
Maximum Split (s)	24	46	24	13	33
Maximum Split (%)	34.3%	65.7%	34.3%	18.6%	47.1%
Minimum Split (s)	23.5	23.5	23.5	13	23.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2	2	2	1	2
Minimum Initial (s)	5	5	5	5	5
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		
Flash Dont Walk (s)		11	11		
Dual Entry	Yes	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	24	0	24	37
End Time (s)	24	0	24	37	0
Yield/Force Off (s)	18.5	64.5	18.5	32.5	64.5
Yield/Force Off 170(s)	18.5	53.5	7.5	32.5	64.5
Local Start Time (s)	0	24	0	24	37
Local Yield (s)	18.5	64.5	18.5	32.5	64.5
Local Yield 170(s)	18.5	53.5	7.5	32.5	64.5

Intersection Summary

Cycle Length	70
Control Type	Actuated-Uncoordinated
Natural Cycle	70

Splits and Phases: 438: CSAH 5 & Inglewood Rd



Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description					
Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	7.85	End RP	7.91	Miles	0.06
Location	At TH 100 NB Ramps				

B. Project Description			
Proposed Work	No CMFs proposed - Interchange rebuilt in 2015 as part of the TH 100 Project		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor		
Fatal (K) Crashes	Reference	No CMFs proposed
Serious Injury (A) Crashes		
Moderate Injury (B) Crashes	Crash Type	
Possible Injury (C) Crashes		
Property Damage Only Crashes		www.CMFClearinghouse.org

D. Crash Modification Factor (optional second CMF)		
Fatal (K) Crashes	Reference	No CMFs proposed
Serious Injury (A) Crashes		
Moderate Injury (B) Crashes	Crash Type	
Possible Injury (C) Crashes		
Property Damage Only Crashes		www.CMFClearinghouse.org

E. Crash Data			
Begin Date	1/1/2016	End Date	12/31/2018
			3 years
Data Source	MnCMAT Version 2.0		
Crash Severity	No CMFs proposed	No CMFs proposed	
K crashes			
A crashes			
B crashes			
C crashes			
PDO crashes			

F. Benefit-Cost Calculation		
\$0	Benefit (present value)	B/C Ratio = 0.00
\$10,357,000	Cost	
Proposed project expected to reduce 0 crashes annually, 0 of which involving fatality or serious injury.		

Traffic Safety Benefit-Cost Calculation



Highway Safety Improvement Program (HSIP) Reactive Project

A. Roadway Description

Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	7.91	End RP	8.18	Miles	0.27
Location	From TH 100 NB Ramps to Ottawa Ave				

B. Project Description

Proposed Work	CSAH 5: Convert 4-lane roadway to 3-lane roadway and introduce bicycle facility		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

	Fatal (K) Crashes	Reference	CMF 2841: Convert from 4-lane to 3-lane (47% reduction)
	Serious Injury (A) Crashes		
0.53	Moderate Injury (B) Crashes	Crash Type	CMF 2841: OR, SS, RE, LT, RA, & HO crashes involv EB/EB veh
0.53	Possible Injury (C) Crashes		
0.53	Property Damage Only Crashes		www.CMFClearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference	CMF 2841: Convert from 4-lane to 3-lane (47% reduction)
	Serious Injury (A) Crashes		CMF 1719: Install bicycle lanes (35% reduction)
	Moderate Injury (B) Crashes	Crash Type	CMF 2841: OR, SS, RE, LT, RA, & HO crashes involv EB/EB veh
0.34	Possible Injury (C) Crashes		CMF 1719: BIKE crashes
	Property Damage Only Crashes		www.CMFClearinghouse.org

E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnCMAT Version 2.0			
Crash Severity	CMF 2841: OR, SS, RE, LT, RA, & HO crashes	CMF 2841: OR, SS, RE, LT, RA, & HO crashes CMF 1719: BIKE crashes		
K crashes				
A crashes				
B crashes		3		
C crashes		5	1	
PDO crashes		15		

F. Benefit-Cost Calculation

\$4,443,332	Benefit (present value)	B/C Ratio = 0.43
\$10,357,000	Cost	

Proposed project expected to reduce 4 crashes annually, 0 of which involving fatality or serious injury.

Traffic Safety Benefit-Cost Calculation



Highway Safety Improvement Program (HSIP) Reactive Project

A. Roadway Description

Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	8.18	End RP	8.24	Miles	0.06
Location	At Ottawa Ave				

B. Project Description

Proposed Work	CSAH 5: Install LT lanes (via a 4 to 3 lane conversion) & implement FYA LT phasing		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

	Fatal (K) Crashes	Reference	CMF 0271: Install LT lanes on major approaches (42% reduction)
	Serious Injury (A) Crashes		CMF 7684: Implement FYA LT phasing (40.2% reduction)
0.58	Moderate Injury (B) Crashes	Crash Type	CMF 0271: LT, RE, & SS crashes involving EB/WB vehicles
0.49	Possible Injury (C) Crashes		CMF 7684: LT crashes involving EB/WB vehicles
0.47	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnCMAT Version 2.0			
Crash Severity	CMF 0271: LT, RE, & SS involving EB/WB veh		No CMFs proposed	
	CMF 7684: LT involving EB/WB veh			
K crashes				
A crashes				
B crashes		1		
C crashes		5		
PDO crashes		17		

F. Benefit-Cost Calculation

\$2,993,740	Benefit (present value)	B/C Ratio = 0.29
\$10,357,000	Cost	

Proposed project expected to reduce 5 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,360,000	Link: mndot.gov/planning/program/appendix_a.html Real Discount Rate 1.2% Traffic Growth Rate 0.5% Project Service Life 20 years
A crashes	\$680,000	
B crashes	\$210,000	
C crashes	\$110,000	
PDO crashes	\$12,000	

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.42	0.14	\$29,400
C crashes	2.57	0.86	\$94,050
PDO crashes	9.08	3.03	\$36,312
			\$159,762

H. Amortized Benefit

Year	Crash Benefits	Present Value	
2024	\$159,762	\$159,762	Total = \$2,993,740
2025	\$160,561	\$158,657	
2026	\$161,364	\$157,559	
2027	\$162,170	\$156,470	
2028	\$162,981	\$155,387	
2029	\$163,796	\$154,313	
2030	\$164,615	\$153,245	
2031	\$165,438	\$152,185	
2032	\$166,265	\$151,133	
2033	\$167,097	\$150,087	
2034	\$167,932	\$149,049	
2035	\$168,772	\$148,018	
2036	\$169,616	\$146,994	
2037	\$170,464	\$145,977	
2038	\$171,316	\$144,968	
2039	\$172,173	\$143,965	
2040	\$173,034	\$142,969	
2041	\$173,899	\$141,980	
2042	\$174,768	\$140,998	
2043	\$175,642	\$140,023	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

Traffic Safety Benefit-Cost Calculation



Highway Safety Improvement Program (HSIP) Reactive Project

A. Roadway Description

Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	8.24	End RP	8.39	Miles	0.15
Location	From Ottawa Ave to Lynn Ave				

B. Project Description

Proposed Work	CSAH 5: Convert 4-lane roadway to 3-lane roadway and introduce bicycle facility		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

	Fatal (K) Crashes	Reference	CMF 2841: Convert from 4-lane to 3-lane (47% reduction)
	Serious Injury (A) Crashes		
0.53	Moderate Injury (B) Crashes	Crash Type	CMF 2841: OR, SS, RE, LT, RA, & HO crashes involv EB/EB veh
0.53	Possible Injury (C) Crashes		
0.53	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference	CMF 2841: Convert from 4-lane to 3-lane (47% reduction)
	Serious Injury (A) Crashes		CMF 1719: Install bicycle lanes (35% reduction)
	Moderate Injury (B) Crashes	Crash Type	CMF 2841: OR, SS, RE, LT, RA, & HO crashes involv EB/EB veh
0.34	Possible Injury (C) Crashes		CMF 1719: BIKE crashes
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnCMAT Version 2.0			
Crash Severity	CMF 2841: OR, SS, RE, LT, RA, & HO crashes		CMF 2841: OR, SS, RE, LT, RA, & HO crashes CMF 1719: BIKE crashes	
	K crashes			
A crashes				
B crashes		1		
C crashes		2	1	
PDO crashes		2		

F. Benefit-Cost Calculation

\$1,783,554	Benefit (present value)	B/C Ratio = 0.18
\$10,357,000	Cost	

Proposed project expected to reduce 2 crashes annually, 0 of which involving fatality or serious injury.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	8.42	End RP	8.59	Miles	0.17
Location	From Lynn Ave to Inglewood Ave				

B. Project Description

Proposed Work	CSAH 5: Provide two-way left turn lane and introduce bicycle facility		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

Fatal (K) Crashes	Reference	CMF 3017: Provide TWLTL along CSAH 5 (34% reduction)
Serious Injury (A) Crashes		
0.66 Moderate Injury (B) Crashes	Crash Type	CMF 3017: OR, SS, RE, LT, RA, & HO crashes involv EB/WB veh
0.66 Possible Injury (C) Crashes		
0.66 Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

Fatal (K) Crashes	Reference	CMF 3017: Provide TWLTL along CSAH 5 (34% reduction)
Serious Injury (A) Crashes		CMF 1719: Install bicycle lanes (35% reduction)
Moderate Injury (B) Crashes	Crash Type	CMF 3017: OR, SS, RE, LT, RA, & HO crashes involv EB/EB veh
0.43 Possible Injury (C) Crashes		CMF 1719: BIKE crashes
Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnCMAT Version 2.0			
Crash Severity	CMF 3017: OR, SS, RE, LT, RA, & HO crashes	CMF 3017: OR, SS, RE, LT, RA, & HO crashes CMF 1719: BIKE crashes		
K crashes				
A crashes				
B crashes		2		
C crashes		5	1	
PDO crashes		12		

F. Benefit-Cost Calculation

\$2,758,156	Benefit (present value)	B/C Ratio = 0.27
\$10,357,000	Cost	

Proposed project expected to reduce 3 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,360,000	Link: mndot.gov/planning/program/appendix_a.html Real Discount Rate 1.2% Traffic Growth Rate 0.5% Project Service Life 20 years
A crashes	\$680,000	
B crashes	\$210,000	
C crashes	\$110,000	
PDO crashes	\$12,000	

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.68	0.23	\$47,600
C crashes	2.27	0.76	\$83,270
PDO crashes	4.08	1.36	\$16,320
			\$147,190

H. Amortized Benefit

Year	Crash Benefits	Present Value	
2024	\$147,190	\$147,190	Total = \$2,758,156
2025	\$147,926	\$146,172	
2026	\$148,666	\$145,161	
2027	\$149,409	\$144,157	
2028	\$150,156	\$143,160	
2029	\$150,907	\$142,169	
2030	\$151,661	\$141,186	
2031	\$152,420	\$140,209	
2032	\$153,182	\$139,240	
2033	\$153,948	\$138,276	
2034	\$154,717	\$137,320	
2035	\$155,491	\$136,370	
2036	\$156,268	\$135,427	
2037	\$157,050	\$134,490	
2038	\$157,835	\$133,560	
2039	\$158,624	\$132,636	
2040	\$159,417	\$131,719	
2041	\$160,214	\$130,807	
2042	\$161,015	\$129,903	
2043	\$161,820	\$129,004	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description					
Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	8.56	End RP	8.62	Miles	0.06
Location	At Inglewood Ave				

B. Project Description			
Proposed Work	CSAH 5: Introduce bicycle facility		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor			
	Fatal (K) Crashes	Reference	CMF ID 4656: Install bicycle lanes (5.6% reduction)
	Serious Injury (A) Crashes		
0.94	Moderate Injury (B) Crashes	Crash Type	CMF ID 4656: OR crashes involving EB/WB vehicles
0.94	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFClearinghouse.org

D. Crash Modification Factor (optional second CMF)			
	Fatal (K) Crashes	Reference	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFClearinghouse.org

E. Crash Data			
Begin Date	1/1/2016	End Date	12/31/2018
			3 years
Data Source	MnCMAT Version 2.0		
	Crash Severity	CMF ID 4656: OR crashes inv EB/WB veh	No CMFs proposed
	K crashes		
	A crashes		
	B crashes	1	
	C crashes	1	
	PDO crashes		

F. Benefit-Cost Calculation		
\$111,933	Benefit (present value)	B/C Ratio = 0.02
\$10,357,000	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		

F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,360,000	Link: mndot.gov/planning/program/appendix_a.html Real Discount Rate 1.2% Traffic Growth Rate 0.5% Project Service Life 20 years
A crashes	\$680,000	
B crashes	\$210,000	
C crashes	\$110,000	
PDO crashes	\$12,000	

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.06	0.02	\$3,920
C crashes	0.06	0.02	\$2,053
PDO crashes	0.00	0.00	\$0
			\$5,973

H. Amortized Benefit

Year	Crash Benefits	Present Value	
2024	\$5,973	\$5,973	Total = \$111,933
2025	\$6,003	\$5,932	
2026	\$6,033	\$5,891	
2027	\$6,063	\$5,850	
2028	\$6,094	\$5,810	
2029	\$6,124	\$5,770	
2030	\$6,155	\$5,730	
2031	\$6,186	\$5,690	
2032	\$6,216	\$5,651	
2033	\$6,248	\$5,612	
2034	\$6,279	\$5,573	
2035	\$6,310	\$5,534	
2036	\$6,342	\$5,496	
2037	\$6,373	\$5,458	
2038	\$6,405	\$5,420	
2039	\$6,437	\$5,383	
2040	\$6,470	\$5,345	
2041	\$6,502	\$5,308	
2042	\$6,534	\$5,272	
2043	\$6,567	\$5,235	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

Traffic Safety Benefit-Cost Calculation



Highway Safety Improvement Program (HSIP) Reactive Project

A. Roadway Description					
Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	8.62	End RP	8.68	Miles	0.06
Location	At Huntington Ave				

B. Project Description			
Proposed Work	CSAH 5: Resurface pavement and install grooved-in pavement markings		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	10 years	Traffic Growth Factor	0.5%
* exclude Right of Way from Project Cost			

C. Crash Modification Factor			
Fatal (K) Crashes	Reference	CMF ID 9289: Resurface pavement (7.1% reduction)	
Serious Injury (A) Crashes		CMF ID 8112: Install grooved-in pavement markings (5.9% reduction)	
Moderate Injury (B) Crashes	Crash Type	CMF ID 9289: OR, SS, RE, LT, RA, & HO crashes involving EB/WB vehicles	
Possible Injury (C) Crashes		CMF ID 8112: SS crashes involving EB/WB vehicles	
0.90	Property Damage Only Crashes	www.CMFclearinghouse.org	

D. Crash Modification Factor (optional second CMF)			
Fatal (K) Crashes	Reference		
Serious Injury (A) Crashes			
Moderate Injury (B) Crashes	Crash Type		
Possible Injury (C) Crashes			
	Property Damage Only Crashes	www.CMFclearinghouse.org	

E. Crash Data				
Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnCMAT Version 2.0			
Crash Severity	CMF ID 9289: OR, SS, RE, LT, RA, & HO		No CMFs proposed	
	CMF ID 8112: SS crashes involv EB/WB veh			
K crashes				
A crashes				
B crashes				
C crashes				
PDO crashes		2		

F. Benefit-Cost Calculation		
\$7,678	Benefit (present value)	B/C Ratio = 0.01
\$10,357,000	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		

Traffic Safety Benefit-Cost Calculation



Highway Safety Improvement Program (HSIP) Reactive Project

A. Roadway Description

Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	8.68	End RP	8.74	Miles	0.06
Location	At Glenhurst Ave				

B. Project Description

Proposed Work	CSAH 5: Reduce the number of lanes to cross from 4 to 3		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor

Fatal (K) Crashes	Reference	No CMF ID: Reduce lanes to cross from 4 to 3 (15% reduction)
Serious Injury (A) Crashes		
0.85 Moderate Injury (B) Crashes	Crash Type	No CMF ID: RA crashes involving NB/SB vehicles crossing CSAH 5
0.85 Possible Injury (C) Crashes		
0.85 Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

Fatal (K) Crashes	Reference	
Serious Injury (A) Crashes		
Moderate Injury (B) Crashes	Crash Type	
Possible Injury (C) Crashes		
Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnCMAT Version 2.0			
Crash Severity	RA crashes involving veh crossing CSAH 5	No CMFs proposed		
K crashes				
A crashes				
B crashes	2			
C crashes	1			
PDO crashes	1			

F. Benefit-Cost Calculation

\$507,820	Benefit (present value)	B/C Ratio = 0.05
\$10,357,000	Cost	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,360,000	Link: mndot.gov/planning/program/appendix_a.html Real Discount Rate 1.2% Traffic Growth Rate 0.5% Project Service Life 20 years
A crashes	\$680,000	
B crashes	\$210,000	
C crashes	\$110,000	
PDO crashes	\$12,000	

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.30	0.10	\$21,000
C crashes	0.15	0.05	\$5,500
PDO crashes	0.15	0.05	\$600
			\$27,100

H. Amortized Benefit

Year	Crash Benefits	Present Value	
2024	\$27,100	\$27,100	Total = \$507,820
2025	\$27,236	\$26,913	
2026	\$27,372	\$26,726	
2027	\$27,509	\$26,542	
2028	\$27,646	\$26,358	
2029	\$27,784	\$26,176	
2030	\$27,923	\$25,995	
2031	\$28,063	\$25,815	
2032	\$28,203	\$25,636	
2033	\$28,344	\$25,459	
2034	\$28,486	\$25,283	
2035	\$28,628	\$25,108	
2036	\$28,771	\$24,934	
2037	\$28,915	\$24,762	
2038	\$29,060	\$24,590	
2039	\$29,205	\$24,420	
2040	\$29,351	\$24,251	
2041	\$29,498	\$24,084	
2042	\$29,645	\$23,917	
2043	\$29,794	\$23,752	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	



Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

A. Roadway Description					
Route	CSAH 5	District	Metro	County	Hennepin County
Begin RP	8.74	End RP	8.80	Miles	0.06
Location	At France Ave				

B. Project Description			
Proposed Work	Intersection: Install Pedestrian Countdown Timers		
Project Cost*	\$10,357,000	Installation Year	2024
Project Service Life	20 years	Traffic Growth Factor	0.5%

* exclude Right of Way from Project Cost

C. Crash Modification Factor			
	Fatal (K) Crashes	Reference	CMF 5272: Install pedestrian countdown timers (70% reduction)
	Serious Injury (A) Crashes		
0.30	Moderate Injury (B) Crashes	Crash Type	CMF 5272: PED crashes
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)			
	Fatal (K) Crashes	Reference	
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	Crash Type	
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data			
Begin Date	1/1/2016	End Date	12/31/2018
			3 years
Data Source	MnCMAT Version 2.0		
Crash Severity	CMF 5272: PED crashes	No CMFs proposed	
K crashes			
A crashes			
B crashes	1		
C crashes			
PDO crashes			

F. Benefit-Cost Calculation		
\$918,199	Benefit (present value)	B/C Ratio = 0.09
\$10,357,000	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		

F. Analysis Assumptions

Crash Severity	Crash Cost	
K crashes	\$1,360,000	Link: mndot.gov/planning/program/appendix_a.html Real Discount Rate 1.2% Traffic Growth Rate 0.5% Project Service Life 20 years
A crashes	\$680,000	
B crashes	\$210,000	
C crashes	\$110,000	
PDO crashes	\$12,000	

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.70	0.23	\$49,000
C crashes	0.00	0.00	\$0
PDO crashes	0.00	0.00	\$0
			\$49,000

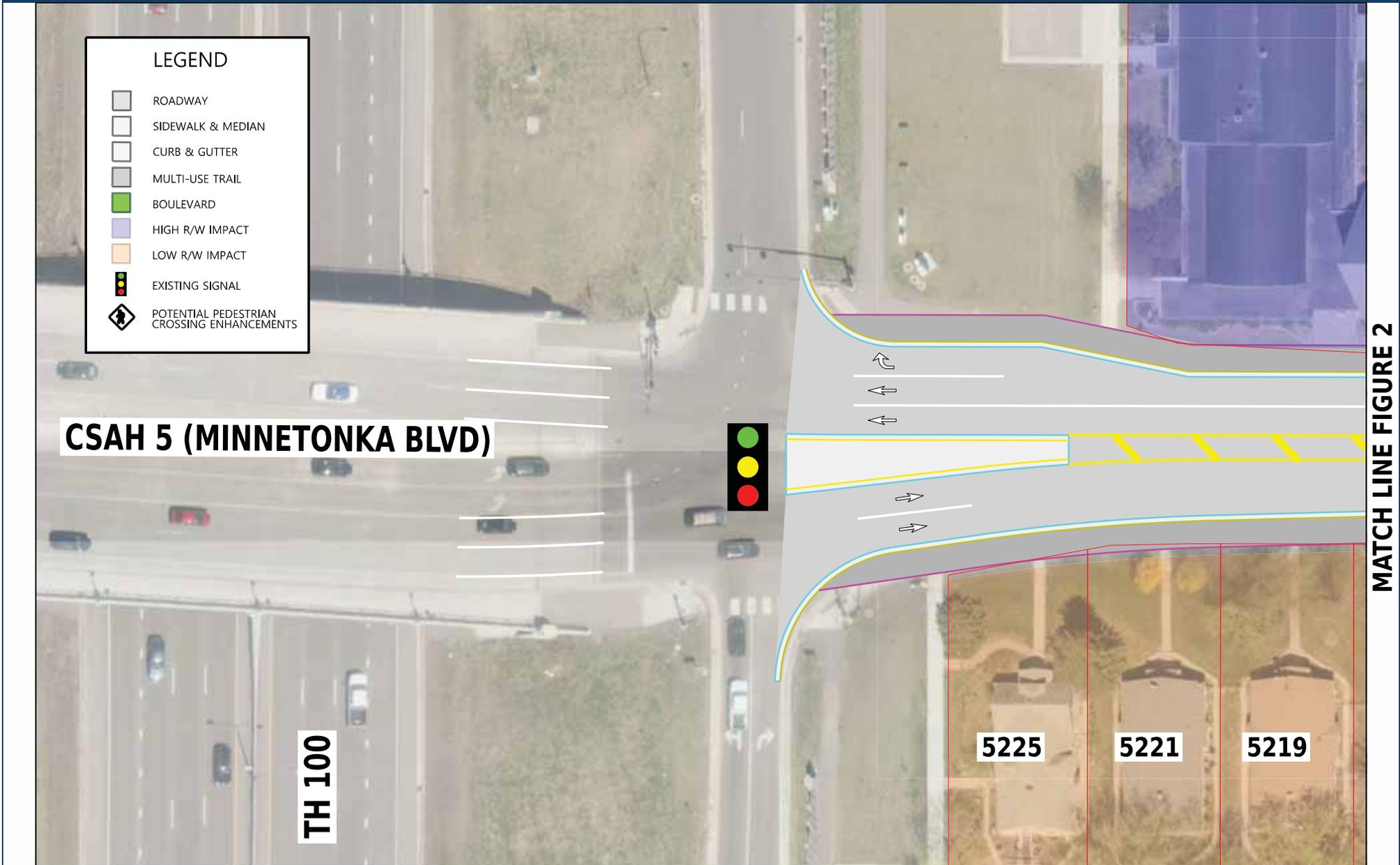
H. Amortized Benefit

Year	Crash Benefits	Present Value	
2024	\$49,000	\$49,000	Total = \$918,199
2025	\$49,245	\$48,661	
2026	\$49,491	\$48,324	
2027	\$49,739	\$47,990	
2028	\$49,987	\$47,658	
2029	\$50,237	\$47,329	
2030	\$50,488	\$47,001	
2031	\$50,741	\$46,676	
2032	\$50,995	\$46,353	
2033	\$51,250	\$46,033	
2034	\$51,506	\$45,714	
2035	\$51,763	\$45,398	
2036	\$52,022	\$45,084	
2037	\$52,282	\$44,772	
2038	\$52,544	\$44,462	
2039	\$52,806	\$44,155	
2040	\$53,070	\$43,850	
2041	\$53,336	\$43,546	
2042	\$53,603	\$43,245	
2043	\$53,871	\$42,946	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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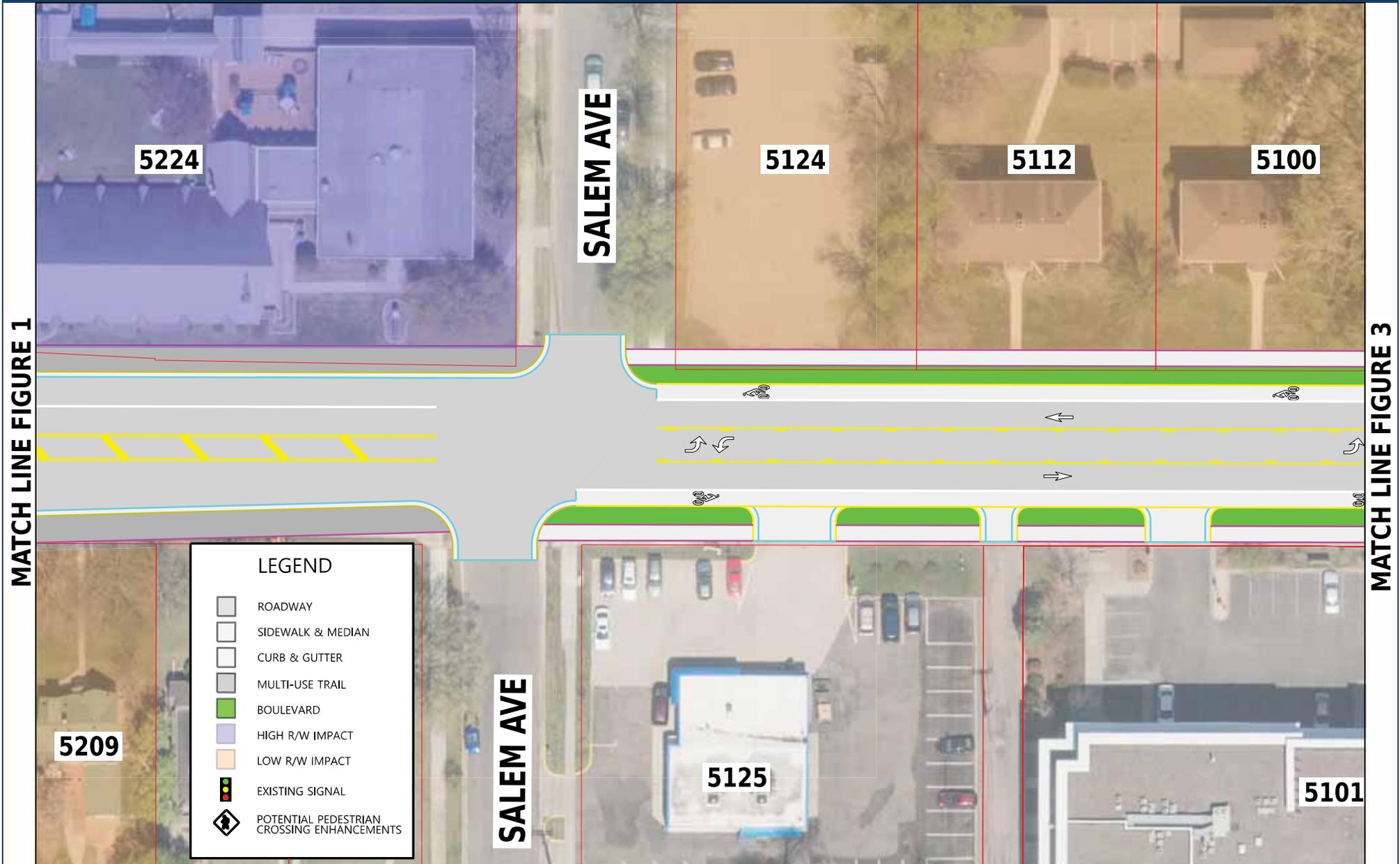
FIGURE 1



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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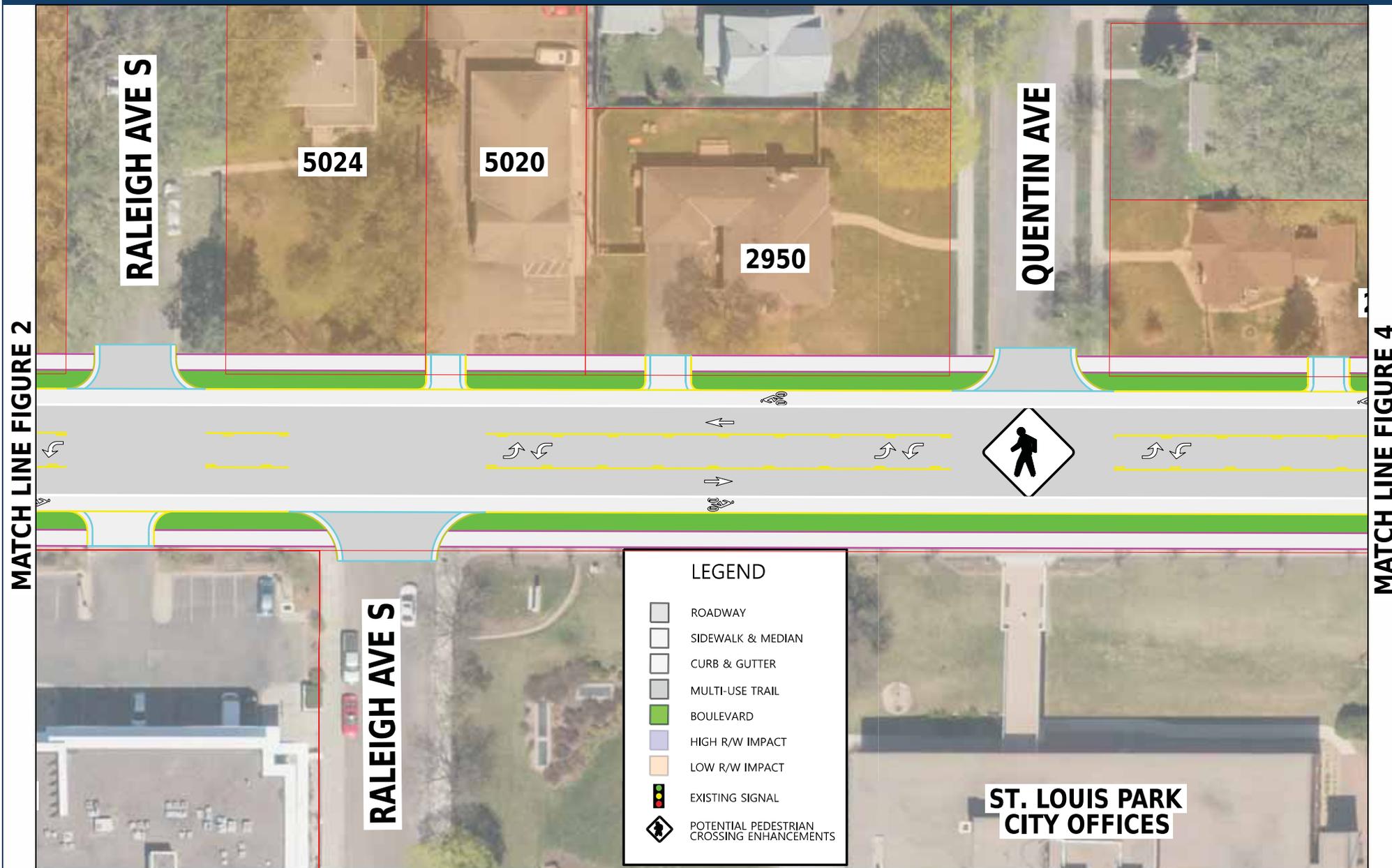
FIGURE 2



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
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Attachment 05 - Potential Layout



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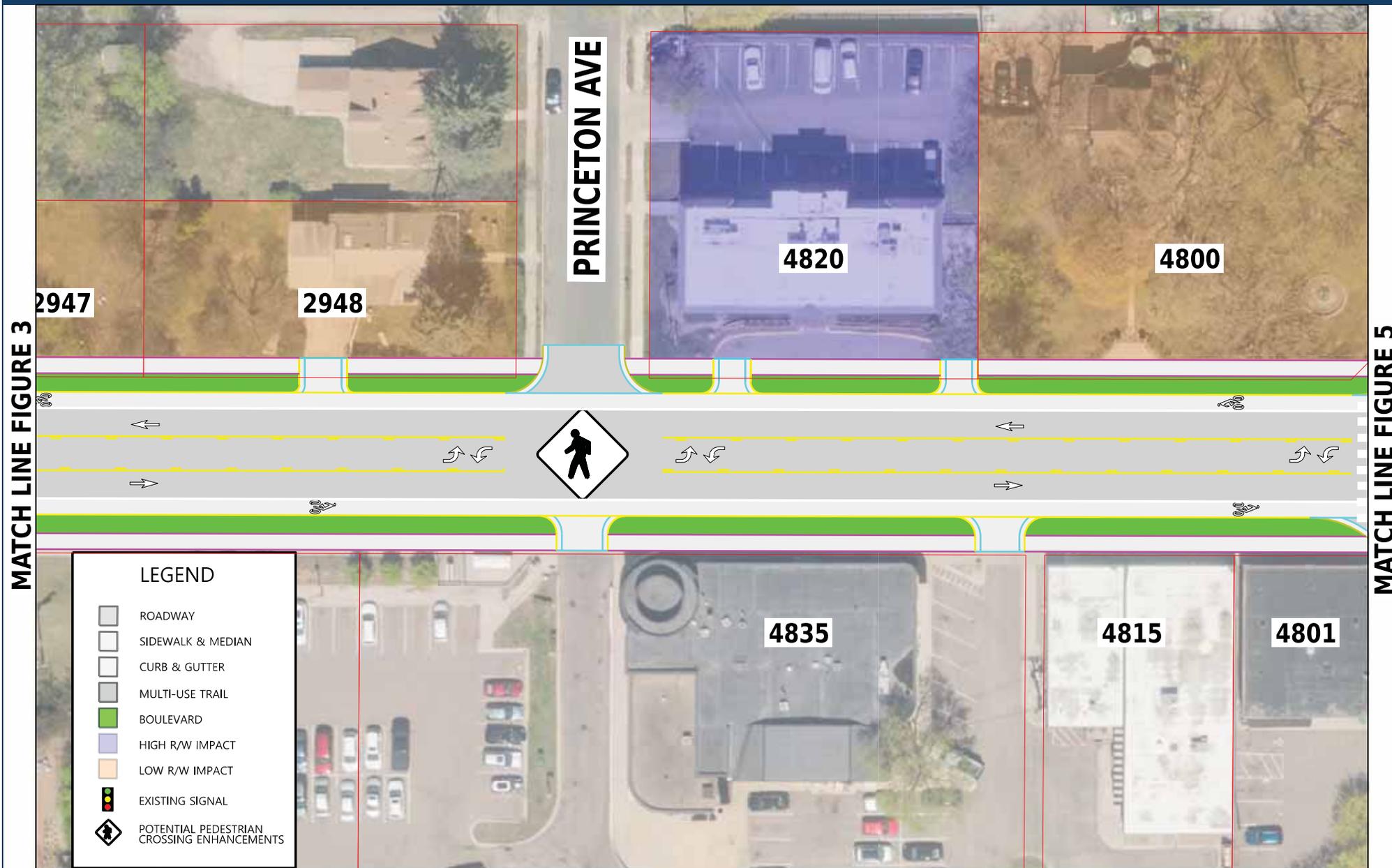
FIGURE 3



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
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Attachment 05 - Potential Layout



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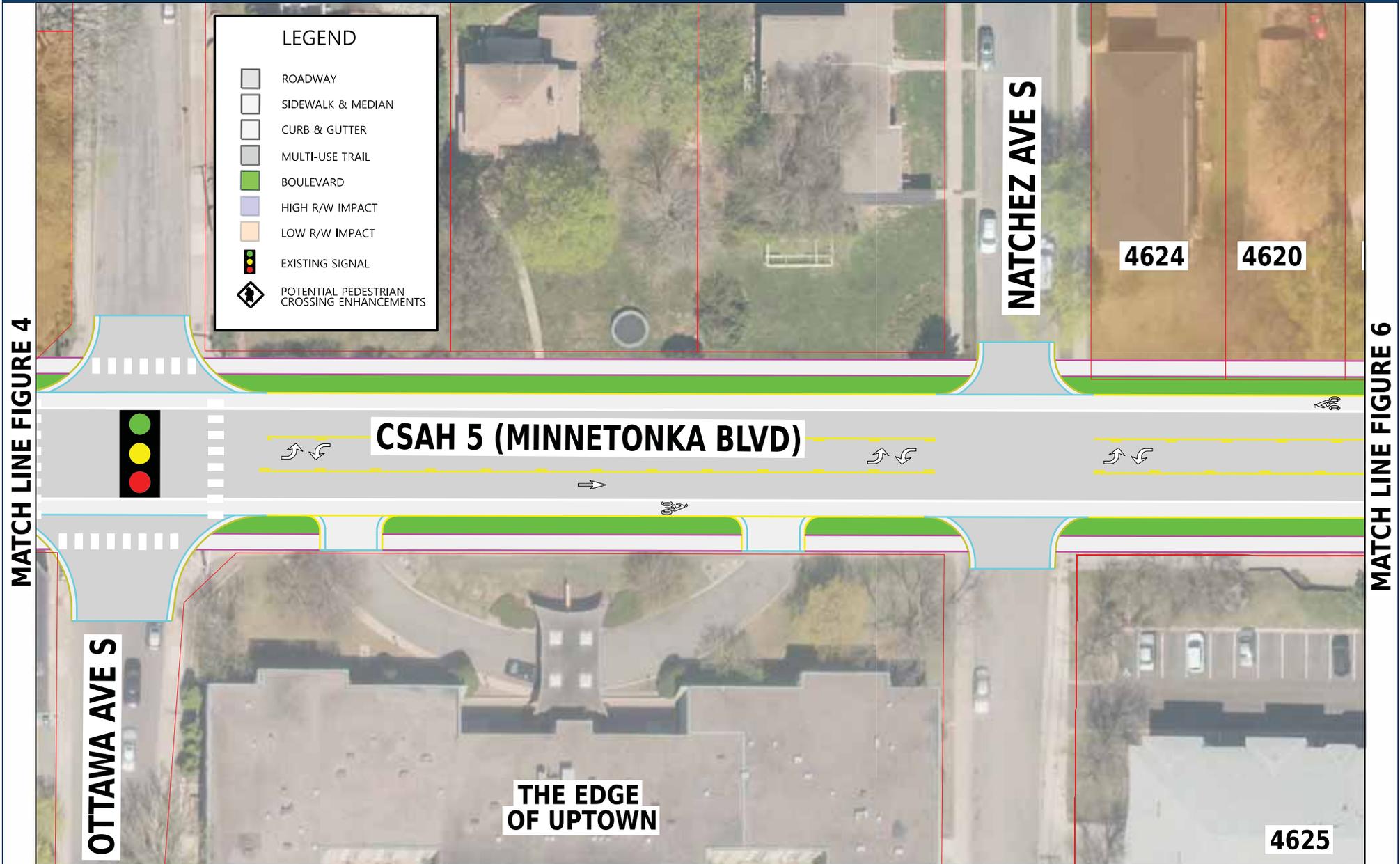
FIGURE 4



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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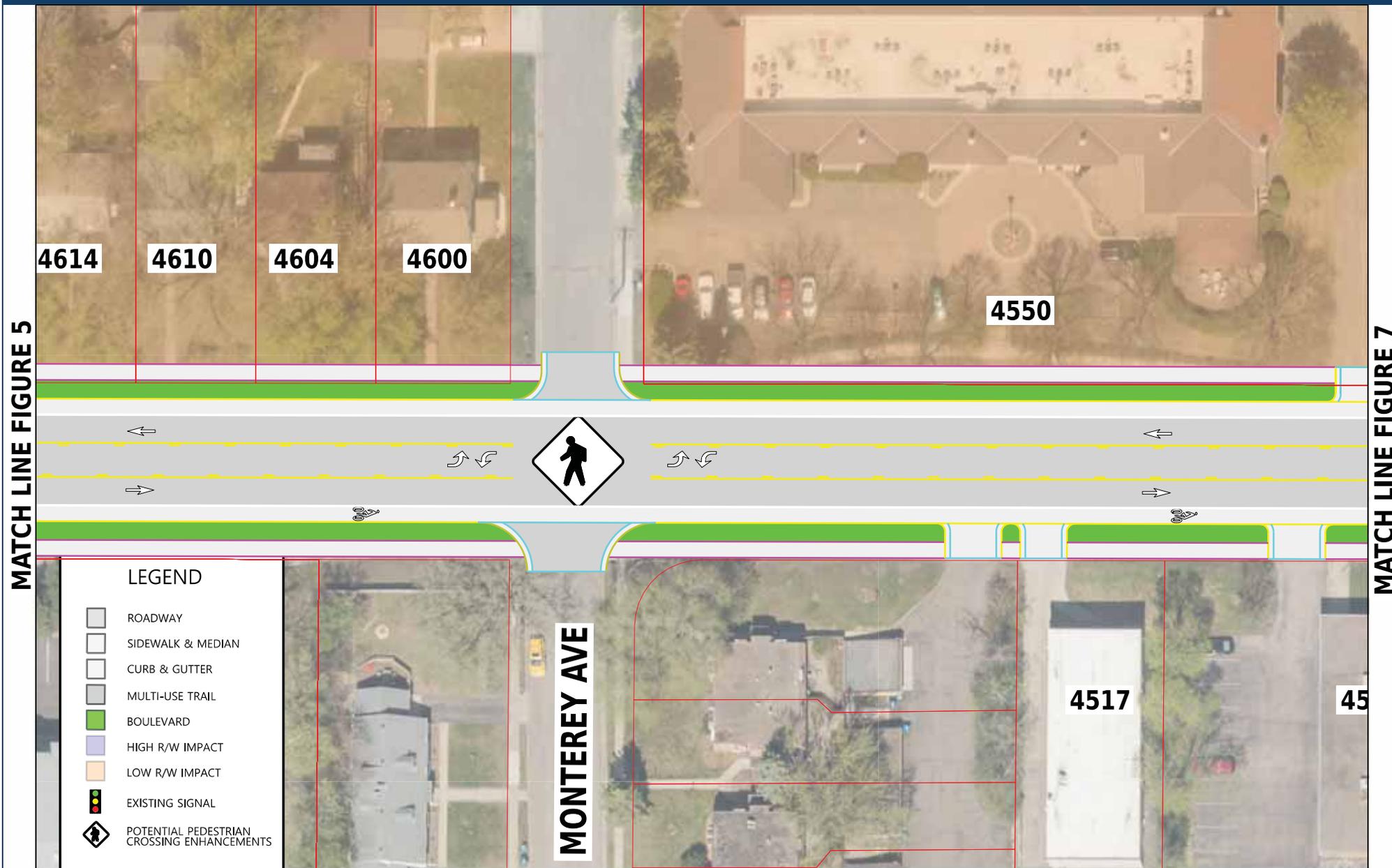
FIGURE 5



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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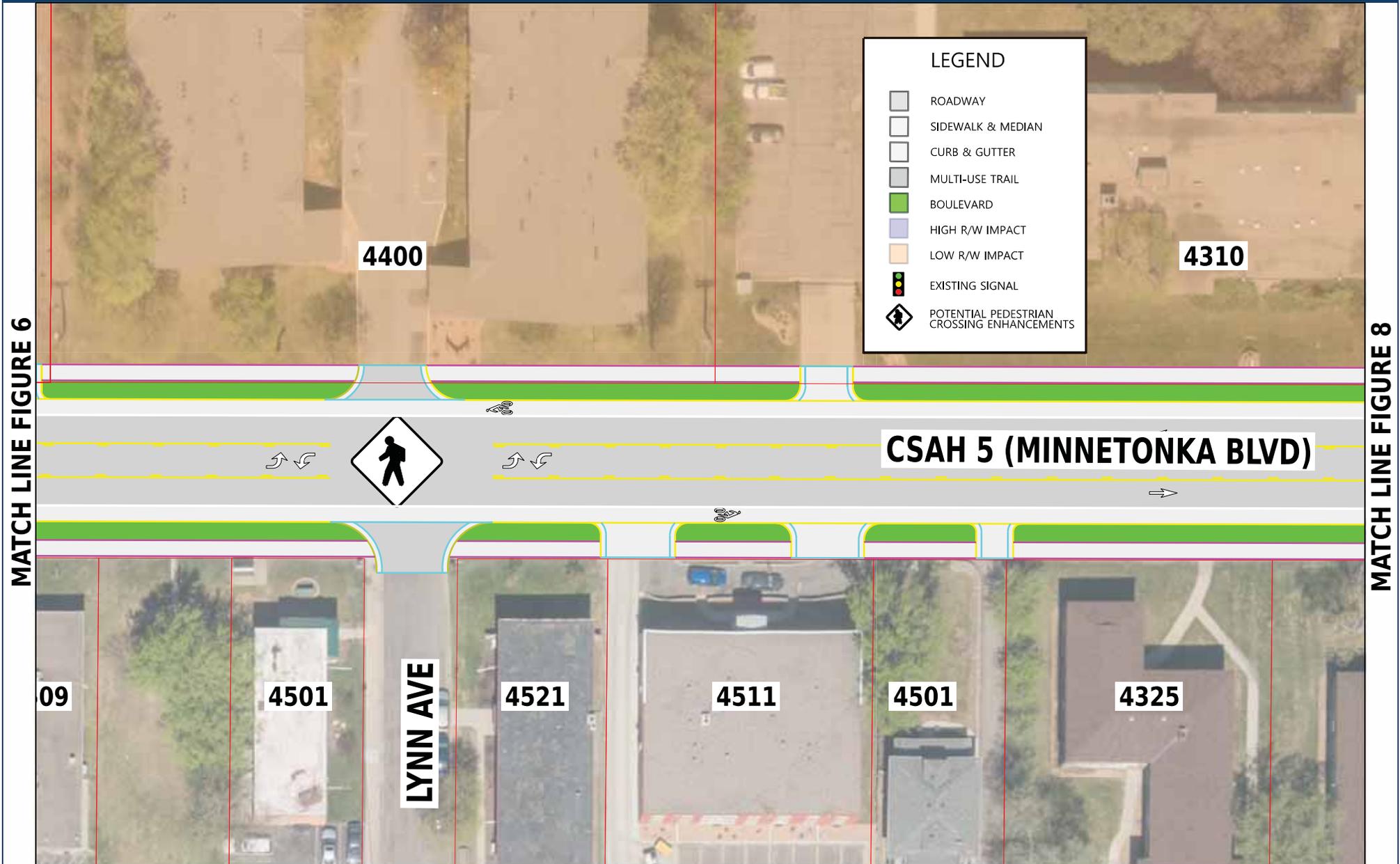
FIGURE 6



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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FIGURE 7



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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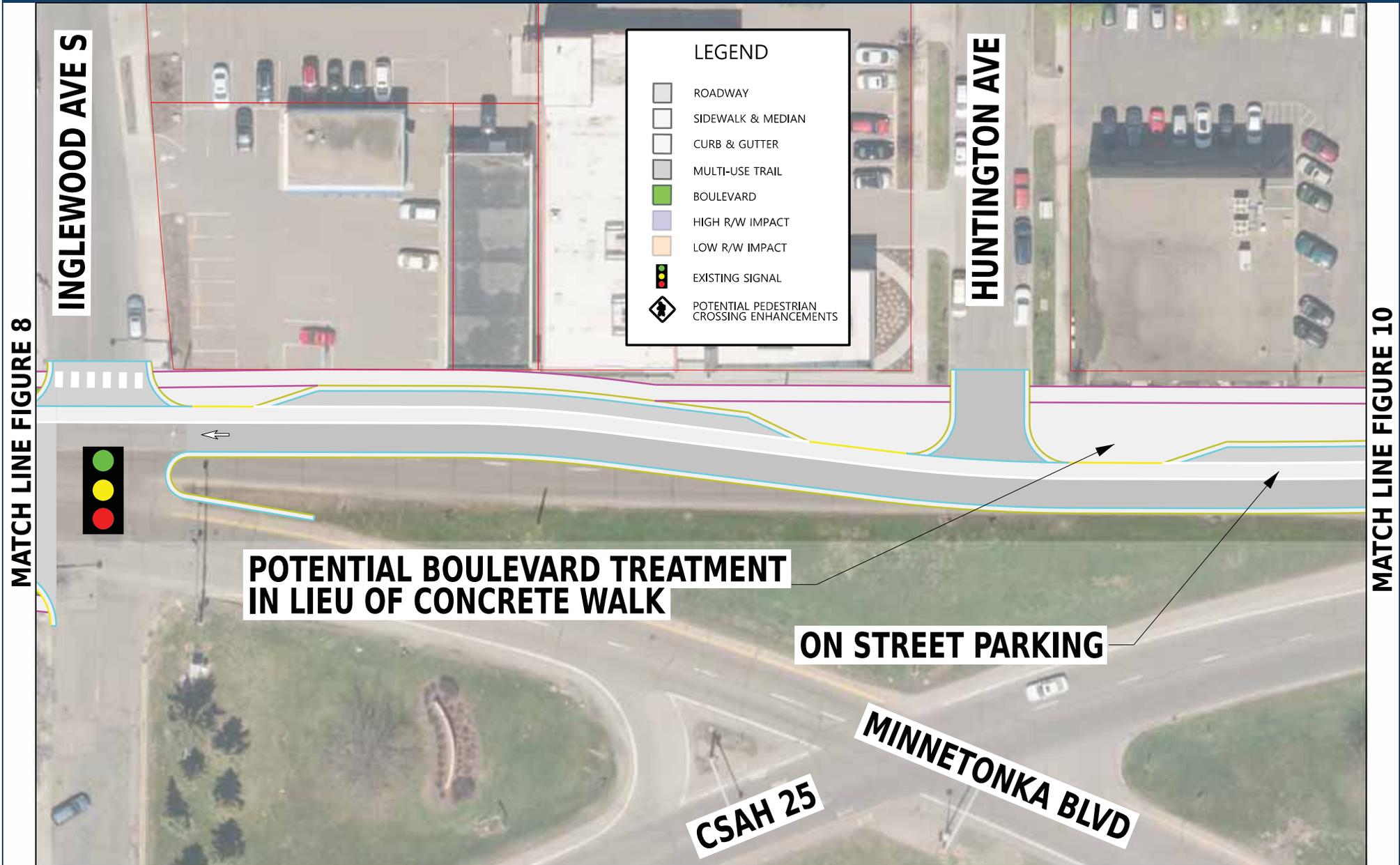
FIGURE 8



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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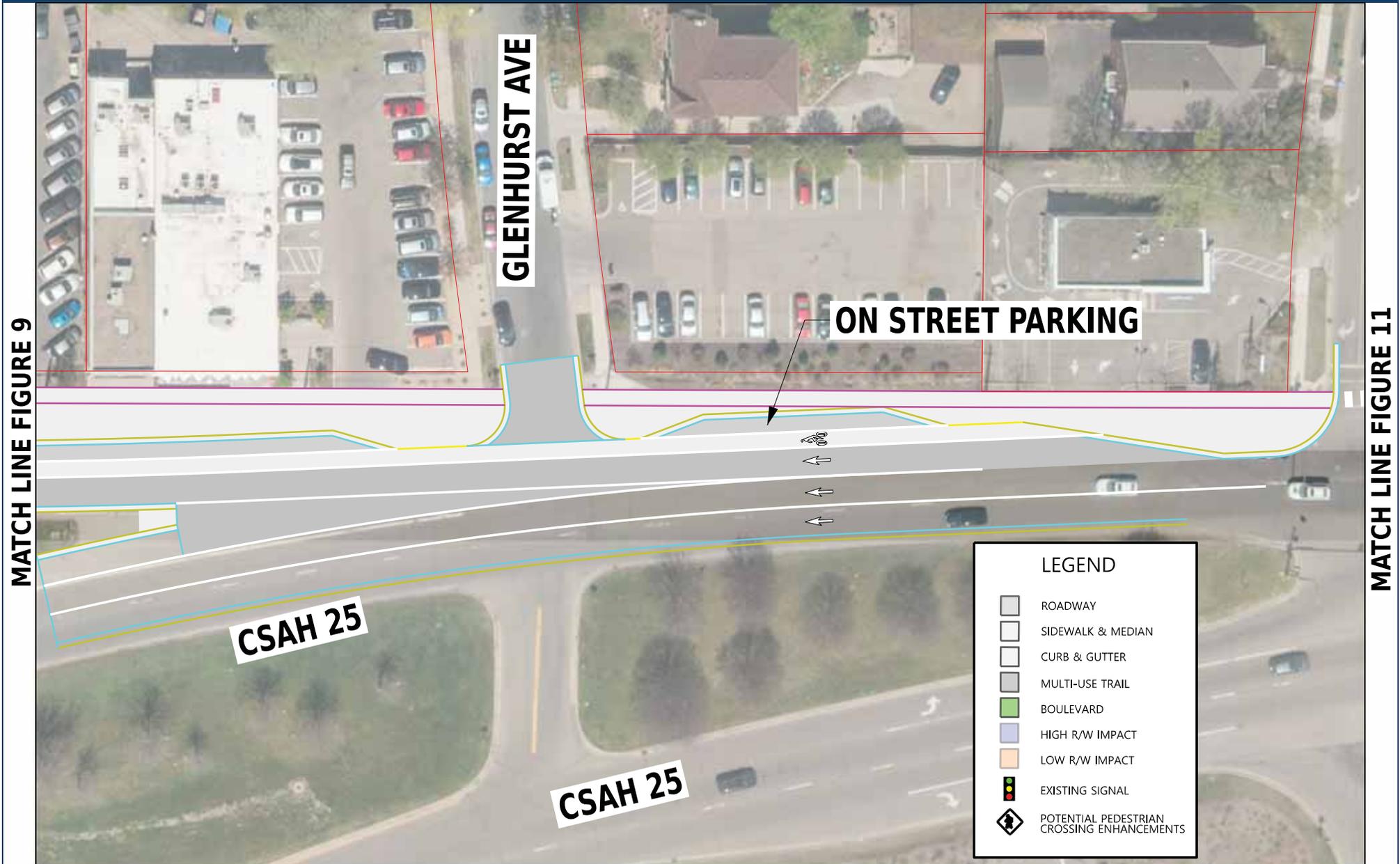
FIGURE 9



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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FIGURE 10



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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FIGURE 11



CSAH 5 (Minnetonka Blvd) Reconstruction Project

List of Attachments

1. Project Narrative
2. Project Location Map
3. Existing Roadway Condition Photos
4. Potential Typical Section
5. Potential Layout
6. 2020-2024 Hennepin County Transportation Capital Improvement Program
7. MnDOT 50-Series Map
8. Socio-Economic Equity Map
9. Affordable Housing Access Map
10. Intense Rain Event Example at Huntington Ave
11. Crash Map and Detail Listing
12. Crash Modification Factors
13. Multimodal Connections Map
14. City of St. Louis Park Support Letter

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 01 | Project Narrative

Project Name			
CSAH 5 (Minnetonka Blvd) Reconstruction Project			
City(ies)			
St. Louis Park	N/A	N/A	N/A
Commissioner Districts			
3	N/A	N/A	
Capital Project Number		Project Category	
2168100		Reconstruction	
Scoping Manager		Scoping Form Revision Dates	
Jason Pieper		5/3/2020	



Project Summary
Reconstruct Minnetonka Boulevard (CSAH 5) from TH 100 to France Avenue in the City of St. Louis Park.

Roadway History
The existing roadway (last reconstructed in 1952) is nearing the end of its service life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer effective in preserving assets. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for pedestrians. The curb has experienced settling, diminishing its ability to collect water and define the roadway edge. The corridor also lacks catch basins, further decreasing proper storm water management. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for persons with limited mobility. Additionally, county staff has received numerous complaints from residents regarding safety due to the 4-lane undivided nature of the roadway.

Project Timeline

- Scoping: 2018 - 2020
- Design: 2021 - 2023
- R/W Acquisition: 2022 - 2023
- Bid Advertisement: Q1 2024
- Construction: Q2 2024 - Q4 2025

Project Description and Benefits
The proposed project would include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. It is anticipated that a 3-lane typical section will be considered in an effort to better facilitate vehicle turning movements and provide traffic calming. Specific pedestrian crossing enhancements (such as curb extensions, raised medians, and crossing beacons), bikeway accommodations, and streetscaping features will also be considered in an effort to benefit non-motorized users. Furthermore, this project presents an opportunity to improve the transition for westbound users as they access Minnetonka Boulevard from West Lake Street.

This project will complement the proposed Southwest Light Rail Transit (SWLRT) Project as it is located within proximity to the Beltline Boulevard and West Lake Street LRT Stations.

Project Delivery Responsibilities

- Preliminary Design: Consultant
- Final Design: Hennepin County
- Construction Services: Hennepin County

Project Budget -	Project Level
Construction: \$	7,990,000
Cost Estimate Year:	2020
Construction Year:	2024
Annual Inflation Rate:	3.0%
Inflated Construction: \$	8,990,000
Design Services: \$	720,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	-
Contingency: \$	2,370,000
Total Project Budget: \$	12,080,000

Project Risks & Uncertainties

- Additional right of way needed for the project
- Traffic volumes relatively high for a 3-lane conversion
- Eastbound vehicle taper lengths are less than ideal near Salem Ave

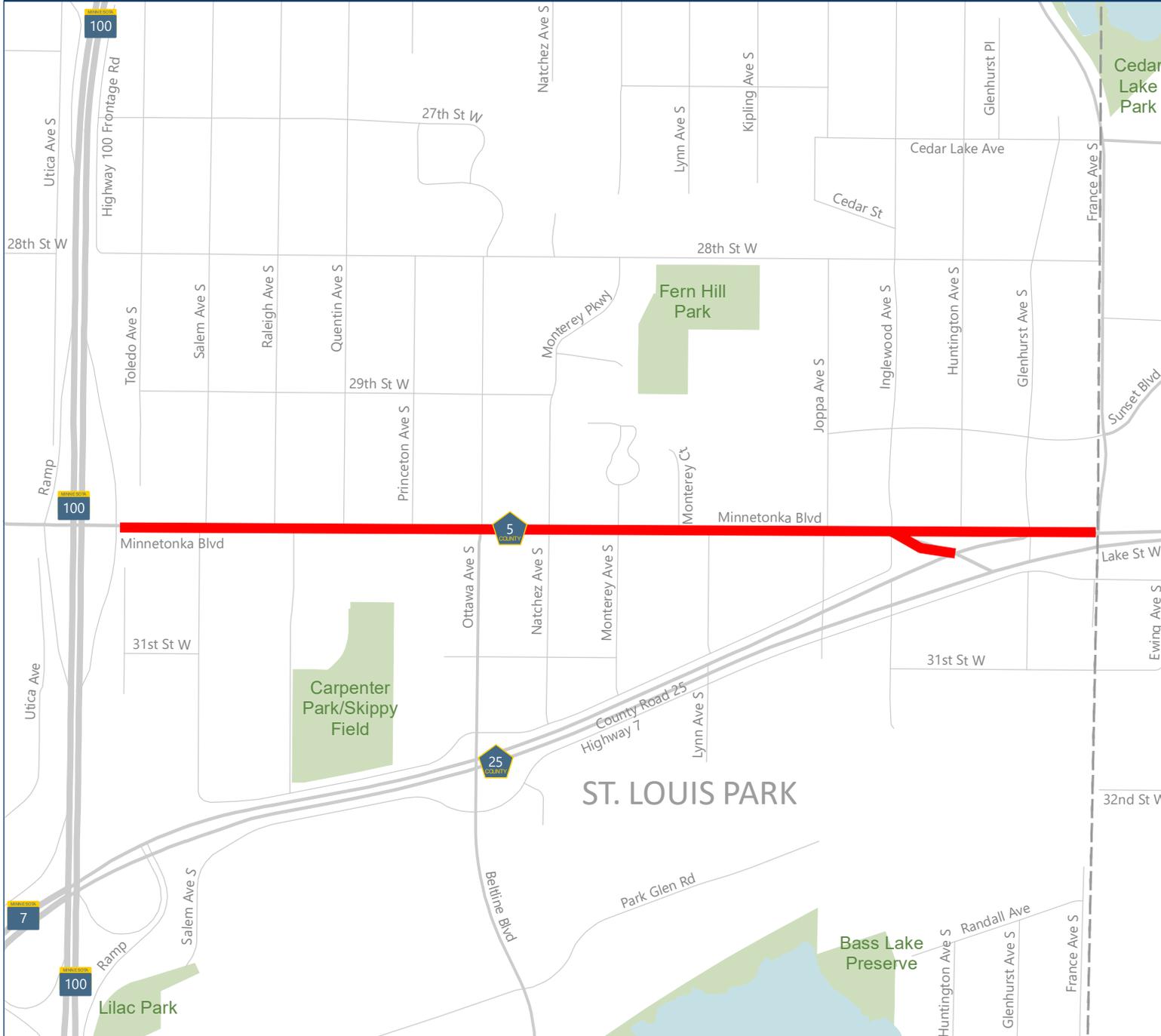
Funding Notes

- Initial cost estimate developed Q2 2020
- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 02 | Project Location Map

HENNEPIN COUNTY
MINNESOTA



Key

 Project Location



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Published date: 4/30/2020



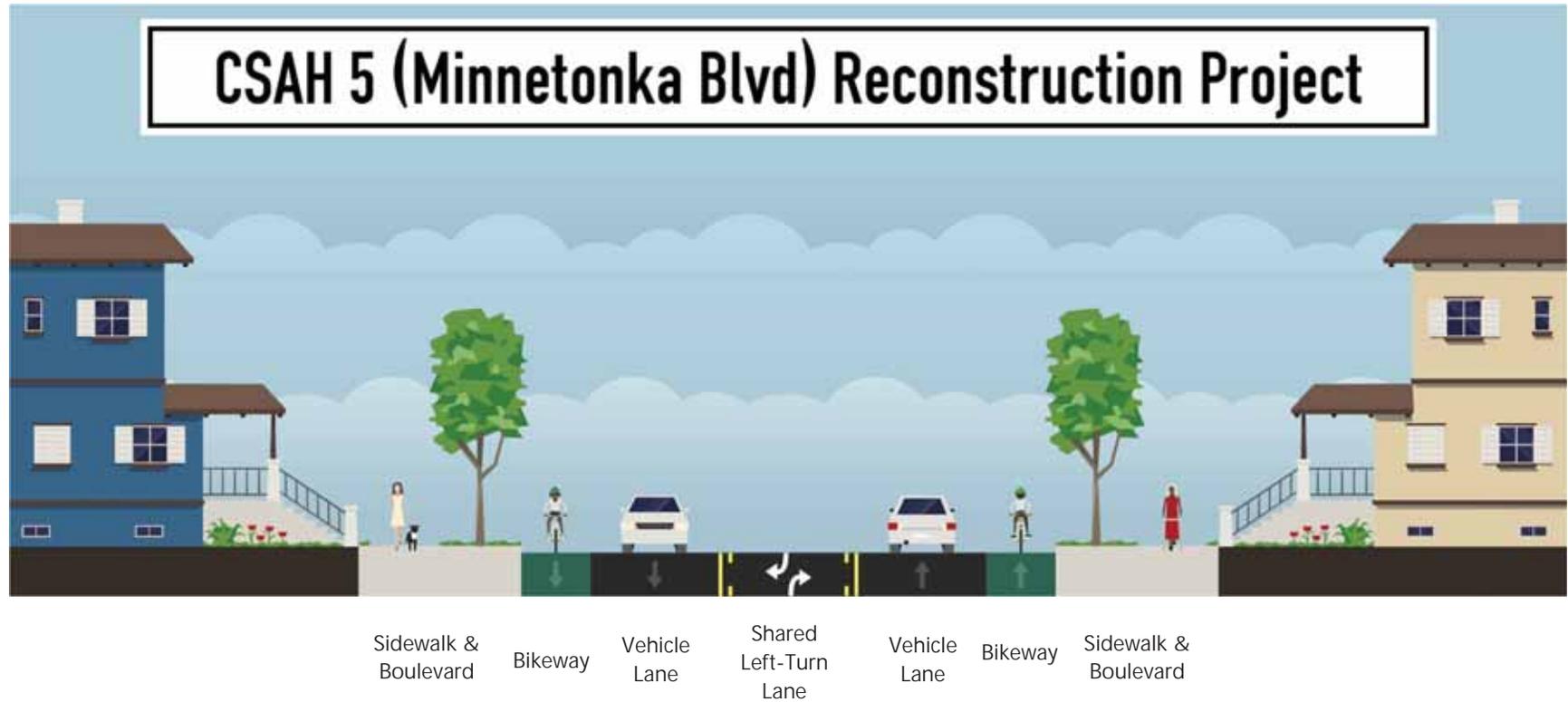
CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 03 | Existing Roadway Condition Photos



CSAH 5 (Minnetonka Blvd) Reconstruction Project

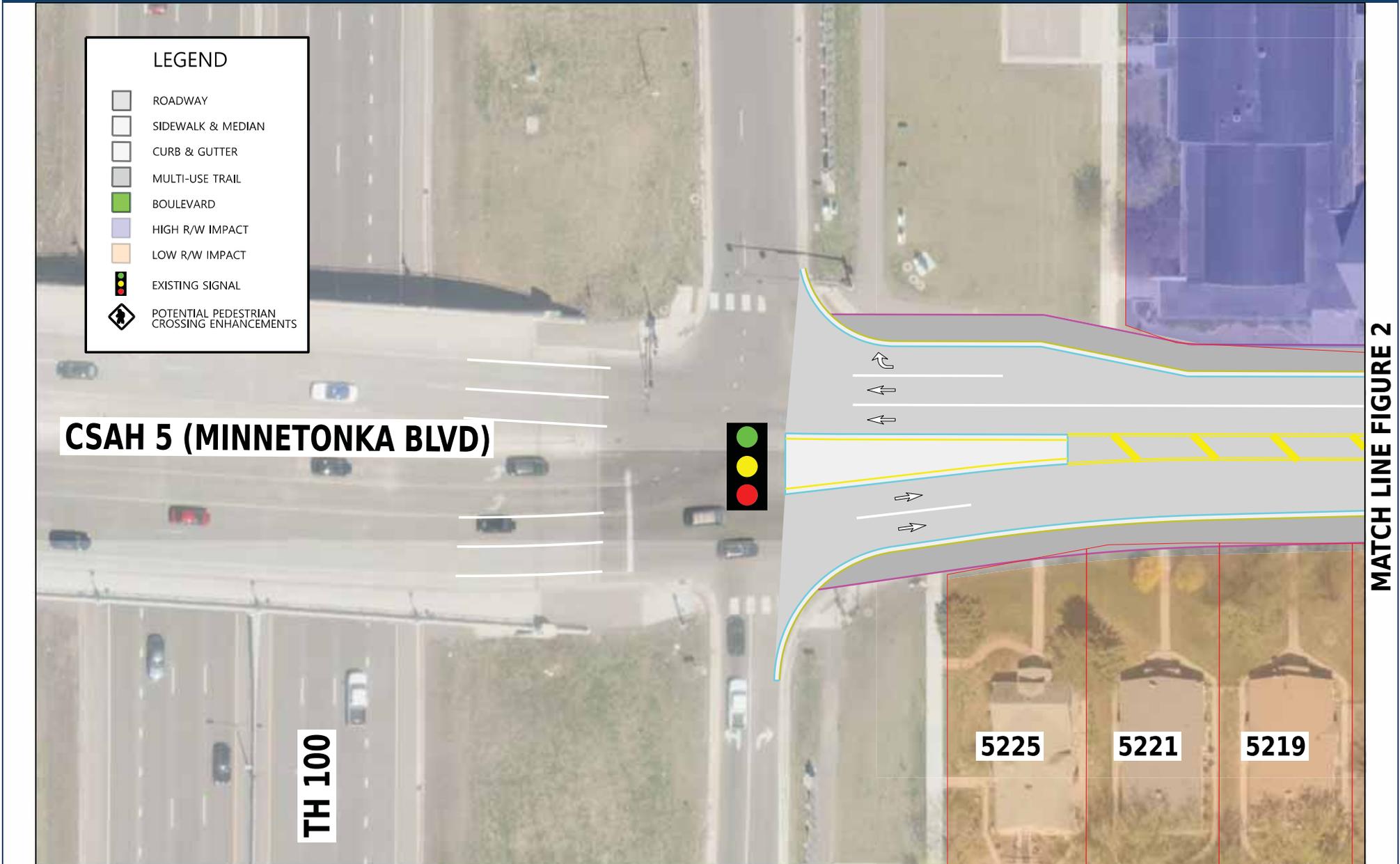
Attachment 04 | Potential Typical Sections



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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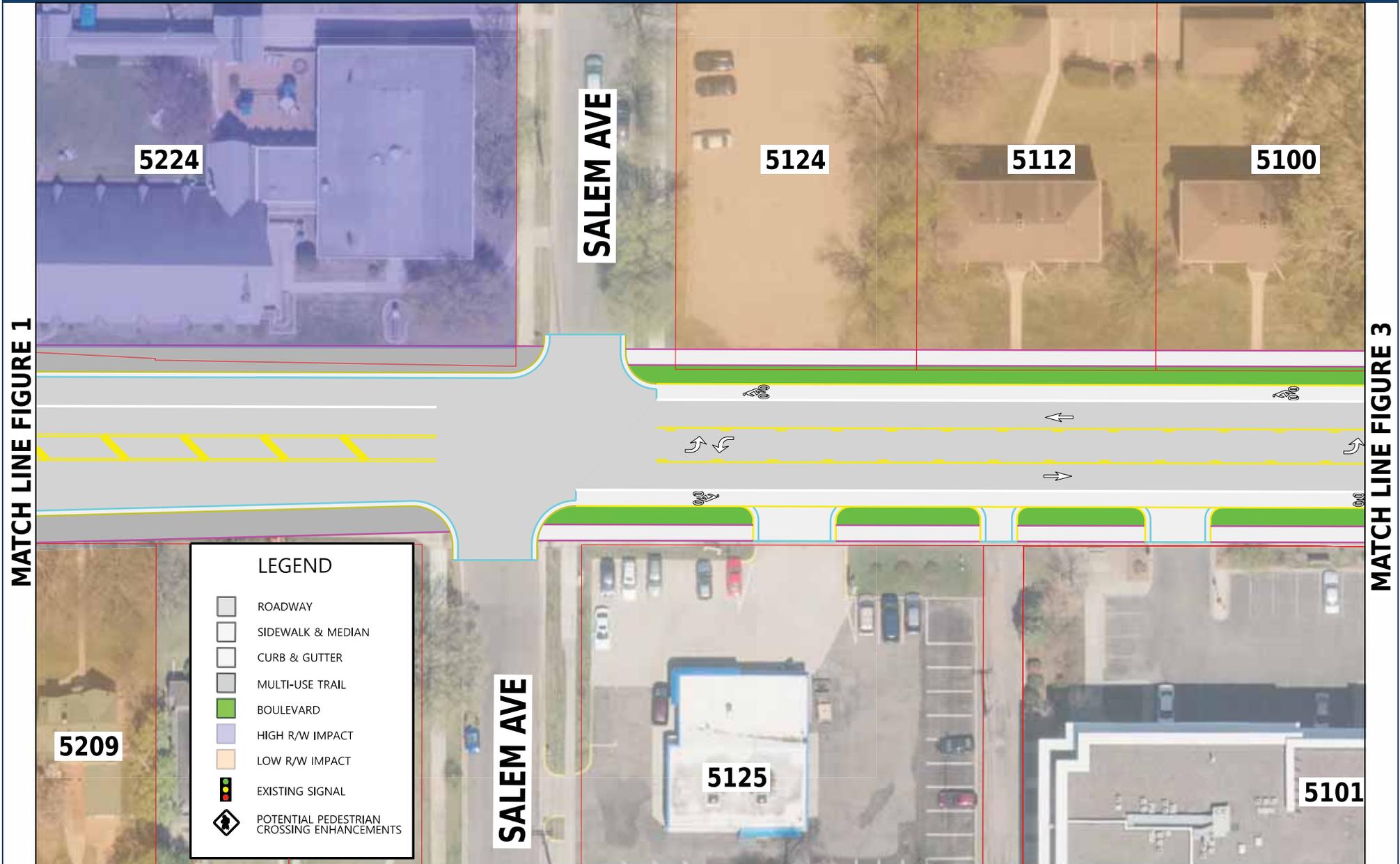
FIGURE 1



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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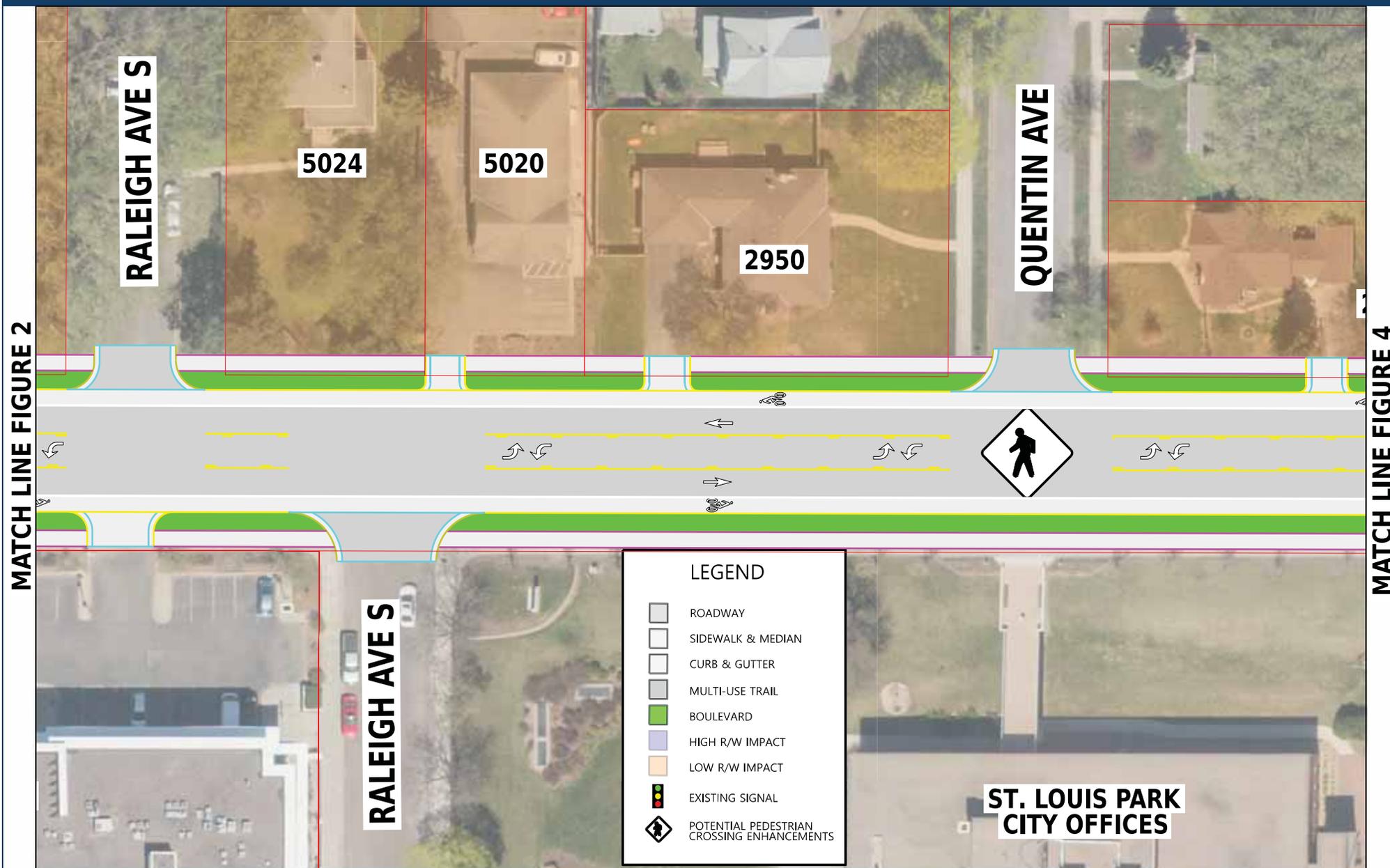
FIGURE 2



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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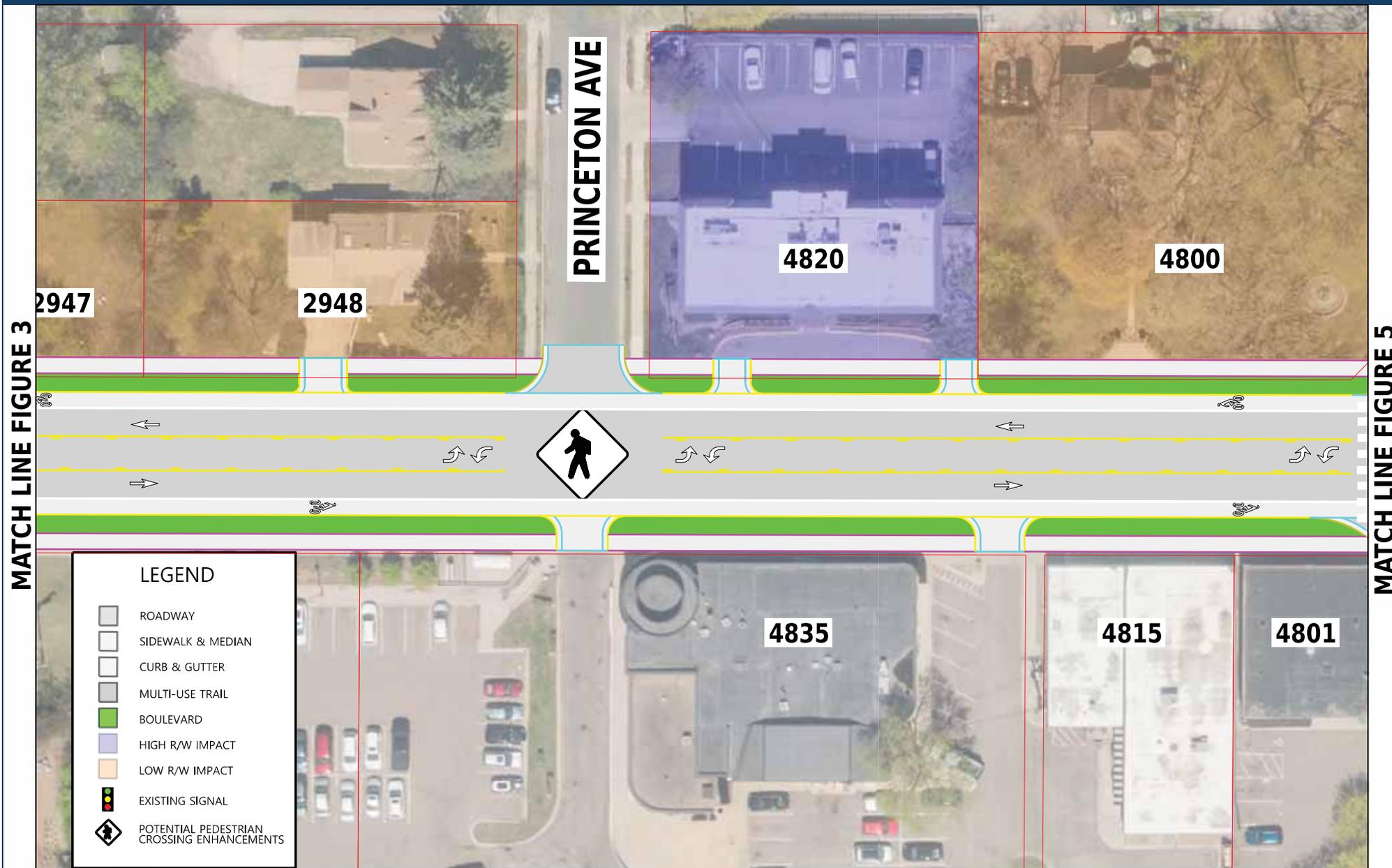
FIGURE 3



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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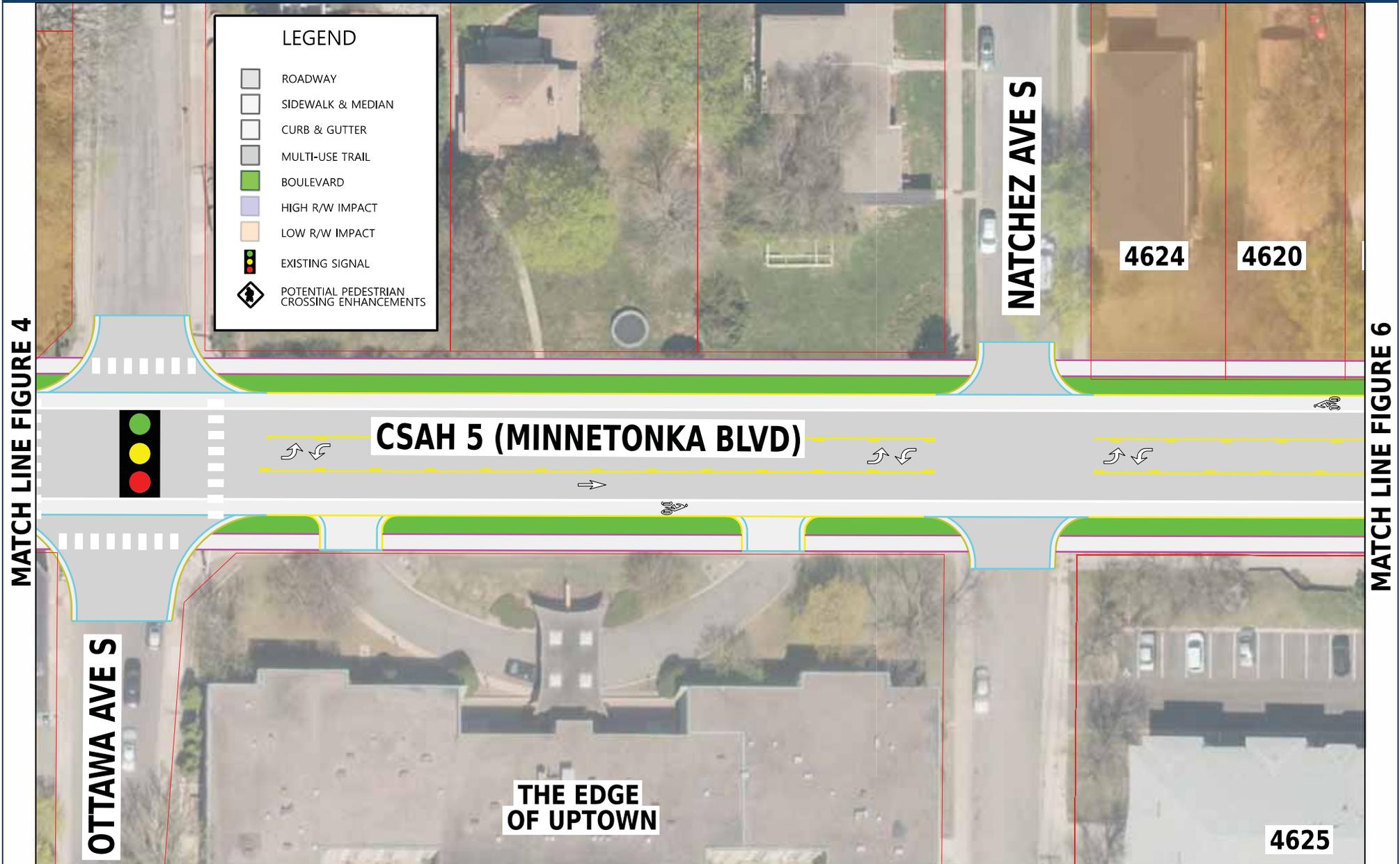
FIGURE 4



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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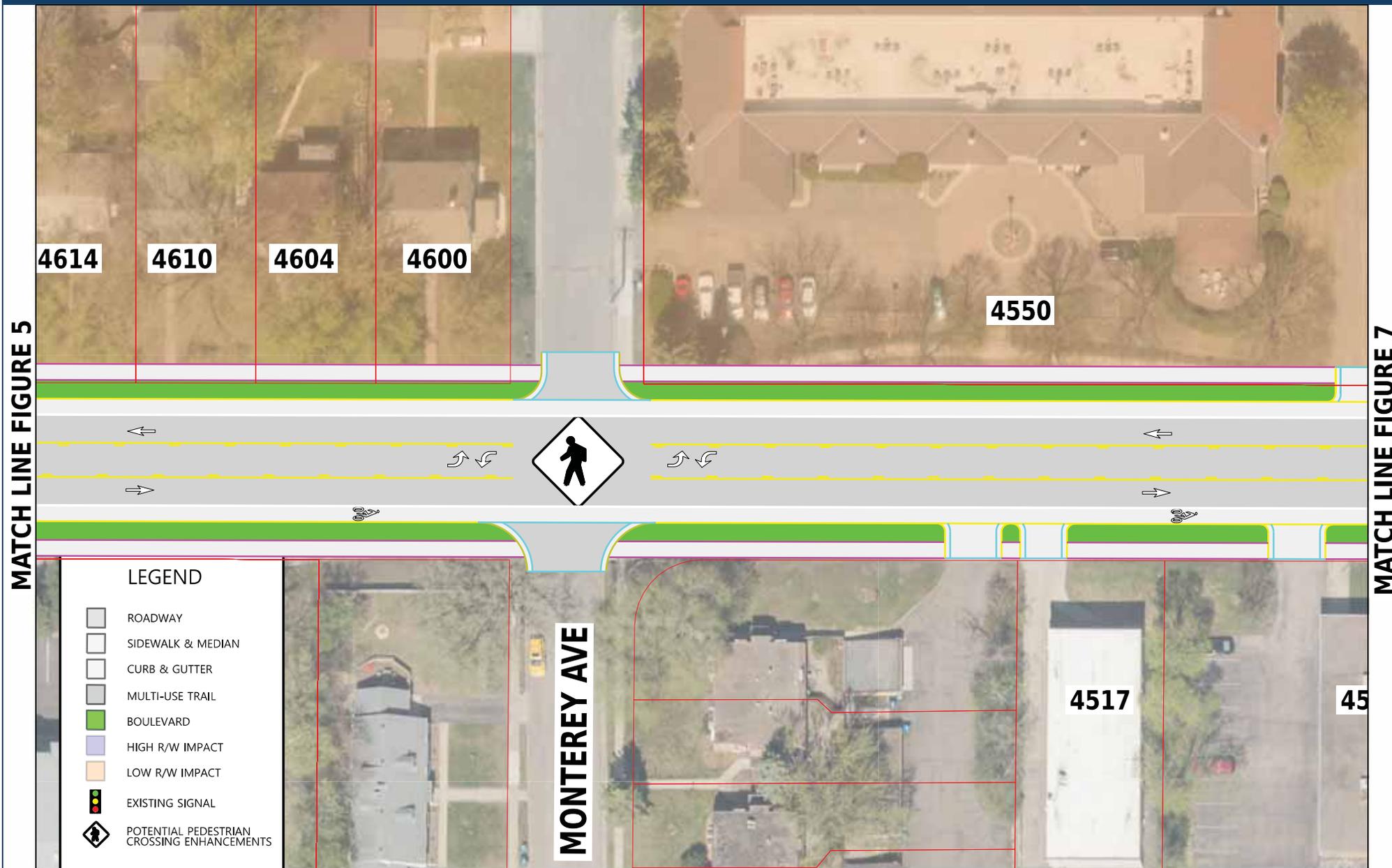
FIGURE 5



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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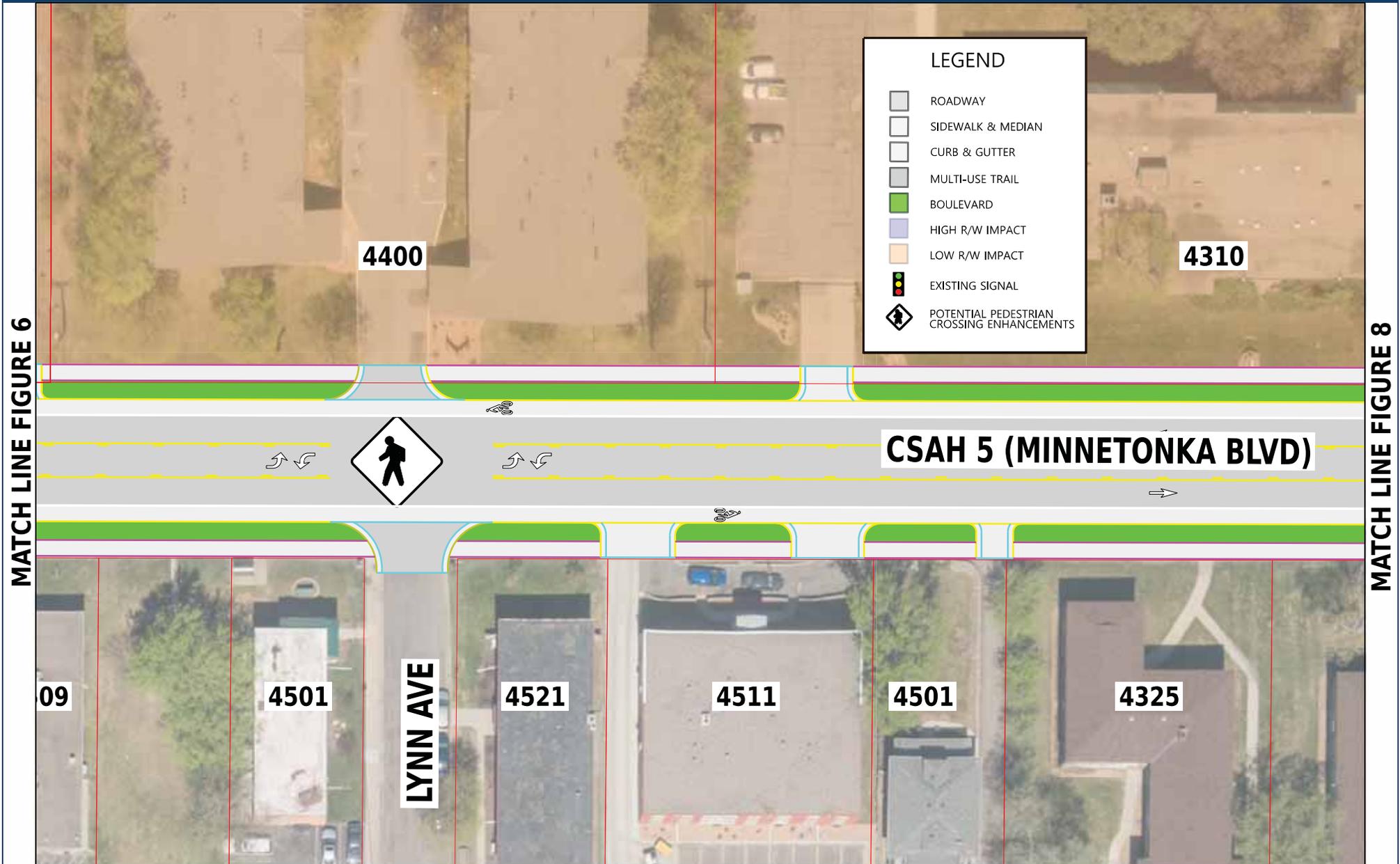
FIGURE 6



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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.



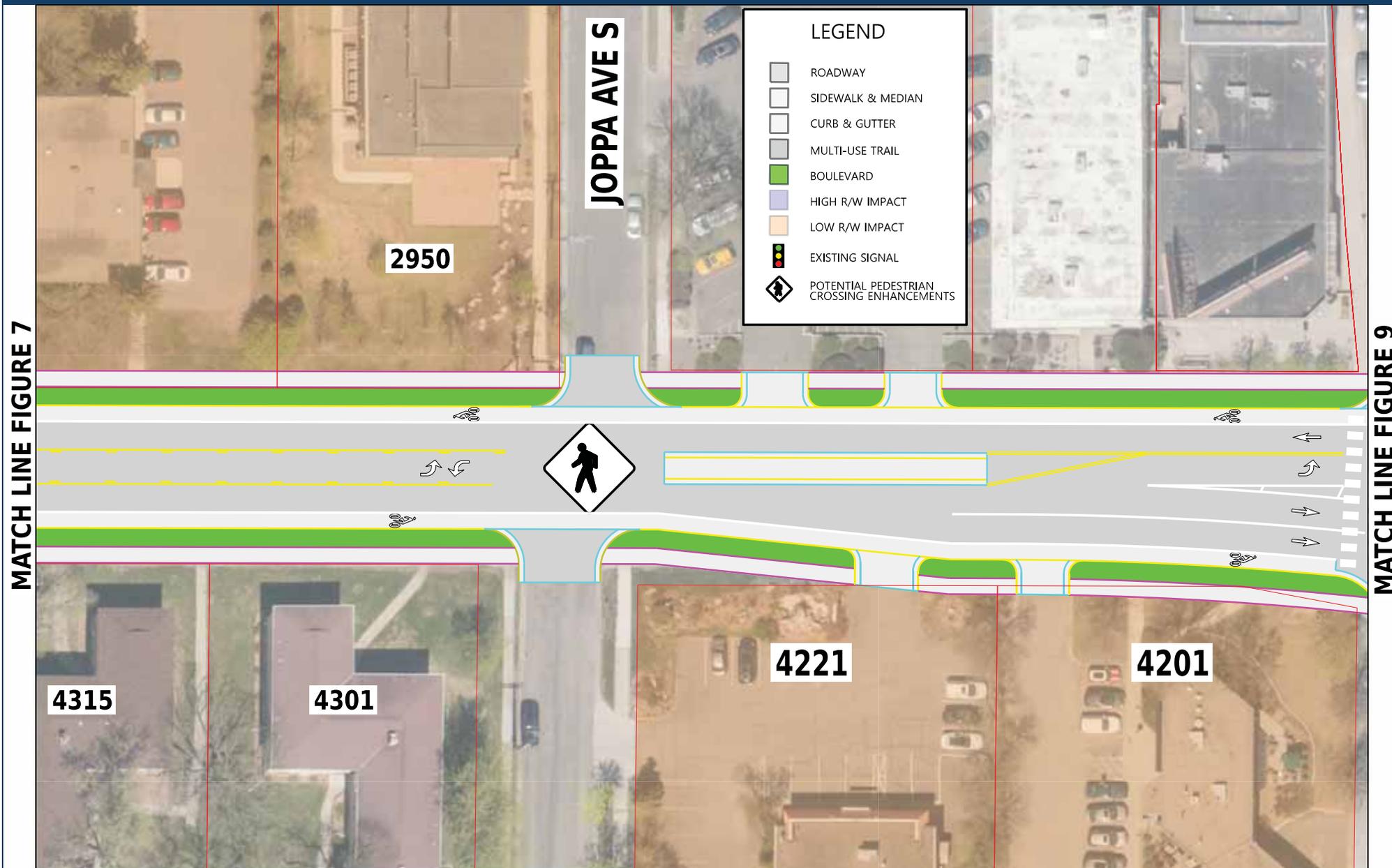
FIGURE 7



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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Publication date: 5/5/2020 PW6631 \\pwwsrpw003\proj\005_1681\Scoping\Layouts\mmk_funding_app_1681-Layout01.dgn



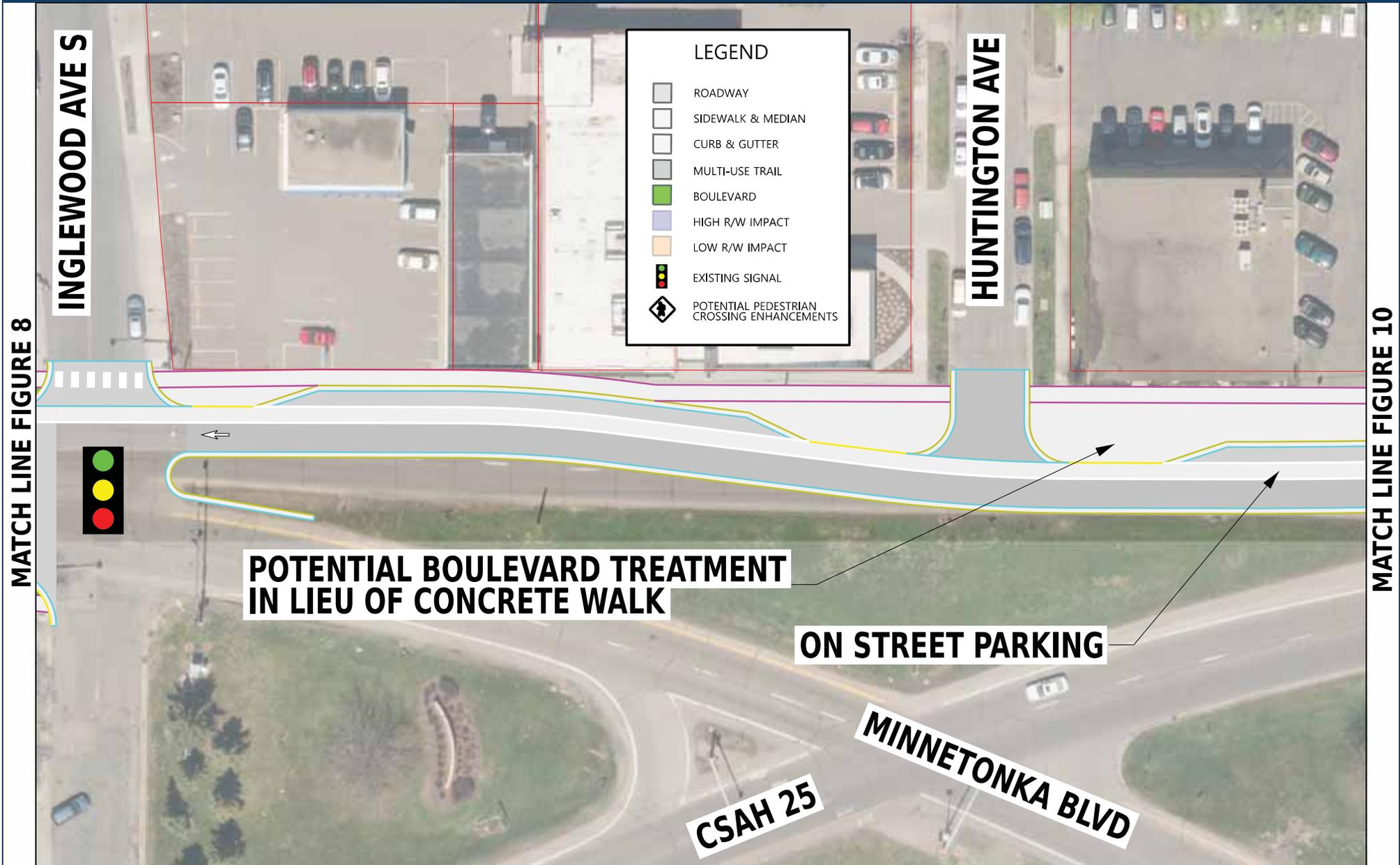
FIGURE 8



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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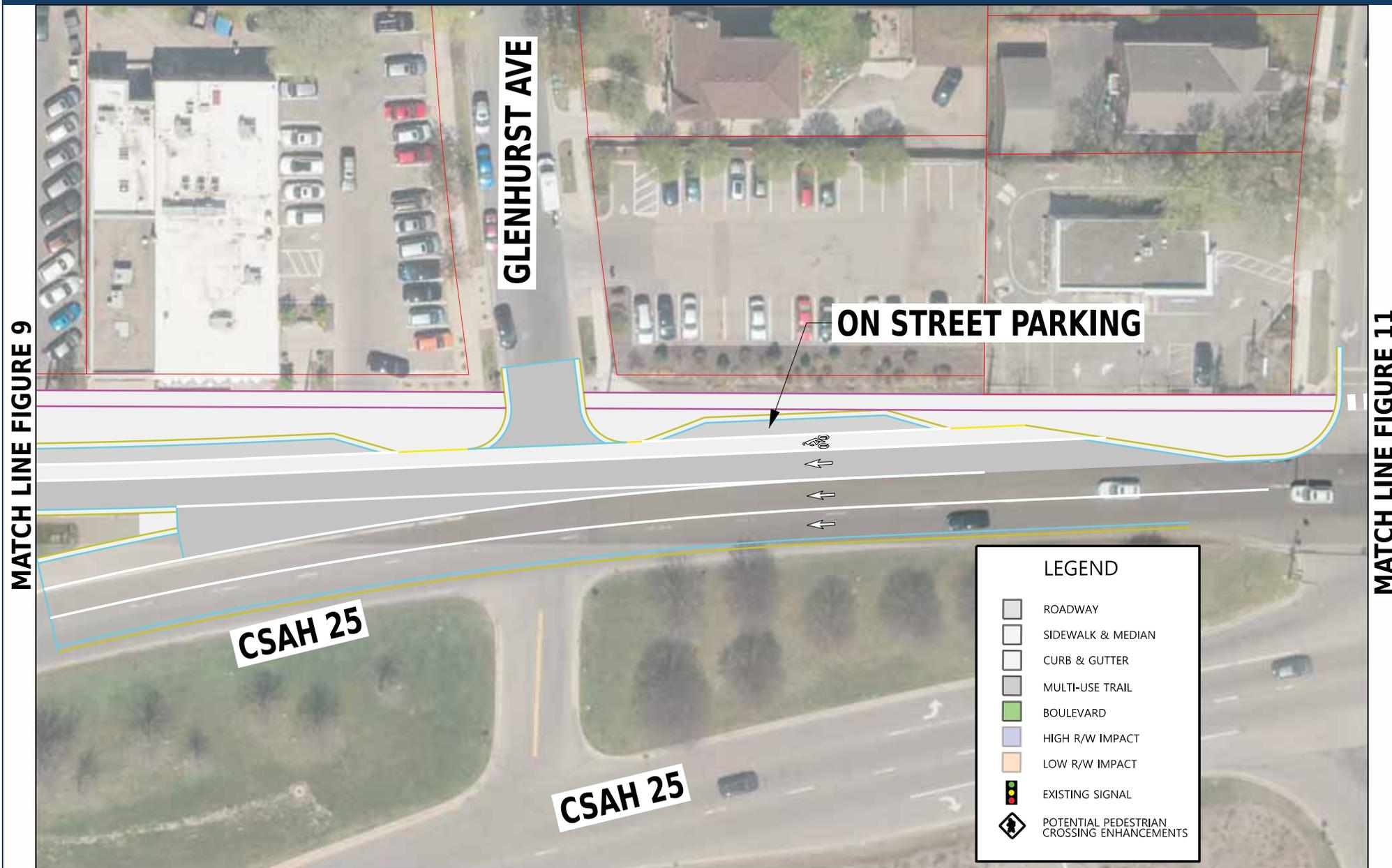
FIGURE 9



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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FIGURE 10



CSAH 5 (Minnetonka Blvd) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 05 - Potential Layout



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FIGURE 11



CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 06 | 2020-2024 Hennepin County Transportation Capital Improvement Program

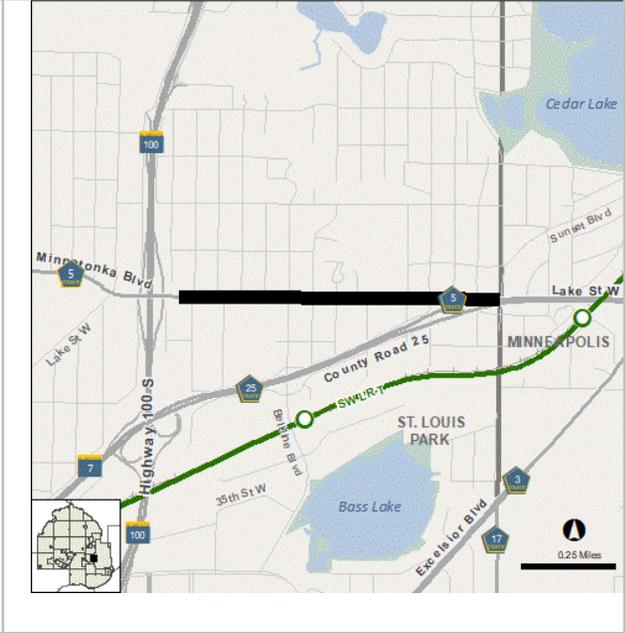
Project Name: 2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	Funding Start: 2019
Major Program: Public Works	Funding Completion: Beyond 2024
Department: Transportation Roads & Bridges	

Summary:
Reconstruct Minnetonka Boulevard (CSAH 5) from TH 100 to France Avenue in the City of St. Louis Park.

Purpose & Description:
The existing roadway (last reconstructed in 1952) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer effective in preserving assets. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for people walking. The curb has experienced settling, diminishing its ability to collect water and define the roadway edge. The corridor also lacks catch basins, further decreasing proper storm water management. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for persons with limited mobility. Additionally, county staff has received numerous complaints from residents regarding safety due to the 4-lane undivided nature of the roadway.

The proposed project would include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. It is anticipated that a 3-lane typical section will be considered in an effort to better facilitate vehicle turning movements and provide traffic calming. Specific pedestrian crossing enhancements (such as curb extensions, raised medians, and crossing beacons), bikeway accommodations, and streetscaping features will also be considered in an effort to benefit people walking and biking. Furthermore, this project presents an opportunity to improve the transition for westbound users as they access Minnetonka Boulevard from West Lake Street.

This project will complement the proposed Southwest Light Rail Transit (SWLRT) Project as it is located within proximity to the Beltline Boulevard and West Lake Street LRT Stations.



REVENUE	Budget To-Date	12/31/19 Act & Enc	Balance	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Mn/DOT State Aid - Regular	300,000		300,000			600,000	1,500,000	7,200,000	2,400,000	12,000,000
St Louis Park						400,000	900,000	1,800,000	600,000	3,700,000
Total	300,000		300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000

EXPENSE	Budget To-Date	12/31/19 Act & Enc	Balance	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Right of Way						600,000	1,400,000			2,000,000
Construction								7,000,000	2,500,000	9,500,000
Consulting	300,000		300,000			200,000				500,000
Contingency						200,000	1,000,000	2,000,000	500,000	3,700,000
Total	300,000		300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000

BOARD APPROVED: 2020 CAPITAL BUDGET AND 2020-2024 CAPITAL IMPROVEMENT PROGRAM

Project Name: 2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave Major Program: Public Works Department: Transportation Roads & Bridges	Funding Start: 2019 Funding Completion: Beyond 2024
---	--

Current Year's CIP Process Summary	Budget To-Date	2020 Budget	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000
Administrator Proposed	300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000
CBTF Recommended	300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000
Board Approved Final	300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000

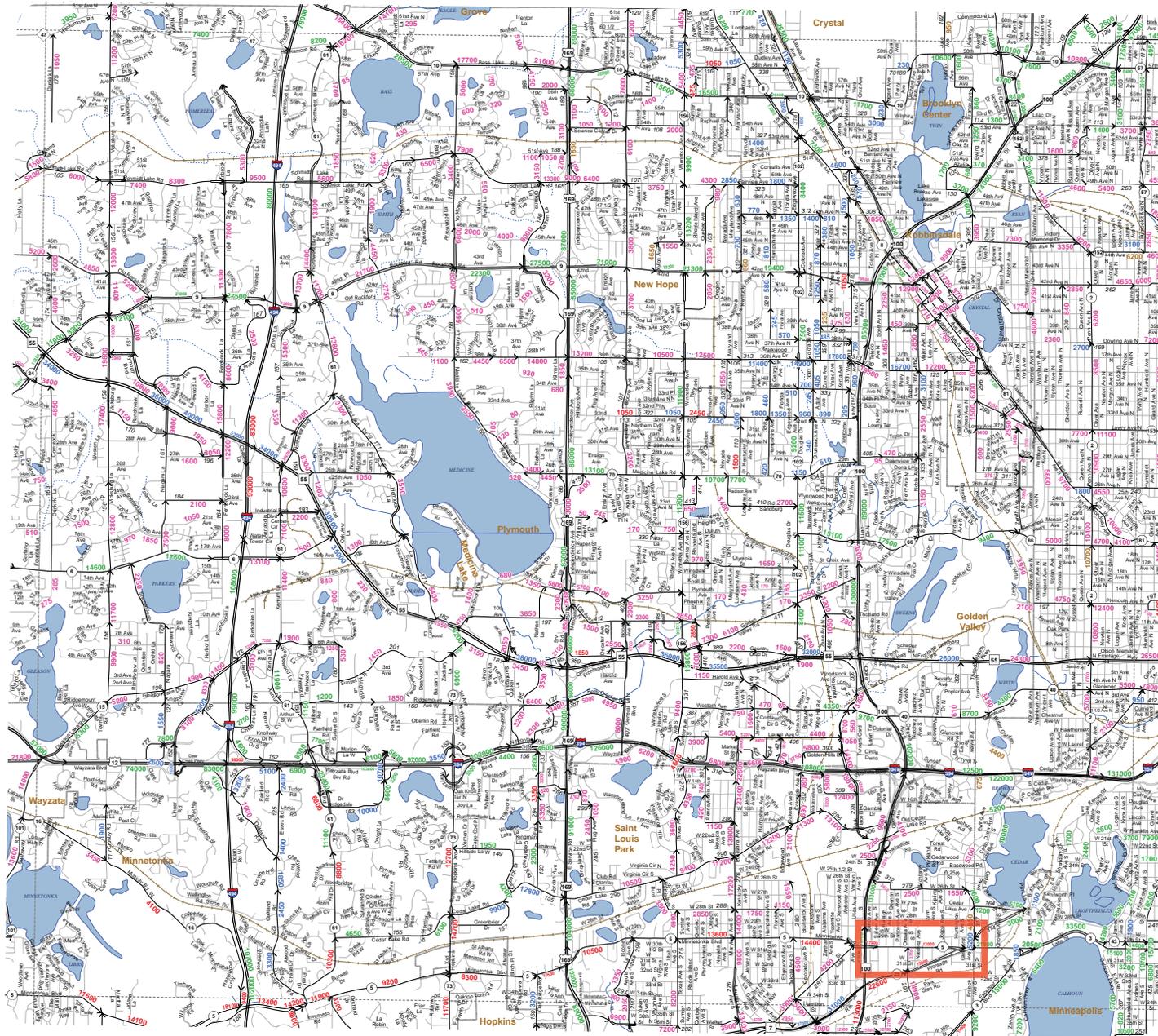
<p>Scheduling Milestones (major phases only):</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Activity</u></th> <th style="text-align: left;"><u>Anticipated Timeframe</u></th> </tr> </thead> <tbody> <tr> <td>Planning</td> <td>2016 - 2019</td> </tr> <tr> <td>Design</td> <td>Q1 2020 - TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> <tr> <td>Completion</td> <td>TBD</td> </tr> </tbody> </table>	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	2016 - 2019	Design	Q1 2020 - TBD	Bid Advertisement	TBD	Construction	TBD	Completion	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>												
Planning	2016 - 2019												
Design	Q1 2020 - TBD												
Bid Advertisement	TBD												
Construction	TBD												
Completion	TBD												
<p>Project's Effect on Annual Operating Budget:</p> <p>Additional planning and design work is required to determine the impact to Transportation Department staff or annual operating costs anticipated by this project.</p>													
<p>Environmental Impacts and Initiatives:</p>													
<p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> Postponed construction activities to PY 2024 based on availability of funding. Project Budget decreased by \$0.3 million from \$16.0 million to \$15.7 million based on revised Engineer's Estimate. 													

Last Year's CIP Process Summary	Budget To-Date	2019	2020	2021	2022	2023	Beyond 2023	Total
Department Requested			2,000,000	500,000	500,000	4,000,000	9,000,000	16,000,000
Administrator Proposed		300,000	1,700,000	500,000	500,000	4,000,000	9,000,000	16,000,000
CBTF Recommended		300,000	1,700,000	500,000	500,000	4,000,000	9,000,000	16,000,000
Board Approved Final		300,000	1,700,000	500,000	500,000	4,000,000	9,000,000	16,000,000

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 07 | MnDOT 50-Series Map

2015 Publication Traffic Volumes Metro Street Series - 4E



0 0.25 0.5 0.75 1 Mi.

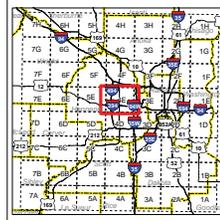
Numerals Indicate Average Annual Daily Traffic (AADT) Volumes on Designated Roads

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

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

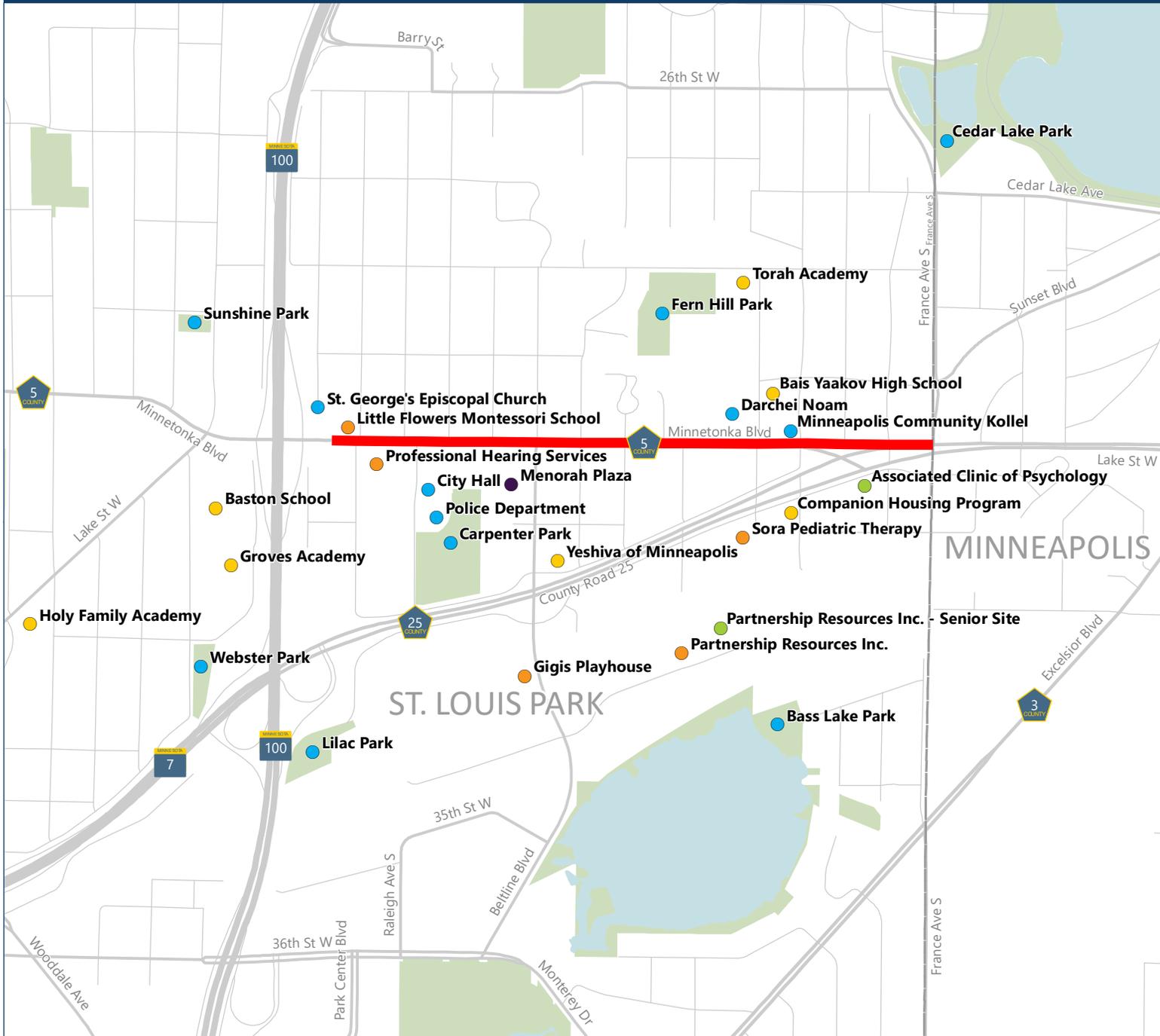


Map Source: Minnesota Department of Transportation Office of Transportation Data and Analysis Traffic Volume Program 2015 AADT Product <http://www.dot.state.mn.us/traffic/data/data-products.html>

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 08 | Socio-Economic Equity Map

HENNEPIN COUNTY
MINNESOTA



Key

Project Location

Category

- Community Resource
- Disability
- Elderly
- Low-Income
- Youth



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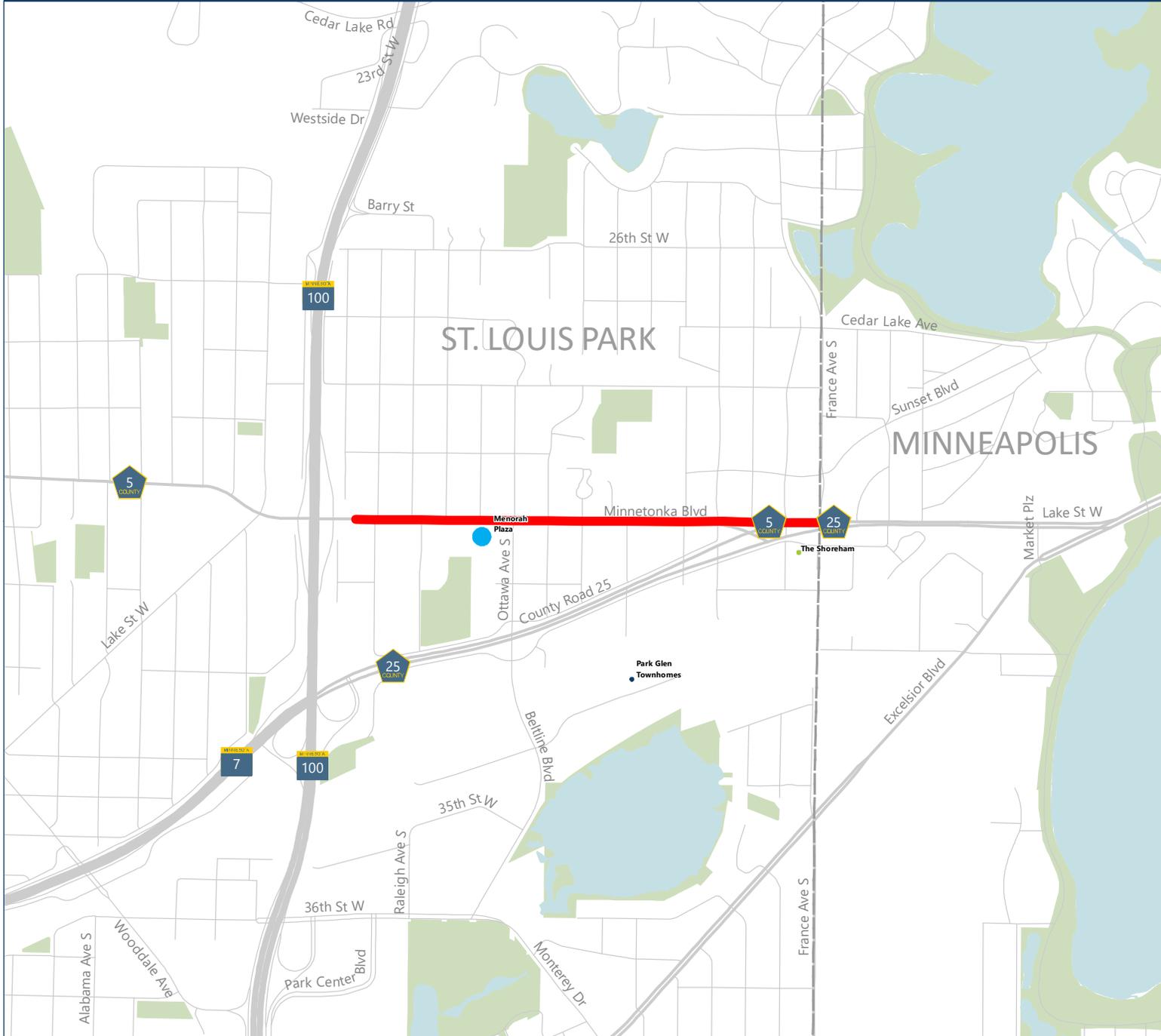
Published date: 5/5/2020



CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 09 | Affordable Housing Access Map

HENNEPIN COUNTY
MINNESOTA



Key

- █ Project Location
- Construction Status**
 - Complete
 - ⊕ Planned
- Affordable Units**
 - 0 - 50
 - 51 - 100
 - 101 - 150
 - 151 - 200
 - 201 - 1500
- Groups Served**
 - People with Disabilities
 - Elderly
 - Family
 - Homeless
 - Single People
 - Multiple Groups
 - No Information

0 0.225 0.45 Miles

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Published date: 5/1/2020



CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 10 | Intense Rain Event Example at Huntington Ave



Intersection: CSAH 5 (Minnetonka Blvd) near Huntington Ave
Vantage Point: Facing South

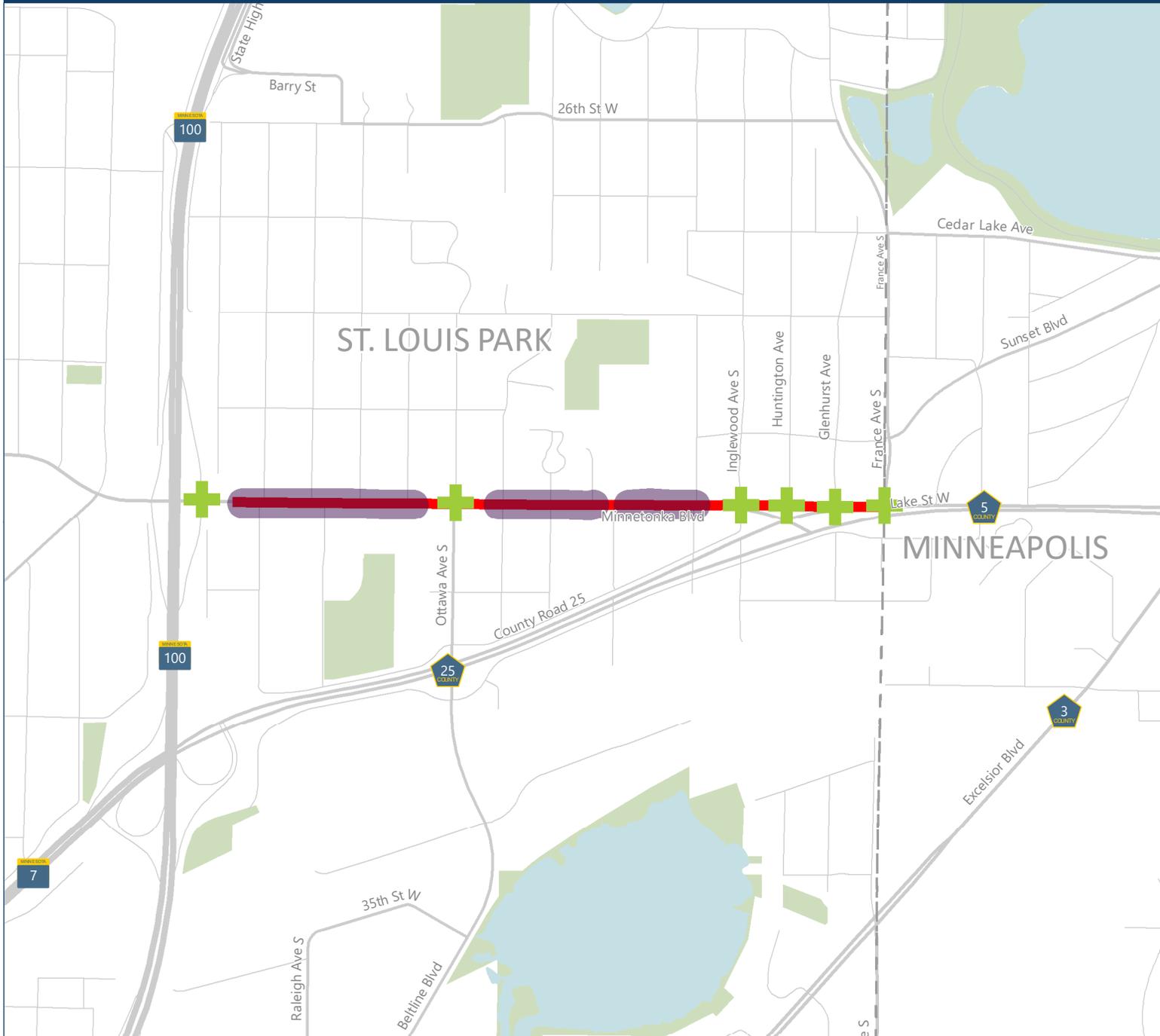


Intersection: CSAH 5 (Minnetonka Blvd) near Huntington Ave
Vantage Point: Facing South

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 11 | Crash Map and Detail Listing

HENNEPIN COUNTY
MINNESOTA



Key

-  Project Location
-  Major Intersection
-  Crash Segment



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Published date: 5/13/2020



Intersection A I At TH 100 Ramp NB

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
395677	MINNETONKA BLVD	11	18	2016	7	5	0	2	9	1	44.9485909	-93.3473012
597999	MINNETONKA BLVD	5	17	2018	16	4	0	2	9	1	44.94859113	-93.3472275
656348	MINNETONKA BLVD	11	2	2018	13	5	0	2	9	1	44.94859797	-93.3472342
669776	MINNETONKA BLVD	12	20	2018	7	5	0	2	7	2	44.94859426	-93.3472373
587635	MINNETONKA BLVD	4	3	2018	10	3	0	2	9	1	44.94861045	-93.3471404
501560	MINNETONKA BLVD	9	15	2017	13	2	0	2	10	1	44.94859584	-93.3469317
369237	MINNETONKA BLVD	8	5	2016	13	5	0	2	8	1	44.94859363	-93.3469049
537253	MINNETONKA BLVD	1	16	2018	13	5	0	2	9	1	44.94860173	-93.346872
342540	MINNETONKA BLVD	4	14	2016	22	5	0	1	4	1	44.94860277	-93.3468452
623404	MINNETONKA BLVD	7	25	2018	22	5	0	2	10	1	44.94836486	-93.34732
428777	MINNETONKA BLVD	3	13	2017	8	5	0	2	7	1	44.94863052	-93.3468051
514846	MINNETONKA BLVD	11	5	2017	9	5	0	2	9	10	44.94840871	-93.3470251
399862	MINNETONKA BLVD	12	3	2016	12	5	0	2	7	1	44.94852879	-93.3457916
663269	RAMP998	11	28	2018	6	5	0	1	4	1	44.94837902	-93.3472232
627087	RAMP999	8	11	2018	21	3	0	2	10	2	44.94859591	-93.3472208
339947	RAMP651	4	3	2016	22	5	0	2	7	1	44.9484206	-93.3469112
351362	TOLEDO AVE S	5	23	2016	22	5	0	1	3	70	44.94818586	-93.347064

Subtotal: 16

Segment B I - E of Toledo to W of Ottawa Ave S

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
608330	MINNETONKA BLVD	7	2	2018	17	5	0	3	7	74	44.94853854	-93.3457178
331411	MINNETONKA BLVD	2	23	2016	17	5	0	3	9	1	44.94849225	-93.3455283
648827	MINNETONKA BLVD	10	2	2018	7	4	0	2	10	1	44.94848205	-93.3453714
332587	MINNETONKA BLVD	2	28	2016	16	5	0	2	5	1	44.94855162	-93.3452216
383977	MINNETONKA BLVD	10	3	2016	16	4	0	2	7	1	44.94850419	-93.3451828
327378	MINNETONKA BLVD	2	8	2016	8	5	0	2	7	1	44.94848089	-93.3448841
585927	MINNETONKA BLVD	3	27	2018	9	3	0	2	5	70	44.94846498	-93.3448386
370741	MINNETONKA BLVD	8	11	2016	13	4	0	2	7	1	44.94851276	-93.344792
362096	MINNETONKA BLVD	7	7	2016	9	5	0	2	7	1	44.94848232	-93.3443357
472528	MINNETONKA BLVD	6	25	2017	17	5	0	3	7	74	44.9484758	-93.3442477
354888	MINNETONKA BLVD	6	7	2016	16	3	0	6	7	1	44.94848995	-93.3433832
543539	MINNETONKA BLVD	2	6	2018	8	5	0	3	7	1	44.9485042	-93.3430483
666597	MINNETONKA BLVD	12	8	2018	2	5	0	1	4	1	44.9484359	-93.3409435
636436	MINNETONKA BLVD	9	21	2018	8	5	0	1	4	1	44.94849904	-93.3429673
341554	MINNETONKA BLVD	4	11	2016	7	5	0	2	10	10	44.94848889	-93.3429438
337333	MINNETONKA BLVD	3	22	2016	7	4	0	1	3	99	44.94848453	-93.3424341
363149	MINNETONKA BLVD	7	11	2016	16	5	0	2	10	1	44.9484824	-93.3420459
511940	MINNETONKA BLVD	10	27	2017	13	5	0	2	7	1	44.94847604	-93.3416658
603064	MINNETONKA BLVD	6	9	2018	10	5	0	2	7	90	44.94851419	-93.3416526
387553	MINNETONKA BLVD	10	18	2016	14	5	0	0	90	99	44.94846487	-93.3416407
425961	SALEM AVE S	3	1	2017	7	5	0	2	10	70	44.9483949	-93.3455828
379974	SALEM AVE S	9	18	2016	11	4	0	2	10	1	44.94842259	-93.3456402
537737	SALEM AVE S	1	17	2018	8	5	0	3	9	1	44.94850066	-93.3455087
497485	RALEIGH AVE S	8	29	2017	7	4	0	1	2	22	44.94852101	-93.3442549
347476	QUENTIN AVE S	5	6	2016	17	3	0	2	10	90	44.9485285	-93.3429809
359925	PRINCETON AVE S	6	28	2016	8	4	0	2	10	1	44.94848593	-93.3416595
541515	RALEIGH AVE S	1	31	2018	11	5	0	1	4	1	44.94824724	-93.3438767

Subtotal: 24

Intersection C I At Ottawa Ave S

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
635617	MINNETONKA BLVD	9	17	2018	7	5	0	2	7	4	44.94846724	-93.3409933
538237	MINNETONKA BLVD	1	17	2018	8	5	0	2	7	1	44.94841324	-93.3407468
343255	MINNETONKA BLVD	4	19	2016	8	5	0	3	7	1	44.94844886	-93.3406724
472359	MINNETONKA BLVD	6	24	2017	15	5	0	3	7	1	44.94845865	-93.3405991
458678	MINNETONKA BLVD	6	10	2017	12	4	0	2	7	1	44.94843516	-93.3404917
369603	MINNETONKA BLVD	8	7	2016	9	5	0	2	7	1	44.94844951	-93.3404716
522676	MINNETONKA BLVD	12	6	2017	18	5	0	2	10	10	44.94843854	-93.3404447
425089	MINNETONKA BLVD	2	24	2017	16	5	0	2	7	1	44.94843901	-93.3404295
600664	MINNETONKA BLVD	5	29	2018	21	5	0	2	7	1	44.94843681	-93.3404381
348139	MINNETONKA BLVD	5	10	2016	14	5	0	1	3	10	44.94843246	-93.3404241
379898	MINNETONKA BLVD	9	17	2016	16	5	0	1	4	99	44.94843548	-93.3403844
449438	MINNETONKA BLVD	5	3	2017	13	5	0	2	7	1	44.94844178	-93.3403777
472928	MINNETONKA BLVD	6	27	2017	9	4	0	2	10	70	44.94843399	-93.3403709
490526	MINNETONKA BLVD	7	30	2017	17	3	0	3	7	74	44.94843062	-93.3403462
568152	MINNETONKA BLVD	2	22	2018	8	5	0	2	7	1	44.9484406	-93.3402636
339081	MINNETONKA BLVD	3	30	2016	7	5	0	2	5	1	44.94844562	-93.3401765
324263	MINNETONKA BLVD	1	28	2016	16	5	0	2	5	1	44.94847343	-93.3401189
584946	MINNETONKA BLVD	3	21	2018	12	5	0	2	7	1	44.9484465	-93.3398813
329764	MINNETONKA BLVD	2	15	2016	12	4	0	3	7	1	44.94845774	-93.3389503
368734	OTTAWA AVE	8	3	2016	13	0	0	0	90		44.94817326	-93.3404566
351268	OTTAWA AVE	5	24	2016	12	5	0	1	4		44.94836587	-93.3403902
323122	OTTAWA AVE	1	21	2016	18	5	0	1	4	1	44.94841918	-93.3403567
607444	OTTAWA AVE	6	28	2018	10	5	0	2	10	1	44.94841646	-93.3403708
333625	OTTAWA AVE S	3	5	2016	12	5	0	2	9	1	44.94843667	-93.3403702
363260	OTTAWA AVE S	7	12	2016	13	4	0	2	10	1	44.94844689	-93.3403773
385851	OTTAWA AVE S	10	11	2016	7	5	0	2	7	4	44.94844812	-93.3403822
667202	OTTAWA AVE S	12	10	2018	17	5	0	2	10	1	44.94844182	-93.3403643
355174	OTTAWA AVE S	6	8	2016	17	4	0	2	7	1	44.94845943	-93.3403375
432617	OTTAWA AVE S	3	31	2017	18	4	0	2	9	1	44.9484498	-93.3403791
504299	OTTAWA AVE S	9	27	2017	7	5	0	2	7	1	44.94851091	-93.3402789
503099	OTTAWA AVE S	9	21	2017	11	3	0	1	4	99	44.94861174	-93.3403787

Subtotal: 31

Segment D I - E of Ottawa Ave S to W of Lynn Ave S

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
506793	MINNETONKA BLVD	10	6	2017	18	5	0	3	7	1	44.9484284	-93.3392708
606523	MINNETONKA BLVD	6	24	2018	17	4	0	2	8	1	44.94848602	-93.3383635
627790	MINNETONKA BLVD	8	14	2018	17	5	0	2	7	1	44.94844572	-93.3362187
583315	MINNETONKA BLVD AN	3	13	2018	17	4	0	1	2	2	44.94842624	-93.3361516
609733	NATCHEZ AVE S	7	9	2018	23	3	0	2	7	1	44.94840211	-93.3390795
664851	NATCHEZ AVE S	12	1	2018	22	4	0	1	4	1	44.9484361	-93.3390864
600681	MINNETONKA BLVD	5	25	2018	0	0	0	0	90		44.94850273	-93.3356891

Subtotal: 6

Segment E I - E of Lynn Ave S to W of Inglewood Ave S

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
389678	MINNETONKA BLVD	10	26	2016	21	5	0	2	7	1	44.9483994	-93.3348635
383069	MINNETONKA BLVD	9	30	2016	15	3	0	2	10	1	44.94853549	-93.3339385
427906	MINNETONKA BLVD	3	9	2017	14	5	0	2	7	1	44.94856426	-93.3338716
448355	MINNETONKA BLVD	4	28	2017	10	4	0	2	10	1	44.94856583	-93.3338582
535176	MINNETONKA BLVD	1	12	2018	9	4	0	2	7	1	44.94856434	-93.3338448
492957	MINNETONKA BLVD	8	9	2017	16	5	0	1	4	1	44.94835305	-93.3340939
343961	MINNETONKA BLVD	4	22	2016	11	5	0	2	7	1	44.94836359	-93.3340784
340242	MINNETONKA BLVD	4	5	2016	12	5	0	1	3	1	44.94858418	-93.3335766
411221	MINNETONKA BLVD	1	4	2017	8	5	0	2	7	1	44.94833534	-93.3339642
620538	MINNETONKA BLVD	7	13	2018	10	5	0	2	7	1	44.94835912	-93.3339778
634037	MINNETONKA BLVD	9	11	2018	14	4	0	2	10	1	44.94835634	-93.3339276
666070	MINNETONKA BLVD	12	5	2018	15	5	0	1	3	68	44.94854346	-93.3329357
367133	JOPPA AVE S	7	28	2016	11	0	0	0	90		44.94818748	-93.3339198
651981	JOPPA AVE S	10	15	2018	9	3	0	2	10	1	44.94828762	-93.3339352
502479	JOPPA AVE S	9	19	2017	21	4	0	1	2	99	44.9483164	-93.3339239
620442	JOPPA AVE S	7	12	2018	18	5	0	2	10	1	44.94832433	-93.3339507
532350	JOPPA AVE S	1	3	2018	17	4	0	2	90	2	44.94833679	-93.333929
380210	JOPPA AVE S	9	19	2016	12	4	0	2	10	1	44.94845937	-93.3339046
369764	JOPPA AVE S	8	7	2016	18	5	0	3	7	1	44.94855466	-93.3338984
497624	JOPPA AVE S	8	29	2017	18	5	0	2	90	2	44.94857606	-93.3339086
520549	JOPPA AVE S	11	29	2017	16	5	0	3	9	1	44.94859269	-93.3339255
317390	JOPPA AVE S	1	6	2016	23	5	0	1	3	1	44.94861332	-93.3339081
657348	JOPPA AVE S	11	5	2018	18	5	0	2	10	1	44.94866569	-93.3339158

Subtotal: 22

Intersection F I At Inglewood Ave S

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
631831	MINNETONKA BLVD	9	1	2018	15	5	0	2	7	1	44.94853948	-93.3325701
384181	MINNETONKA BLVD	10	5	2016	2	4	0	1	3	70	44.94836868	-93.332596
391057	INGLEWOOD AVE S	11	1	2016	7	5	0	2	5	10	44.94861324	-93.3327133
454650	INGLEWOOD AVE S	5	24	2017	23	3	0	1	4	70	44.94863444	-93.332678
534032	INGLEWOOD AVE S	1	9	2018	10	5	0	2	5	1	44.94866302	-93.3326782

Subtotal: 5

Intersection G I At CSAH 25 WB

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
419582	MINNETONKA BLVD	1	30	2017	18	5	0	2	7	1	44.94822488	-93.3318252
417167	MINNETONKA BLVD	1	20	2017	19	3	0	2	10	1	44.94820897	-93.3316858
497771	CSAH 25	8	30	2017	14	5	0	2	7	1	44.94832257	-93.3306952

Subtotal: 0

Intersection H I CSAH 25 EB At CSAH 5

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
510026	CSAH 25	10	19	2017	19	5	0	2	7	1	44.94790799	-93.3310404
343804	CSAH 25	4	21	2016	18	5	0	1	4	1	44.9479159	-93.3310371
343768	CSAH 25	4	21	2016	15	5	0	1	4	1	44.94794413	-93.3308964
589289	CSAH 25	4	8	2018	0	5	0	2	5	1	44.94806296	-93.3303713

Subtotal: 0**Intersection I I At Huntington Ave S**

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
582024	MINNETONKA BLVD	3	7	2018	16	0	0	0	90		44.94848521	-93.3317007
319667	MINNETONKA BLVD	1	13	2016	7	5	0	3	7	1	44.94845183	-93.3308675

Subtotal: 2**Intersection J I At Glenhurst Ave**

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
389332	MINNETONKA BLVD	10	25	2016	18	5	0	1	4	1	44.94854837	-93.3311586
471092	MINNETONKA BLVD	6	20	2017	7	5	0	2	5	99	44.94839416	-93.3309057
365868	MINNETONKA BLVD	7	23	2016	9	3	0	2	10	1	44.94847141	-93.330289
657184	MINNETONKA BLVD	11	6	2018	8	4	0	2	10	1	44.94842382	-93.3302725
608845	CSAH 25	7	4	2018	22	5	0	2	5	1	44.94840105	-93.3305033
665127	CSAH 25	12	2	2018	16	5	0	2	10	1	44.94842181	-93.3301579
593037	CSAH 25	4	23	2018	0	5	0	1	4	1	44.94842248	-93.3301076
444317	CSAH 25	4	10	2017	11	5	0	2	5	1	44.94842533	-93.3300781
337607	GLENHURST AVE	3	23	2016	13	3	0	2	10	2	44.94844167	-93.3301614

Subtotal: 8**Intersection K I At France Ave S**

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Num of Ks	Number of Veh	Basic Type	Contributing Factor	Latitude	Longitude
585399	CSAH 25	3	25	2018	2	3	0	1	4	62	44.94828878	-93.329888
593837	GLENHURST AVE	4	27	2018	18	5	0	2	7	90	44.94793794	-93.3301753
589907	CSAH 25	4	10	2018	14	5	0	2	7	1	44.94824567	-93.3293944
524250	CSAH 25	12	10	2017	5	5	0	2	7	1	44.94831341	-93.3290723
389319	CSAH 25	10	25	2016	18	3	0	2	7	1	44.9484688	-93.3289981
656245	CSAH 25	11	1	2018	21	4	0	3	7	1	44.94833933	-93.328875
378243	W LAKE ST	9	10	2016	21	5	0	2	9	99	44.94847063	-93.3287977
381417	FRANCE AVE S	9	23	2016	16	4	0	2	10	63	44.94835264	-93.3288226
408313	FRANCE AVE S	12	23	2016	18	3	0	1	1	2	44.94848836	-93.3288368
517249	FRANCE AVE S	11	15	2017	7	3	0	2	10	90	44.94851252	-93.3288135

Subtotal: 8**Project Total: 122**

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

CMF ID: 271

PROVIDE A LEFT-TURN LANE ON BOTH MAJOR-ROAD APPROACHES

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: INTERSECTION GEOMETRY

STUDY: [SAFETY EFFECTIVENESS OF INTERSECTION LEFT- AND RIGHT-TURN LANES, HARWOOD ET AL., 2002](#)

Star Quality Rating:	
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Crash Modification Factor (CMF)	
Value:	0.58
Adjusted Standard Error:	0.04
Unadjusted Standard Error:	0.03

Crash Reduction Factor (CRF)	
Value:	42 (This value indicates a <i>decrease</i> in crashes)
Adjusted Standard Error:	4
Unadjusted Standard Error:	3

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based	

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

RF DETAILS

CMF ID: 1719

PROVIDE BIKE LANES

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: BICYCLISTS

STUDY: SIGNALIZED INTERSECTIONS: INFORMATIONAL GUIDE, RODEGERDTS ET AL., 2004

Star Quality Rating:	 [VIEW SCORE DETAILS]
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Crash Modification Factor (CMF)	
Value:	0.65
Adjusted Standard Error:	
Unadjusted Standard Error:	0.2

Crash Reduction Factor (CRF)	
Value:	35 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	20.3

Applicability	
Crash Type:	Vehicle/bicycle
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

CMF ID: 2841

CONVERTING FOUR-LANE ROADWAYS TO THREE-LANE ROADWAYS WITH CENTER TURN LANE (ROAD DIET)

DESCRIPTION: CONVERSION OF ROAD SEGMENTS FROM A FOUR-LANE TO A THREE-LANE CROSS-SECTION WITH TWO-WAY LEFT-TURN LANES (ALSO KNOWN AS ROAD DIETS).

PRIOR CONDITION: FOUR-LANE UNDIVIDED ROADWAY

CATEGORY: ROADWAY

STUDY: COMPARISON OF EMPIRICAL BAYES AND FULL BAYES APPROACHES FOR BEFORE-AFTER ROAD SAFETY EVALUATIONS, PERSAUD ET. AL, 2010

Star Quality Rating:  [VIEW SCORE DETAILS]	
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Crash Modification Factor (CMF)	
Value:	0.53
Adjusted Standard Error:	
Unadjusted Standard Error:	0.02

Crash Reduction Factor (CRF)	
Value:	47 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	2

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	4
Road Division Type:	Undivided
Speed Limit:	
Area Type:	Suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

CMF ID: 3017

ADD TWO-WAY-LEFT-TURN-LANE (TWLTL) TO THE MAJOR APPROACH OF AN UNSIGNALIZED 4-LEG INTERSECTION

DESCRIPTION: ADD TWO-WAY-LEFT-TURN-LANE (TWLTL) TO THE MAJOR APPROACH OF AN UNSIGNALIZED 4-LEG INTERSECTION

PRIOR CONDITION: UNSIGNALIZED 4-LEG INTERSECTION WITH NO TWO-WAY LEFT-TURN LANE ON MAJOR ROAD

CATEGORY: ACCESS MANAGEMENT

STUDY: [THE GROUP LEAST ABSOLUTE SHRINKAGE AND SELECTION OPERATOR "GLASSO" TECHNIQUE: APPLICATION IN VARIABLE SELECTION AND CRASH PREDICTION AT UNSIG INTERSECTIONS, HALEEM AND ABDEL-ATY, 2010](#)

Star Quality Rating:	 [VIEW SCORE DETAILS]
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Crash Modification Factor (CMF)	
Value:	0.66
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	34 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	2 to 8
Road Division Type:	
Speed Limit:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

CMF ID: 4656

INSTALL BICYCLE LANES

DESCRIPTION:

PRIOR CONDITION: NO BICYCLE LANE ALONG THE ROADWAY SEGMENT.

CATEGORY: BICYCLISTS

STUDY: [EVALUATING THE SAFETY EFFECTS OF BICYCLE LANES IN NEW YORK CITY, CHEN ET AL., 2012](#)

Star Quality Rating:  [VIEW SCORE DETAILS]	
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Crash Modification Factor (CMF)	
Value:	0.944
Adjusted Standard Error:	
Unadjusted Standard Error:	0.101

Crash Reduction Factor (CRF)	
Value:	5.6 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	10.1

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	1 - 5+
Road Division Type:	All
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

CMF ID: 5272

INSTALL PEDESTRIAN COUNTDOWN TIMER

DESCRIPTION: INSTALL PEDESTRIAN COUNTDOWN TIMER

PRIOR CONDITION: UNKNOWN

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: [EVALUATING PEDESTRIAN SAFETY IMPROVEMENTS, VAN HOUTEN ET AL., 2012](#)

Star Quality Rating:  [\[VIEW SCORE DETAILS\]](#)

Crash Modification Factor (CMF)

Value: 0.3

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 70 (This value indicates a *decrease* in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type: Vehicle/pedestrian

Crash Severity: All

Roadway Types: Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type: Not specified

Traffic Volume:

Average Traffic Volume:

Time of Day:

If countermeasure is intersection-based

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

CMF ID: 7684

CHANGE FROM PERMISSIVE ONLY TO FLASHING YELLOW ARROW PROTECTED/PERMISSIVE LEFT TURN

DESCRIPTION: CHANGE FROM PERMISSIVE ONLY TO FYA - PROTECTED/PERMISSIVE LEFT TURN

PRIOR CONDITION: PERMISSIVE PHASING

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: [SAFETY EFFECTIVENESS OF FLASHING YELLOW ARROW: EVALUATION OF 222 SIGNALIZED INTERSECTIONS IN NORTH CAROLINA, SIMPSON AND TROY, 2015](#)

Star Quality Rating:	 [VIEW SCORE DETAILS]
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Crash Modification Factor (CMF)	
Value:	0.598
Adjusted Standard Error:	
Unadjusted Standard Error:	0.105

Crash Reduction Factor (CRF)	
Value:	40.2 <i>(This value indicates a decrease in crashes)</i>
Adjusted Standard Error:	
Unadjusted Standard Error:	10.5

Applicability	
Crash Type:	Left turn
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	35-55
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF ID: 8112

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]	
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Crash Modification Factor (CMF)	
Value:	0.941
Adjusted Standard Error:	
Unadjusted Standard Error:	0.115

Crash Reduction Factor (CRF)	
Value:	5.9 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	11.5

Applicability	
Crash Type:	Sideswipe
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	multilane
Road Division Type:	
Speed Limit:	
Area Type:	
Traffic Volume:	Minimum of 1353 to Maximum of 25381 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	7274 Annual Average Daily Traffic (AADT)
Time of Day:	

If countermeasure is intersection-based

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 12 | Crash Modification Factors

CMF ID: 9289

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: 0.929

Adjusted Standard Error:

Unadjusted Standard Error: 0.04

Crash Reduction Factor (CRF)

Value: 7.1 *(This value indicates a decrease in crashes)*

Adjusted Standard Error:

Unadjusted Standard Error: 4

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)

Average Traffic Volume: 8659 Annual Average Daily Traffic (AADT)

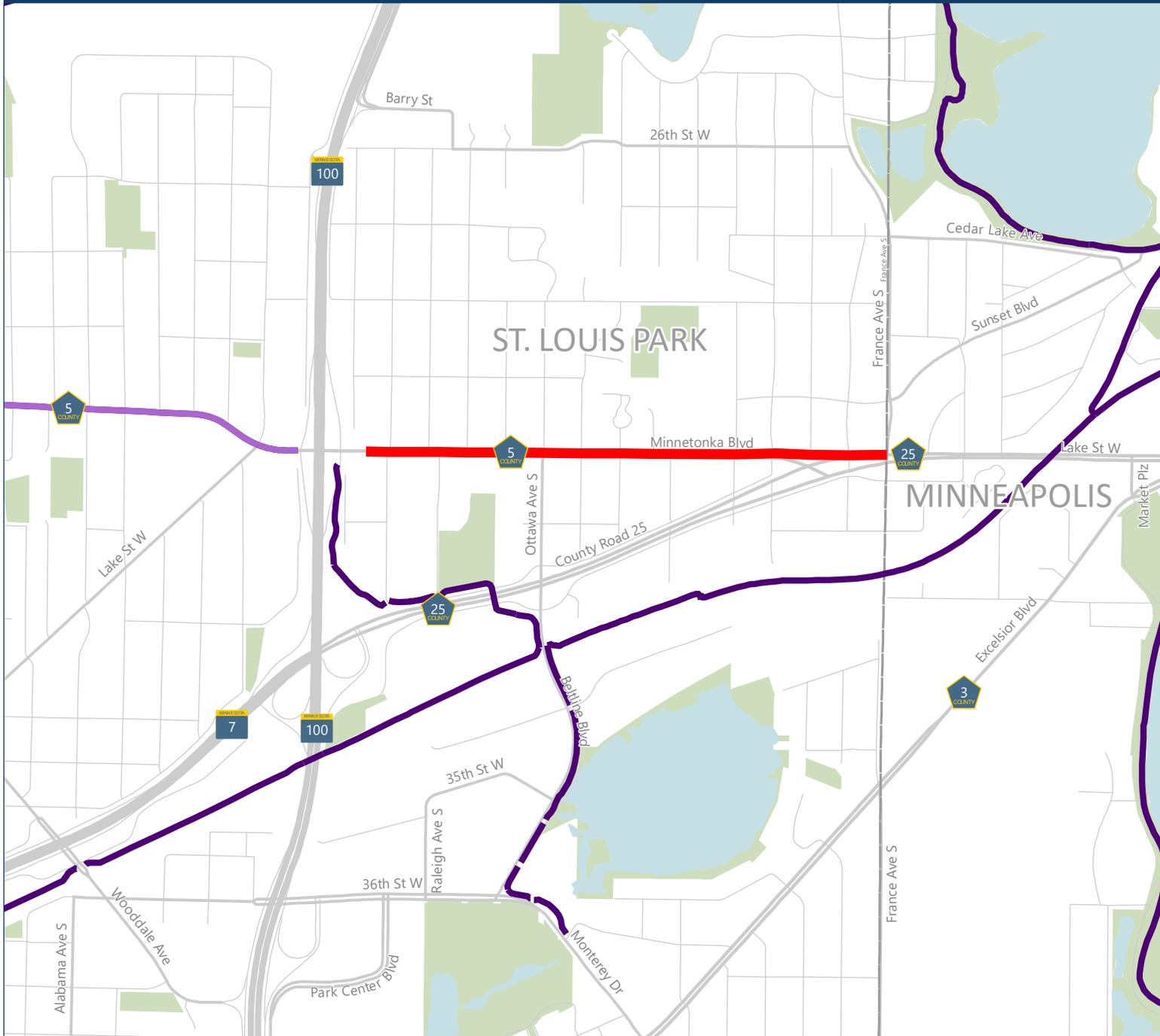
Time of Day: Not specified

If countermeasure is intersection-based

CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 13 | Multimodal Connections Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location
- Multimodal Connections**
 - On-street bikeway
 - Off-street bikeway and trail



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.

Published date: 5/7/2020



CSAH 5 (Minnetonka Blvd) Reconstruction Project

Attachment 14 | City of St. Louis Park Support Letter



May 1, 2020

Carla Stueve, P.E., P.T.O.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
7009 York Avenue South
Edina, MN 55435

RE: Support for Regional Solicitation Application
Minnetonka Blvd (CSAH 5) Roadway Reconstruction Project – TH 100 to France Ave

Dear Ms. Stueve:

The City of St. Louis Park hereby expresses its support for the Hennepin County regional solicitation federal funding application for the proposed reconstruction project on CSAH 5 (Minnetonka Boulevard) from TH 100 to France Avenue.

Minnetonka Boulevard between Trunk Highway (TH) 169 and France Avenue is a Hennepin County road and is one of the few continuous west-to-east roadway connections in the City of St. Louis Park. The Minnetonka Boulevard bridge over TH 100 was reconstructed in 2015 and includes bicycle, pedestrian and intersection improvements that have greatly increased the efficiency and safety in this segment of the corridor. Reconstructing the road to the east of the new bridge will ensure that it accommodates the best facility for pedestrians, bicycles, and motorists.

This project will involve the reconstruction of the existing roadway and will include, but is not limited to, the following elements: new pavement, curb, stormwater structures, sidewalk, ADA accommodations, and traffic signals. As proposed, this project will bring about mobility and safety improvements for people biking, driving, walking, and using transit. The roadway design will also take into account the future CSAH 25 improvements near this corridor.

We understand that the city will likely be required to cost participate in this project as outlined in the county's cost participation policy. Specific details regarding cost participation and maintenance responsibilities of project elements are anticipated to be finalized during the design process as project development is advanced. The city has included the estimated costs for this project in our 10 year Capital Improvement Plan and we look forward to partnering with the county on these much needed improvements.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

A handwritten signature in black ink that reads "Debra M. Heiser". The signature is written in a cursive, flowing style.

Debra M. Heiser, P.E.
Engineering Director

CC: Tom Harmening, City Manager
Jason Pieper, Transportation Engineer