Application

17063 - 2022 Roadway Modernization

17509 - CSAH 12 (Dayton River Rd) Rehabilitation Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
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Primary Contact

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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 12 (Dayton River Rd) Rehabilitation Project

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Champlin & Dayton

Jurisdictional Agency (If Different than the Applicant):

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

The proposed project includes the rehabilitation of the CSAH 12 (Dayton River Rd) corridor from approximately 350 ft north of Colburn St to 575 ft north of CSAH 144 (S Diamond Lake Rd) in Champlin and Dayton. CSAH 12 (Dayton River Rd) is currently classified as an A-Minor Arterial roadway that functions as a connector. Attachment 2 provides an illustration of the project location.

The roadway (segments originally constructed in 1953 and 1991) is a 2-lane road with paved shoulders and bypass lanes. The majority of the project corridor was last overlaid in 2010. There is a multi-use trail on one side of the roadway; however it ends at the Dayton city limits. While CSAH 12 (Dayton River Rd) does not directly connect to a regional freight corridor it does provide the primary local access for freight connecting to TH 169 and TH 10, a Tier 1 and 2 freight corridor respectively.

The project objectives are to extend the roadway's useful life by approximately 20 years through a pavement rehabilitation treatment, as well as upgrade ADA, drainage, and safety improvements to promote accessibility and mobility for multimodal users traveling along and across the county roadway. Additionally, the construction of a multi-use trail along the corridor will fulfill a segment of the West Mississippi River Regional Trail (WMRRT) as depicted in the Three Rivers masterplan for the WMRRT. Photos depicting the roadway's current condition are included in Attachment 3.

This project will include, but is not limited to, the following elements. The specific locations and types of improvements will be determined as part of the design process based on additional community input, data analysis and environmental review. The potential typical section for CSAH 12 (Dayton River

Rd) is illustrated in Attachment 4 and the potential concept can be found in Attachment 5.

- Roadway improvements; such as the rehabilitation of the deteriorated pavement, and curb and gutter.

- Safety improvements; such as the removal of bypass lanes along the corridor and an evaluation of appropriate intersection control type for locations across the corridor.

- Pedestrian improvements; such as ADA compliant ramps and crossing enhancements.

- Bicycle improvements; such as the resurfacing of existing trail, and the addition of new multi-use trail as applicable.

(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 12 (Dayton River Rd) from 250' north of Colburn St to 575' north of CSAH 144 in Champlin and Dayton

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles)

3.08

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

$5,310,000.00

Minimum of 20% of project total

Project Total

$12,310,000.00

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

Match Percentage 43.14%

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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

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 Arterial (Connector)

Road System CSAH

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

Road/Route No. 12

i.e., 53 for CSAH 53

Name of Road Dayton River Rd

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55316

(Approximate) Begin Construction Date 05/04/2026

(Approximate) End Construction Date 10/30/2026

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

From:
(Intersection or Address) 350' north of Colburn St

To:
(Intersection or Address) 575' north of CSAH 144 (South Diamond Lake Rd)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0

Miles of Trail (nearest 0.1 miles) 3.08

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

Primary Types of Work BIT BASE, BIT SURF, ADA, MULTIUSE TRAIL, CURB/GUTTER

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.

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

A) Transportation System Stewardship (p 2.2-2.4)

Objectives A & B; Strategies A1 & A2

This project will provide a cost-effective alternative to a full reconstruction while addressing key safety concerns and evaluating opportunities for additional facilities for those rolling, walking, and biking.

B) Safety and Security (p 2.5-2.9)

Objectives A & B; Strategies B1, B3, B4, B6

Conversion of bypass lanes to dedicated left turn lanes, evaluation of access control devices, and a review of shoulder spaces and vegetation through the project will address vehicular crash trends and provide enhanced pedestrian and bicycle facilities, particularly in areas of high vehicle speeds.

C) Access to Destinations (p 2.10-2.25)

Objectives A, B, C, D, and E; Strategies C1, C2, C3, C4, C8, C9, C15, C16, C17

The project will provide safer, enhanced access for all modes to job and activity centers in Anoka County and nearby cities. Multi-modal facilities will also provide greater access to the Metro Transit Express Route 766 which connects to downtown Minneapolis. This project would also improve access for people walking and biking along the West Mississippi River Regional Trail.

D) Competitive Economy (p2.26-2.29)

Objectives A, B & C; Strategies D1, D3, D4, D5.

CSAH 12 (Dayton River Rd) provides the primary local access for freight connecting to TH 169 and TH 10, a Tier 1 and 2 freight corridor respectively. As the corridor continues to experience residential development, the project will evaluate opportunities for suburban roadway design and safety improvements to improve access to job concentrations, including freight which is hindered by unpredictable user behavior and insufficient access controls.

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

Objectives A, B, C, D; Strategies E1, E3, E4, E5, E6, E7

The project will explore improvements for existing multi-use trails and construction of new multi-use trails where feasible, in addition to consistent shoulder width and pedestrian crossing improvements to provide additional opportunities for active transportation. Multimodal design interventions will also allow for multimodal users to more easily access Metro Transit Route 766 and the larger transit network. Public engagement will occur during the design phase to minimize adverse impacts to underserved populations during and after construction.

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

Objectives: A & C; Strategies: F1, F2, F5, F6, F7

The rehabilitation of CSAH 12 (Dayton River Rd) will provide opportunities to improve multimodal travel along an important connector for the cities of Dayton and Champlin, enhancing access to the wider regional transit and bicycle network for residential developments along the corridor.

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.

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

1. Hennepin County 2022-2026 Capital Improvement Program - Attachment 6

2. Hennepin County Board Resolution 22-0109 - 2022 Regional Solicitation (Attachment 7)

3. Hennepin County 2040 Transportation Plan (pages 2-11 - 2-18)

Website: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/comp-plan-2040-2-transportation.pdf

4. Hennepin County Climate Action Plan (pages 50-54)

Website: hennepin.us/climate-action/-/media/climateaction/ hennepin-county-climate-action-plan-final.pdf

5. Hennepin County Complete Streets Policy

Website: hennepin.us/completestreets

6. Hennepin County Bike Plan (page 36)

Website: hennepin.us/-/media/hennepinus/residents/transportation/biking/bicycle-transportation-plan.pdf

7. Hennepin County Pedestrian Plan (page 8)

Website: hennepin.us/-/media/hennepinus/residents/transportation/docum

ents/pedestrian-plan.pdf

8. Three Rivers Park District - West Mississippi River Regional Trail Master Plan (section 4)

Website: threeriversparks.org/page/west-mississippi-river-regional-trail-master-plan

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. Unique project costs are limited to those that are federally eligible.

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

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2022 funding cycle).
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): *$500,000 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

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

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. Unique projects are exempt from this qualifying requirement.

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 Strategic Capacity 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 MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

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

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

Bridge Rehabilitation/Replacement projects only:

5.The length of the bridge clear span must 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)	$412,000.00
Removals (approx. 5% of total cost)	$412,000.00
Roadway (grading, borrow, etc.)	$2,088,000.00
Roadway (aggregates and paving)	$2,303,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$939,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$668,000.00
Traffic Control	$412,000.00
Striping	$334,000.00
Signing	$135,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$157,000.00
Bridge	$0.00
Retaining Walls	$0.00

Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$2,358,000.00
Other Roadway Elements	$0.00
Totals	**$10,218,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$983,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$220,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$60,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$157,000.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$482,000.00
Other Bicycle and Pedestrian Elements	$190,000.00
Totals	**$2,092,000.00**

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	$12,310,000.00
Construction Cost Total	$12,310,000.00
Transit Operating Cost Total	$0.00

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

Existing Employment within 1 Mile:	4201
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1564
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1648314171400_2022 RS Map 02 - CSAH 12 (Dayton River Rd) Rehabilitation 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 updated 2021 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	CSAH 12 west of French Lake Rd (SEQ ID #42869)
Current AADT Volume	9700
Existing Transit Routes on the Project	766

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

Upload Transit Connections Map	1648314529702_2022 RS Map 04 - CSAH 12 (Dayton River Rd) Rehabilitation 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	12610.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	No
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	Hennepin County conducted a comprehensive travel demand forecasting analysis based on the Metropolitan Council's regional activity-based model. Forecast traffic volumes were based on a combination of socio-economic and land use assumptions. It should be noted that the future transportation network was assumed to include projects identified in the regional Transportation Improvement Program and the county's Capital Improvement Program. Attachment 8 illustrates the forecast traffic volumes.
Forecast (2040) ADT volume	16200

Measure A: Engagement

i.Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.
ii.Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.
iii.Describe the progression of engagement activities in this project. A full response should answer these questions:

Response:

The CSAH 12 (Dayton River Rd) Rehabilitation Project limits are within Census Tract 27053026903, which is 18.8% BIPOC, and Census Tract 27053026910, which is 19.2% BIPOC (2020 Census data). The corridor includes an age 62+ community, Applewood Pointe, at the southern end of the project limits.

This project was selected due to the roadway's age and condition. The project is consistent with the county's transportation plan, Mobility 2040, specifically the goal to preserve and modernize the county's transportation system. That plan included multiple rounds of public engagement, including efforts to hear specifically from BIPOC.

Hennepin County has not yet initiated public engagement for this particular project. The county will seek input from residents during the design stage if the project is funded. The county will develop an engagement plan in coordination with the cities of Champlin and Dayton, as well as Three Rivers Park District, that will identify appropriate engagement strategies to get community input, including, specifically from BIPOC.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Response:

The rehabilitation of CSAH 12 (Dayton River Rd) will include the resurfacing of 3.08 miles of trail adjacent the roadway and the removal of bypass lanes, improving safety. The trail connects to age 62-plus housing, parks, a Mississippi River pedestrian crossing on TH 169 and Richardson Park and Ride, with bus service to downtown Minneapolis.

The CSAH 12 (Dayton River Rd) trail is a walking and biking destination for nearby residents, as it is has views of the Mississippi River and few streets in the immediate area of Champlin have sidewalks or bikeways. BIPOC physical activity rates and health outcomes are worse than those for other populations; improving the trail will create better, more enjoyable opportunities for people to walk and bike for transportation, recreation, and physical activity. The Socio-Economic Access Map (see Attachment 9) illustrates nearby community facilities, including parks and recreation areas that can be better accessed via biking and walking as a result of the multimodal improvements that this project will construct.

Increased noise and impacts to the roadway are anticipated during construction. The contractor will be required to follow temporary traffic control plans, which provide instructions on temporary accommodations and/or detour routes for all people traveling through the corridor. Staff will seek out opportunities to minimize negative impacts for nearby businesses and services during construction. Hennepin County has a specialized communications team who are responsible for managing a phone hotline and project website during the planning, design, and construction phases of the project. The team will be responsible for responding to questions and concerns from

residents, business owners, and employees who live and work in the area.

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

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Through staff analysis, two existing housing developments were identified within ½ mile of the project area. Attachment 10 provides a map and full detail summary of these locations, including unit sizes and affordability limits based on area median incomes. One affordable housing development under construction was identified, Balsam Apartments Phase II. When completed, Balsam Apartments Phase II will provide 48 units of income-restricted multifamily housing in the CSAH 12 (Dayton River Rd) Corridor, in addition to 49 existing income-restricted units from the first phase of development. As identified in the Met Council generated Socio-Economic Conditions map, 654 subsidized units exist in census tracts within ½ mile of the project.

Response:

As a high-speed corridor with primarily rural design elements, CSAH 12 (Dayton River Rd) is challenging for those who walk, roll, and bicycle. The most significant affordable housing development in terms of units, Balsam Apartments I and II, are just south of CSAH 12 (Dayton River Rd) along Balsam Ln. Residents of these developments without a personal vehicle utilize an existing trail south of CSAH 144 (S Diamond Lake Rd) to access destinations along the corridor. The existing trail surface is in poor condition, and the proposed project would resurface this trail and explore potential trail extensions to improve multimodal connections to commercial developments south of the project area along TH 169.

For residents of Riverview Estates, the existing 4-lane configuration south of Mead Rd creates long and challenging crossings for people walking and biking. The intersection at Cartway Rd is especially challenging as a four-way stop with unpredictable user behavior and relatively high traffic volumes. Crossing CSAH 12 (Dayton River Rd) at Cartway

Rd is necessary for those walking, rolling, and biking from Riverview Estates as the sidewalk terminates on that side of the road at the intersection. The proposed project will evaluate intersection control type at Cartway Rd to ensure improved safety for all modes and enhanced connectivity for residents to recreation, school, and commercial developments along the corridor.

Metro Transit Route 766 provides service to a park and ride facility at the southern end of the project area and provides direct connection to Downtown Minneapolis. Through examining improvements to existing off-street trail facilities, intersection control types, and potential expansion of multimodal facilities, the proposed project will provide direct benefit to residents of affordable housing through enabling safer multimodal travel to significant employment, public services, and community resources in the Downtown Central Business District.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the Socio-Economic Conditions map used for this measure.	1646928424788_2022 RS Map 03 - CSAH 12 (Dayton River Rd) Rehabilitation Project - Socio Economic Conditions.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2

2018	0.02	40.36	13.104
1991	0.29	577.39	187.464
1953	0.9	1757.7	570.682
1991	1.87	3723.17	1208.821
	3	**6099**	**1980**

Total Project Length

Total Project Length (as entered in "Project Information" form) 3.08

Average Construction Year

Weighted Year 1980

Total Segment Length (Miles)

Total Segment Length 3.08

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

CSAH 12 is a 2-lane roadway with bypass lanes at key intersections that present challenges for freight operations as the shoulder width is reduced. The all-way stop at CSAH 12/Cartway Rd causes delays as freight users are required to come to a complete stop. A Streetlight Analysis estimates 1,400 daily vehicles travel through this corridor daily (Attachment 11).

Response:

The project will rehabilitate the pavement to provide a cost-effective method to reset the deterioration process. Mobility at major intersections will be improved by converting bypass lanes to turn lanes. Cartway Rd and N Diamond Lake Rd will be evaluated to determine the appropriate control devices to balance access and mobility.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines:

Yes

Response:

Vegetation often encroaches into the R/W given surrounding land areas. At times, trees limit sight distance for side street users, creating discomfort. There are 7 marked uncontrolled crosswalks; presenting potential conflicts whenever yielding rates are unsatisfactory. This is especially concerning between Sunrise Ln and N Diamond Lake Rd where the speed limit is 40 mph and 50 mph.

Corridor vegetation will be reviewed to identify locations that require trimming. Site characteristics at each crosswalk will be evaluated to determine if any design elements (such as lighting upgrades, medians, and crossing beacons) are necessary to ensure adequate vehicle SSD and pedestrian SD.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

Response:

Dayton River Rd is primarily a 2-lane rural roadway that includes bituminous curb in some areas. Paved shoulders are generally provided, however, their width is reduced in constrained areas. Nearby slopes are relatively flat, making it difficult to define the roadway edge. Bypass lanes are provided at key intersections that primarily benefit through-moving vehicles.

This project will evaluate the preferred design (rural/suburban) to determine if concrete curb/gutter is recommended. If feasible, consistent shoulder widths will be maintained for on-road biking, vehicle recovery, and incident management. Intersection designs will be reviewed to maintain a balance between access and mobility.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Dayton River Rd primarily operates as a 2-lane roadway that extends parallel to the river; serving as the only route to access nearby properties. Approximately 90 access points (including 20 local streets and 67 private driveways) exist along this 3.08-mile segment. Based on these conditions, the most likely crash types include rear-end and right-angle.

Response:

This project presents an opportunity to convert bypass lanes to dedicated turn lanes to improve user predictability. Vegetation will be reviewed to determine if trimming is necessary to achieve adequate intersection sight distance. Shoulder spaces will also be rehabilitated to minimize materials from washing onto the roadway surface.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

The existing alignment of Dayton River Rd includes a number of horizontal curves that sometimes require people driving to adjust their speed. Passing is permitted in certain locations and is denoted with appropriate pavement markings and signs.

Response:

The appropriate design speed(s) will be selected during project development based on stakeholder input, data analysis, and environmental review. Whenever possible, superelevation will be introduced to navigate through horizontal curves. Also, high-visibility pavement markings will be utilized to clearly define the roadway edge during nighttime and weather events. Lastly, faded signs will be replaced to ensure adequate visibility.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

Dayton River Rd primarily includes a rural design that conveys water to ditches. Bituminous curb exists in various places that requires frequent replacement due to deterioration rates. Cross culverts transfer water to the east side of the road; however, those in poor condition are scheduled for replacement in 2023 prior to this project.

Response:

Staff will evaluate the pros/cons of a rural versus suburban design, specifically in areas that include a trail, to ensure a resilient corridor for the next 20+ years. Low maintenance treatments will be considered for existing ditches to reduce the burden on local public works staff. Existing shoulders will also be rehabilitated to reduce road washout.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

There are no signals along Dayton River Rd within the project limits, however, the Cartway Rd intersection operates under all-way stop control. Lighting conditions are relatively poor as poles are located at relatively long intervals.

Response:

Both the Cartway Rd and N Diamond Lake Rd intersections will be evaluated during project development to determine the recommended control devices to balance access and mobility. In addition, lighting conditions at the 7 marked crosswalks will be reviewed to determine if upgrades to lighting are necessary to ensure proper illumination. This is especially important in areas where the speed limit is 40 mph or 50 mph.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

Response:

County staff anticipates that this rehabilitation project will provide a more cost-effective alternative to a traditional reconstruction project. As a result, the frequency of future preservation treatments (such as overlays and crackseals) will be less disruptive to users. Also, the condition of the existing multi-use trail will be evaluated to determine if a preservation treatment is recommended. In addition, areas where no off-road facilities currently exist will be evaluated to determine if a multi-use trail is recommended.

At the conclusion of this project, the accessibility, mobility, and safety of people walking, using transit, biking, and driving will be improved for next 20+ years.

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/ Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/ Vehicle)	Volume 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
12.0	0	12.0	1137	1137	13644.0	13644.0	N/A	1649883827823_Synchro Report for CSAH 12 - Congestion.pdf
						13644		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced 13644.0

Total Peak Hour Delay Reduced	13644.0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
1.96	1.52	0.44
2	**2**	**0**

Total

Total Emissions Reduced:	0.44
Upload Synchro Report	1649883926505_Synchro Report for CSAH 12 - Emissions.pdf

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

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	**0**	**0**

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

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

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0

Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

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

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

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

Crash Modification Factor Used:

(Limit 700 Characters; approximately 100 words)

Attachment 12 lists reported crashes (2019-2021) along the project and Attachment 13 lists CMFs applied in the B/C Analysis.

XX) Countermeasure: Crashes targeted (CMF ID, % reduction)

01) Convert all-way stop to roundabout: RE & LT crashes (CMF 227, 44% reduction)

02) 4-lane to 3-lane conversion: RE, SS, RA, & OR crashes (CMF 2841, 47% reduction)

03) Install left-turn lanes on major road: RE & RA crashes (CMF 3018, 27% reduction)

04) Improve angle of channelized right-turn lane: RE crashes (CMF 8428, 44.2%)

05) Resurface pavement: RE, SS, LT, RA, & OR crashes (CMF 9298, 9.9% reduction)

The Benefit/Cost Analysis evaluated the project corridor in four separate sections (comprised of major intersections and segments) to target crash themes. Up to two (of the five 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 walking, biking, and driving.

Rationale for Crash Modification Selected:

The expected service life for each improvement was entered as 20 years in the Benefit/Cost Worksheets based on service life information included in the 2022 Highway Safety Improvement Program criteria.

The overall crash reduction expected from the project is 30% (based on a 70% crash modification factor). Approximately 30% (3) of the total number of reported crashes from the years 2019 to 2021 will be reduced annually through the implementation of various safety countermeasures as part of this project.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$5,197,756.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	1
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	25
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	1
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	7
Worksheet Attachment	1649119314027_CSAH 12 (Dayton River Rd) Rehabilitation 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: Pedestrian Safety

Determine if these measures do not apply to your project. *Does the project match either of the following descriptions?*
If either of the items are checked yes, then ***score for entire pedestrian safety measure is zero****. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings.	No
Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesnt also add pedestrian crossings and sidewalk or sidepath on one or both sides).	No

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements
To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.
Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.
1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.
Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

Signalized intersections

CSAH 12 (Dayton River Rd) currently transitions from a 4-lane undivided suburban design to a 2-lane rural configuration north of Mead Rd. South of CSAH 144 (Diamond Lake Rd), the corridor includes a multi-use trail facility that serves as a popular recreational pedestrian walking route for the community, which is currently in poor condition and lacks accessible ramps at some crossings. Pedestrian crossings at several streets lack markings and accommodations for those with disabilities.

Intersections Design Improvements

Response:

As there are no signalized intersections proposed within the project area, a significant objective of the proposed rehabilitation project is to improve safety through the conversion of bypass lanes, which creates multiple threats for pedestrian crossings, to dedicated turn lanes. Although contingent on the project design process, the planning level concept identifies seven high visibility marked pedestrian crossings. Raised medians, and crossing beacons will be evaluated as part of the project design process. Furthermore, existing intersection lighting conditions will be upgraded to properly illuminate crossing areas during nighttime. Faded signs will be replaced to ensure adequate visibility.

Midblock locations

The proposed project will aim to encourage pedestrian crossings at intersections to promote user expectation. County staff anticipate midblock crossing demand will be minimal due to the surrounding residential land use.

Roundabouts

The current Cartway Rd intersection will be evaluated for control devices that offer a balance of mobility and accessibility, including a roundabout, as the current all-way stop control causes delays and long pedestrian crossing distances. If a roundabout is determined to be the appropriate intersection device, its design will slow cars through the implementation of appropriate inflection angles. The roundabout design will be accessible to all users and provide a refuge median at each crossing leg. Streetscaping and lighting will also be incorporated into the design to ensure safety at the roundabout.

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one: No

If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response:

Although contingent on the project development process, the distance between signalized intersections is not anticipated to increase as part of the CSAH 12 (Dayton River Rd) Rehabilitation Project.

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one: No

If yes,
How many intersections will likely be affected?

Response: 0

Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Response:

The project will eliminate bypass lanes along the corridor which create high-speed multiple threat situations at crossings. Pedestrian crossings will be provided high-visibility treatments. In collaboration with the City and other stakeholders, the County will evaluate a portion of the roadway for a 4 to 3-lane conversion, which will reduce crossing distances and exposure for pedestrians crossing the roadway.

(Limit 1,400 characters; approximately 200 words)

If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesnt require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response:

Although contingent on the project development process, no new grade separated pedestrian crossings are anticipated to be introduced as part of the CSAH 12 (Dayton River Rd) Rehabilitation Project.

(Limit 1,400 characters; approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

Although contingent on the project development process, no mid-block crossings are anticipated to be prohibited as part of the CSAH 12 (Dayton River Rd) Rehabilitation Project.

(Limit 1,400 characters; approximately 200 words)

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. *Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).*

Response:

The CSAH 12 (Dayton River Rd) Rehabilitation Project will introduce proven design strategies for roadways, intersections, and multimodal facilities to promote uniform, safe, and reasonable speeds by motorists within the corridor.

Roadway design changes

It's anticipated that a 3-lane configuration will be evaluated as part of the project development process for the section of roadway between Mead Rd and Revere Ln. If implemented, the shared left-turn lane will discourage weaving maneuvers by people driving caused by turning vehicles. Where appropriate, the use of raised medians at marked pedestrian crosswalks will be evaluated to introduce vertical elements and visual cues for motorists to reduce speeds. Elsewhere, bypass lanes will be converted to dedicated turn lanes to increase motorist predictability.

Intersection Design Changes

Access points along the corridor will be evaluated to ensure turning radii promote reasonable speeds by turning traffic. The existing all-way stop at Cartway Rd will be evaluated to identify a traffic control device which will promote more uniform speeds by motorists as opposed to the existing all-way stop control which causes delays and unpredictable user behavior.

Multimodal facility changes

The feasibility of constructing new trail facilities will be evaluated. If feasible, the introduction of a new

trail along with the associated curb and drainage will likely promote traffic calming along CSAH 12 (Dayton River Rd).

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

Response:

The current posted speed limit along CSAH 12 (Dayton River Rd) ranges from 30 mph to 50 mph, with the majority of the project area posted at 50 mph.

The proposed design speed limit(s) will be determined as part of the project development process based on data analysis, stakeholder input, and an environmental review. At this time, an increase in the existing speed limit is not anticipated. The introduction of a suburban roadway design (i.e. curb and drainage) may promote slower speeds by people driving. Project elements such as raised medians, streetscaping, and lane widths are anticipated to support the proposed design speed limit(s).

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes or	
Existing road configuration is a Two-way, 4+ through lanes	Yes
Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more	Yes
Existing road has AADT of greater than 15,000 vehicles per day	
List the AADT	12500

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)	Yes
Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)	
Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)	Yes
	The project area is serviced by the Richardson Park & Ride, a transit stop for Metro Transit Express Route 766 which provides service to Anoka and Downtown Minneapolis during the week.
If checked, please describe:	While the project area is primarily suburban and rural residential in nature, there are a number of entertainment options in the form of regionally important recreation opportunities along CSAH 12 (Dayton River Rd). Recreation destinations include Donie Galloway Riverside Park, Paul Wethern Park and Rivers Bend Park. The corridor is also designated as part of the current alignment for the Mississippi River Regional Trail.
(Limit 1,400 characters; approximately 200 words)	
Existing road is within 500 of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)	Yes

If checked, please describe:

The CSAH 12 (Dayton River Rd) corridor is home to a number of destinations which are known pedestrian generators, and include (but are not limited to):

-Applewood Pointe of Champlin (Cooperative Senior Housing)

-Balsam Apartments (100 Units of Income-Restricted Housing)

-Modern Montessori Charter School (Private School)

-River Manor Apartments (Multi-Family Housing with 88 Income-Restricted and 11 Market-Rate Units)

-Diamond Village Townhomes (Market-Rate Multifamily Housing)

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

Walking and biking facilities on CSAH 12 (Dayton River Rd) include a multiuse trail on the south side of the road from the southern terminus to CSAH 144 (S Diamond Lake Rd), where the trail crosses to the north side and continues another 1,000 feet and ends at North River Park. Multimodal connections are illustrated in Attachment 14. The corridor has bikeable shoulders north of Revere Ln that are interrupted by bypass lanes and turn lanes. There are marked crosswalks at the trail crossing and at higher pedestrian volume side streets.

This project will benefit people walking with the resurfacing of the multiuse trail, a popular recreational walking destination in the community as well as transportation connection. The project will also improve pedestrian crossings with high-visibility treatments and the elimination of bypass lanes, which create high-speed multiple threat situations for people walking. The county, in consultation with the city and residents, will evaluate a portion of the roadway for a four- to three-lane conversion, which will improve crossing safety and reduce motor vehicle speeds. The project will update any noncompliant pedestrian ramps, several of which are identified in Hennepin County's ADA transition plan.

The project will benefit people biking by resurfacing the trail, eliminating bypass lanes and potentially converting part of the roadway from four lanes to three (much of the roadway already is two lanes with bikeable shoulders). The new roadway surface also will result in a smoother ride and less debris accumulation. The trail resurfacing connects people biking with TH 169, which 1,000 feet from this project crosses the Mississippi River as a Major River Bicycle Barrier Crossing (people biking today use the bridge's sidewalks, shoulders or lanes; it

does not currently have a dedicated bikeway).

The corridor is not on the Regional Bicycle Transportation Network, but it does serve as an important connection between the river crossing and housing, parks and a school to the west. Parks being developed along the river adjacent to the project are expected to increase bicycle traffic on the corridor. New housing being developed to the north and west also is expected to create demand to connect people by trail to the existing destinations in Champlin and Dayton and the river crossing.

People using transit will benefit from the resurfaced trail, as it connects to the Richardson Park and Ride, with express service to downtown Minneapolis (Metro Transit Route 766, with four buses on weekday mornings and five in weekday evenings). Hennepin County also will evaluate a four- to three-lane conversion adjacent the park and ride, which could add left and right turn lanes into the park and ride, improving transit user safety.

(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.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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

100%

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

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

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. Yes

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

This project was selected based on the roadway's overall asset condition. No public outreach has taken place at this time, but it is expected to occur during the design phase of this project. Future outreach will be coordinated among Hennepin County, the cities of Champlin and Dayton, and Three Rivers Park District.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout 1649786724371_Attachment 05 - Potential Concept.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired	
100%	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete	
50%	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified	Yes
25%	
Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified	
0%	

5.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%	

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$12,310,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$12,310,000.00
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	78 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	216 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	565 KB
Attachment 03 - Existing Roadway Condition Photos.pdf	Attachment 03 - Existing Roadway Condition Photos	349 KB
Attachment 04 - Potential Typical Sections.pdf	Attachment 04 - Potential Typical Sections	108 KB
Attachment 05 - Potential Concept.pdf	Attachment 05 - Potential Concept	4.5 MB
Attachment 06 - Hennepin County 2022-2026 Transportation CIP.pdf	Attachment 06 - Hennepin County 2022-2026 Transportation CIP	250 KB
Attachment 07 - Hennepin County Board Resolution.pdf	Attachment 07 - Hennepin County Board Resolution	418 KB
Attachment 08 - 2040 Forecast Traffic Volumes.pdf	Attachment 08 - 2040 Forecast Traffic Volumes	818 KB
Attachment 09 - Socio-Economic Equity Map.pdf	Attachment 09 - Socio-Economic Equity Map	338 KB
Attachment 10 - Affordable Housing Access Map and Detail Summary.pdf	Attachment 10 - Affordable Housing Access Map and Detail Summary	733 KB
Attachment 11 - Streetlight HCAADT Report.pdf	Attachment 11 - Streetlight HCAADT Report	322 KB
Attachment 12 - Crash Map and Detail Listing.pdf	Attachment 12 - Crash Map and Detail Listing	342 KB
Attachment 13 - Crash Modification Factors.pdf	Attachment 13 - Crash Modification Factors	1.0 MB
Attachment 14 - Multimodal Connections Map.pdf	Attachment 14 - Multimodal Connections Map	1017 KB
Attachment 15 - Support Letter - City of Champlin.pdf	Attachment 15 - Support Letter - City of Champlin	177 KB
Attachment 16 - Support Letter - City of Dayton.pdf	Attachment 16 - Support Letter - City of Dayton	146 KB
Attachment 17 - Support Letter - Three Rivers Park District.pdf	Attachment 17 - Support Letter - Three Rivers Park District	194 KB

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 12 (Dayton River Rd) Rehabilitation Project | Map ID: 164685

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Anoka
Population: 4769
Employment: 3732
Mfg and Dist Employment: 1535

Champlin
Population: 2179
Employment: 73
Mfg and Dist Employment: 3

Dayton
Population: 2107
Employment: 221
Mfg and Dist Employment: 9

Ramsey
Population: 1022
Employment: 175
Mfg and Dist Employment: 17

Project Points
Postsecondary Education Centers
Job Concentration Centers
Project
Manfacturing/Distribution Centers

0 0.425 0.85 1.7 2.55 3.4 Miles

Created: 3/9/2022
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 12 (Dayton River Rd) Rehabilitation Project | Map ID: 164685

Results

Transit with a Direct Connection to project: 766

**indicates Planned Alignments*

Transit Market areas: 5

- Project Points
- Project
- Project Area
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Light Rail
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Light Rail
- Transit Routes

0 0.425 0.85 1.7 2.55 3.4 Miles

Created: 3/9/2022
LandscapeRSA3

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

METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 12 (Dayton River Rd) Rehabilitation Project | Map ID: 1646855572950

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 654

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.

Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.425 0.85 1.7 2.55 3.4 Miles

Created: 3/9/2022
LandscapeRSA2

METROPOLITAN COUNCIL

CSAH 12 (Dayton River Rd) Rehabilitation Project

Synchro Report – Congestion Reduction

Existing (AM Peak)

Dayton River Road/CSAH 12 03/24/2022
Existing AM Peak Hour

3: Cartway Rd & CSAH 12

Direction	All
Future Volume (vph)	1137
Total Delay / Veh (s/v)	12
CO Emissions (kg)	1.02
NOx Emissions (kg)	0.20
VOC Emissions (kg)	0.24

Future (AM Peak)

Dayton River Road/CSAH 12 03/24/2022
Build AM Peak Hour

3: Cartway Rd & CSAH 12

Direction	All
Future Volume (vph)	1137
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.83
NOx Emissions (kg)	0.16
VOC Emissions (kg)	0.19

Existing (AM Peak)

No signal timing plans exist for current conditions as the CSAH 12 (Dayton River Rd) and Cartway Rd intersection is an all-way stop.

Future (AM Peak)

Dayton River Road/CSAH 12 — 03/24/2022
Build AM Peak Hour — 3: Cartway Rd & CSAH 12

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	725	416	82	13
Demand Flow Rate, veh/h	739	424	84	13
Vehicles Circulating, veh/h	25	37	699	456
Vehicles Exiting, veh/h	444	746	65	5
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.8	5.6	6.8	4.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	739	424	84	13
Cap Entry Lane, veh/h	1345	1329	676	867
Entry HV Adj Factor	0.980	0.981	0.976	0.998
Flow Entry, veh/h	725	416	82	13
Cap Entry, veh/h	1319	1304	660	865
V/C Ratio	0.549	0.319	0.124	0.015
Control Delay, s/veh	8.8	5.6	6.8	4.3
LOS	A	A	A	A
95th %tile Queue, veh	3	1	0	0

CSAH 12 (Dayton River Rd) Rehabilitation Project

Synchro Report – Emissions Reduction

Existing (PM Peak)

Dayton River Rd/CSAH 12 03/24/2022
Existing PM Peak Hour

3: Cartway Rd & CSAH 12

Direction	All
Future Volume (vph)	1429
Total Delay / Veh (s/v)	15
CO Emissions (kg)	1.37
NOx Emissions (kg)	0.27
VOC Emissions (kg)	0.32

Future (PM Peak)

Dayton River Rd/CSAH 12 03/24/2022
Build PM Peak Hour

3: Cartway Rd & CSAH 12

Direction	All
Future Volume (vph)	1429
Total Delay / Veh (s/v)	0
CO Emissions (kg)	1.06
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.25

Existing (PM Peak)

No signal timing plans exist for current conditions as the CSAH 12 (Dayton River Rd) and Cartway Rd intersection is an all-way stop.

Future (PM Peak)

Dayton River Rd/CSAH 12 — 03/24/2022
Build PM Peak Hour — 3: Cartway Rd & CSAH 12

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	731	679	132	11
Demand Flow Rate, veh/h	746	693	135	11
Vehicles Circulating, veh/h	33	111	725	793
Vehicles Exiting, veh/h	771	749	54	10
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.0	9.6	8.1	6.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	746	693	135	11
Cap Entry Lane, veh/h	1334	1232	659	615
Entry HV Adj Factor	0.980	0.980	0.977	0.998
Flow Entry, veh/h	731	679	132	11
Cap Entry, veh/h	1307	1207	644	614
V/C Ratio	0.559	0.562	0.205	0.018
Control Delay, s/veh	9.0	9.6	8.1	6.1
LOS	A	A	A	A
95th %tile Queue, veh	4	4	1	0

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 12	**District**	Metro	**County**	Hennepin County
Begin RP	7.39	**End RP**	7.62	**Miles**	0.23
Location	From 250' North of Colburn St to French Lake Rd				

B. Project Description

Proposed Work	CSAH 12: 4-lane to 3-lane conversion and pavement resurfacing CSAH 12: Convert All-Way Stop at Cartway Rd to roundabout		
Project Cost*	$12,310,000	**Installation Year**	2026
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 02842: 4-lane to 3-lane conversion (47% reduction)
	Serious Injury (A) Crashes		CMF 09289: Pavement resurfacing (9.9% reduction)
	Moderate Injury (B) Crashes	**Crash Type**	CMF 02841: RE & OR
0.48	**Possible Injury (C) Crashes**		CMF 09289: RE & OR
0.48	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	CMF 00227: Convert all-way stop to roundabout (44% reduction)
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	CMF 00227: RE & LT
0.56	**Possible Injury (C) Crashes**		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT Version 2.0			

Crash Severity	CMF 02841: RE & OR CMF 09289: RE & OR	CMF 00227: RE & LT
K crashes	0	0
A crashes	0	0
B crashes	0	0
C crashes	1	2
PDO crashes	1	0

F. Benefit-Cost Calculation

$1,145,085	**Benefit (present value)**	**B/C Ratio = 0.10**
$12,310,000	**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	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate	0.7%
Traffic Growth Rate	0.5%
Project Service Life	20 years

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	0.00	0.00	$0
C crashes	1.40	0.47	$56,080
PDO crashes	0.52	0.17	$2,262
			$58,342

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$58,342	$58,342
2027	$58,634	$58,226
2028	$58,927	$58,110
2029	$59,222	$57,995
2030	$59,518	$57,880
2031	$59,815	$57,765
2032	$60,114	$57,650
2033	$60,415	$57,536
2034	$60,717	$57,421
2035	$61,021	$57,307
2036	$61,326	$57,194
2037	$61,632	$57,080
2038	$61,940	$56,967
2039	$62,250	$56,853
2040	$62,561	$56,741
2041	$62,874	$56,628
2042	$63,189	$56,515
2043	$63,504	$56,403
2044	$63,822	$56,291
2045	$64,141	$56,179
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

Total = $1,145,085

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 12	**District**	Metro	**County**	Hennepin County
Begin RP	7.62	**End RP**	7.68	**Miles**	0.06
Location	At French Lake Rd				

B. Project Description

Proposed Work	CSAH 12: 4-lane to 3-lane conversion and pavement resurfacing		
Project Cost*	$12,310,000	**Installation Year**	2026
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 02841: 4-lane to 3-lane conversion (47% reduction)
	Serious Injury (A) Crashes		CMF 09289: Pavement resurfacing (9.9% reduction)
	Moderate Injury (B) Crashes	**Crash Type**	CMF 02841: SS & RA
0.48	**Possible Injury (C) Crashes**		CMF 09289: SS & RA
0.48	**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	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT Version 2.0			

Crash Severity	CMF 02841: RE & OR CMF 09289: RE & OR	None
K crashes	0	0
A crashes	0	0
B crashes	0	0
C crashes	0	0
PDO crashes	2	0

F. Benefit-Cost Calculation

$88,794	**Benefit (present value)**	**B/C Ratio = 0.01**
$12,310,000	**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	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate	0.7%
Traffic Growth Rate	0.5%
Project Service Life	20 years

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	0.00	0.00	$0
C crashes	0.00	0.00	$0
PDO crashes	1.04	0.35	$4,524
			$4,524

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$4,524	$4,524
2027	$4,547	$4,515
2028	$4,569	$4,506
2029	$4,592	$4,497
2030	$4,615	$4,488
2031	$4,638	$4,479
2032	$4,661	$4,470
2033	$4,685	$4,461
2034	$4,708	$4,453
2035	$4,732	$4,444
2036	$4,755	$4,435
2037	$4,779	$4,426
2038	$4,803	$4,417
2039	$4,827	$4,409
2040	$4,851	$4,400
2041	$4,875	$4,391
2042	$4,900	$4,382
2043	$4,924	$4,374
2044	$4,949	$4,365
2045	$4,974	$4,356
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

Total = $88,794

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 12	**District**	Metro	**County**	Hennepin County
Begin RP	7.68	**End RP**	10.32	**Miles**	2.64
Location	From French Lake Rd to CSAH 144 (N Diamond Lake Rd)				

B. Project Description

Proposed Work	CSAH 12: Resurface pavement CSAH 12: Install left-turn lanes along major road		
Project Cost*	$12,310,000	**Installation Year**	2026
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 09289: Pavement resurfacing (9.9% reduction)
	Serious Injury (A) Crashes		
0.90	**Moderate Injury (B) Crashes**	**Crash Type**	CMF 09289: RE, SS, LT, & OR
0.90	**Possible Injury (C) Crashes**		
0.90	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	CMF 03018: Install left-turn lanes along major road (27% reduction)
	Serious Injury (A) Crashes		CMF 09289: Pavement resurfacing (9.9% reduction)
0.66	**Moderate Injury (B) Crashes**	**Crash Type**	CMF 03018: RE & RA
0.66	**Possible Injury (C) Crashes**		CMF 09289: RE & RA
0.66	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT Version 2.0			

Crash Severity	CMF 09289: RE, SS, LT, & OR	CMF 03018: RE & RA CMF 09289: RE & RA
K crashes	0	0
A crashes	0	0
B crashes	2	1
C crashes	2	1
PDO crashes	4	4

F. Benefit-Cost Calculation

$1,386,537	**Benefit (present value)**	**B/C Ratio = 0.12**
$12,310,000	**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	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate	0.7%
Traffic Growth Rate	0.5%
Project Service Life	20 years

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	0.54	0.18	$41,400
C crashes	0.54	0.18	$21,600
PDO crashes	1.76	0.59	$7,644
			$70,644

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$70,644	$70,644
2027	$70,997	$70,504
2028	$71,352	$70,364
2029	$71,709	$70,224
2030	$72,068	$70,084
2031	$72,428	$69,945
2032	$72,790	$69,806
2033	$73,154	$69,668
2034	$73,520	$69,529
2035	$73,887	$69,391
2036	$74,257	$69,253
2037	$74,628	$69,116
2038	$75,001	$68,979
2039	$75,376	$68,842
2040	$75,753	$68,705
2041	$76,132	$68,568
2042	$76,512	$68,432
2043	$76,895	$68,296
2044	$77,280	$68,161
2045	$77,666	$68,025
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

Total = $1,386,537

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 12	**District**	Metro	**County**	Hennepin County
Begin RP	10.32	**End RP**	10.46	**Miles**	0.14
Location	At CSAH 144 (N Diamond Lake Rd)				

B. Project Description

Proposed Work	CSAH 12: Install left-turn lanes on major road and resurface pavement CSAH 144: Improve angle of channelized right-turn lane		
Project Cost*	$12,310,000	**Installation Year**	2026
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 03018: Install left-turn lanes on major road (27% reduction)
0.66	**Serious Injury (A) Crashes**		CMF 09289: Pavement resurfacing (9.9% reduction)
0.66	**Moderate Injury (B) Crashes**	**Crash Type**	CMF 03018: LT
	Possible Injury (C) Crashes		CMF 09289: LT
	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	CMF 08428: Improve angle of channelized RT lane (44.2% reduction)
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	CMF 08428: RE
0.56	**Possible Injury (C) Crashes**		
0.56	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT Version 2.0			

Crash Severity	CMF 03018: LT CMF 09289: LT	CMF 08428: RE
K crashes	0	0
A crashes	1	0
B crashes	1	0
C crashes	0	1
PDO crashes	0	1

F. Benefit-Cost Calculation

$2,577,340	**Benefit (present value)**	**B/C Ratio = 0.21**
$12,310,000	**Cost**	

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

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate	0.7%
Traffic Growth Rate	0.5%
Project Service Life	20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.34	0.11	$85,500
B crashes	0.34	0.11	$26,220
C crashes	0.44	0.15	$17,680
PDO crashes	0.44	0.15	$1,915
			$131,315

H. Amortized Benefit

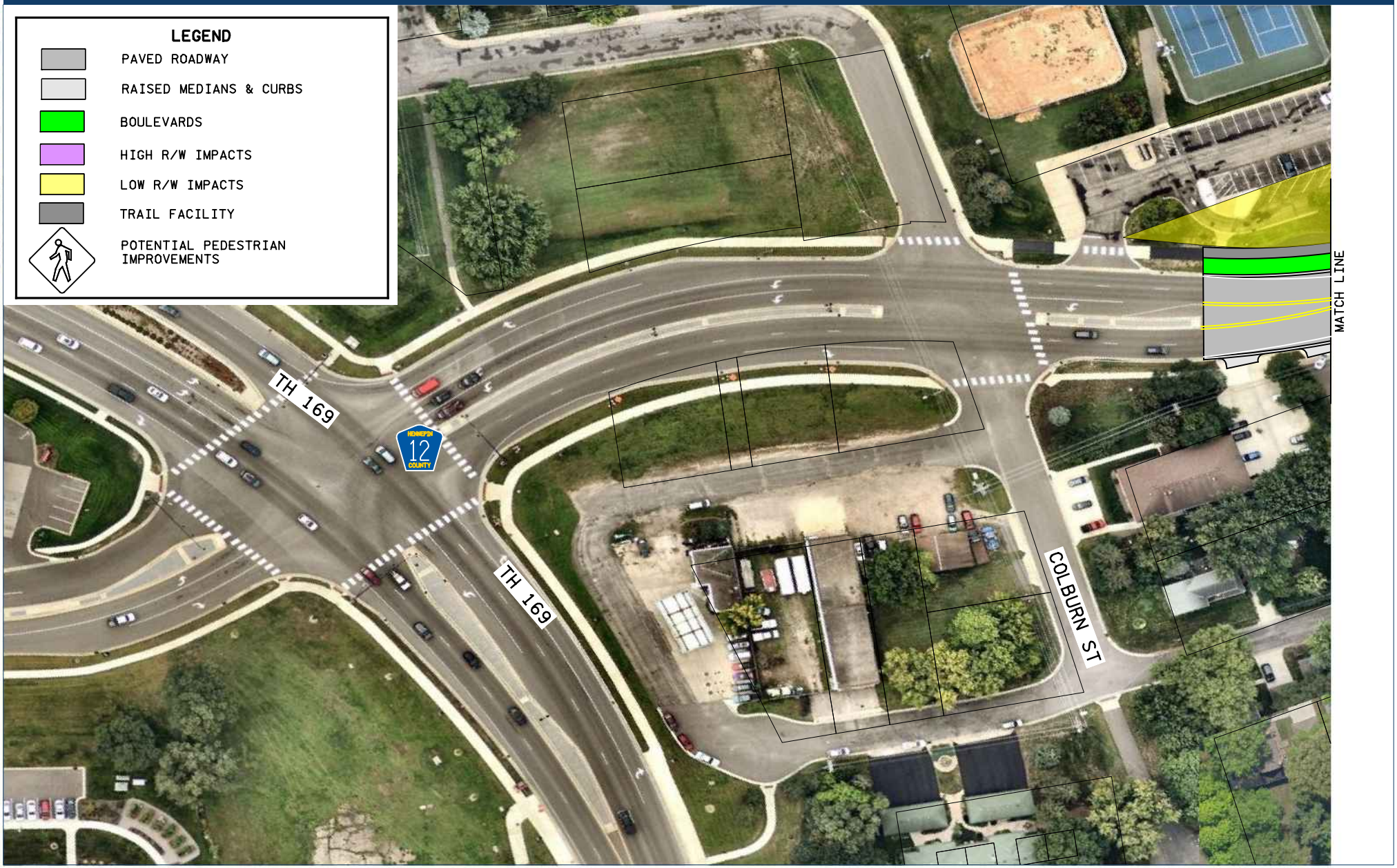
Year	Crash Benefits	Present Value
2026	$131,315	$131,315
2027	$131,972	$131,055
2028	$132,632	$130,794
2029	$133,295	$130,534
2030	$133,961	$130,275
2031	$134,631	$130,016
2032	$135,304	$129,758
2033	$135,981	$129,501
2034	$136,661	$129,243
2035	$137,344	$128,987
2036	$138,031	$128,730
2037	$138,721	$128,475
2038	$139,415	$128,220
2039	$140,112	$127,965
2040	$140,812	$127,711
2041	$141,516	$127,457
2042	$142,224	$127,204
2043	$142,935	$126,951
2044	$143,650	$126,699
2045	$144,368	$126,448
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

Total = $2,577,340

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 5 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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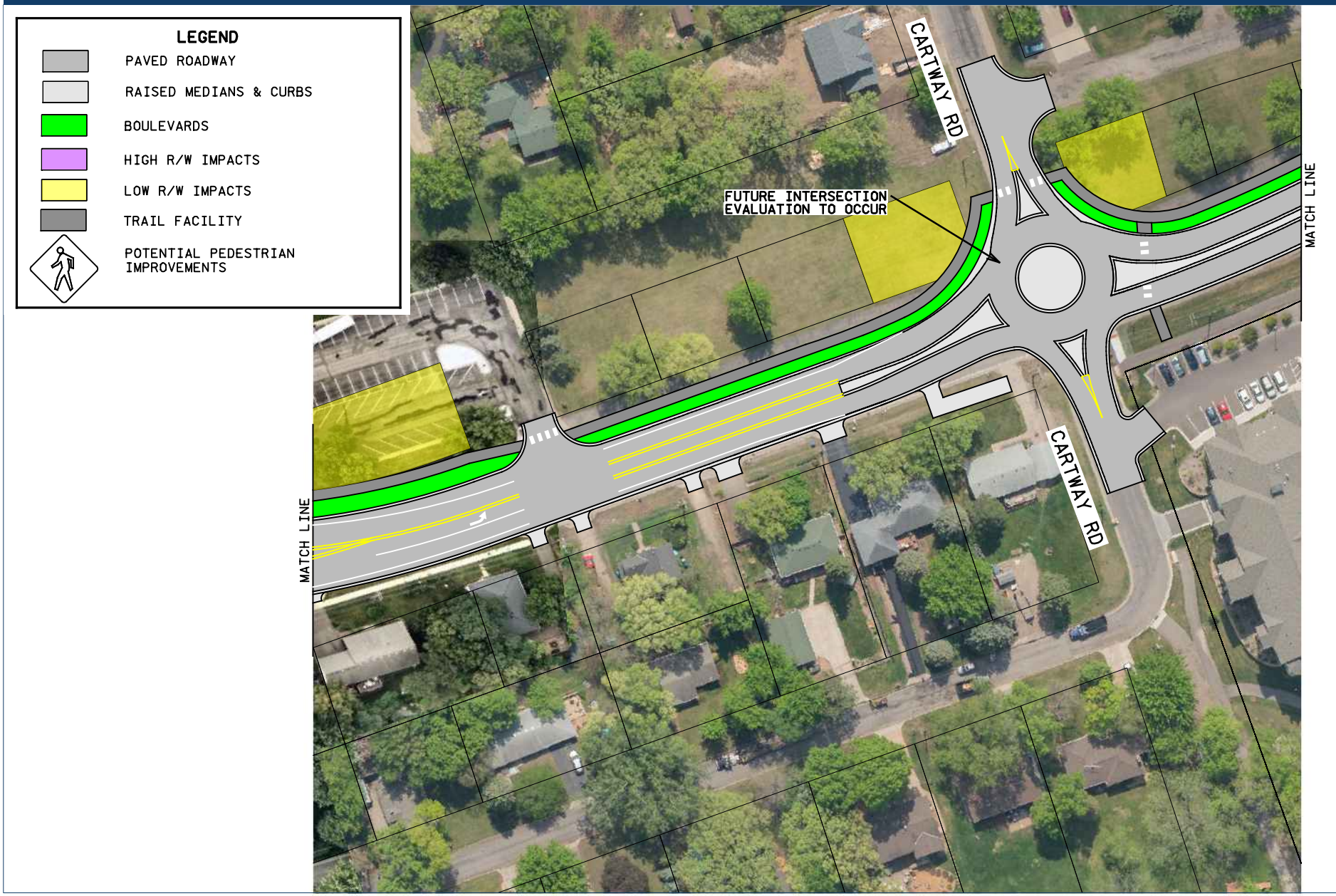
CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 5 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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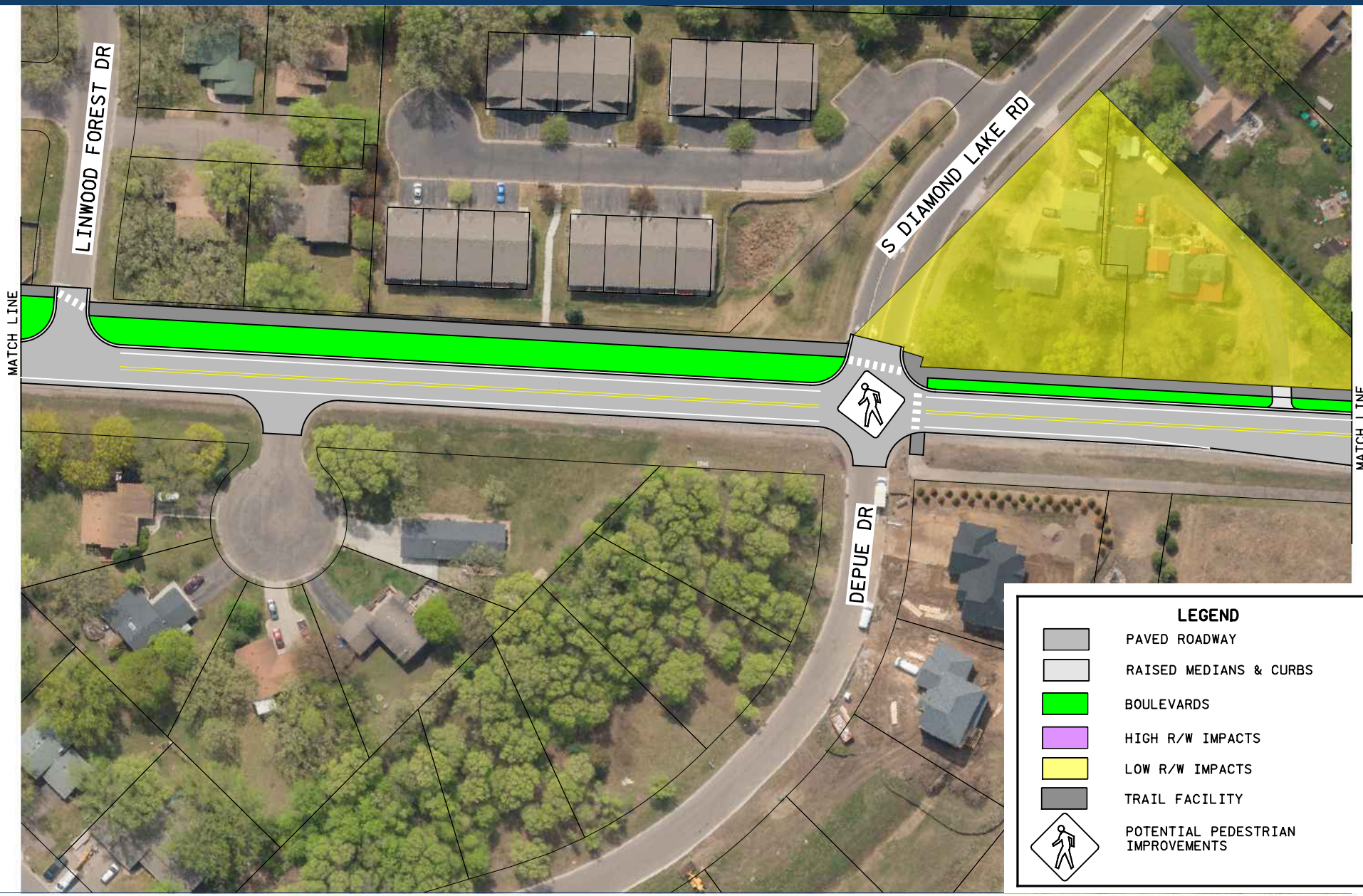

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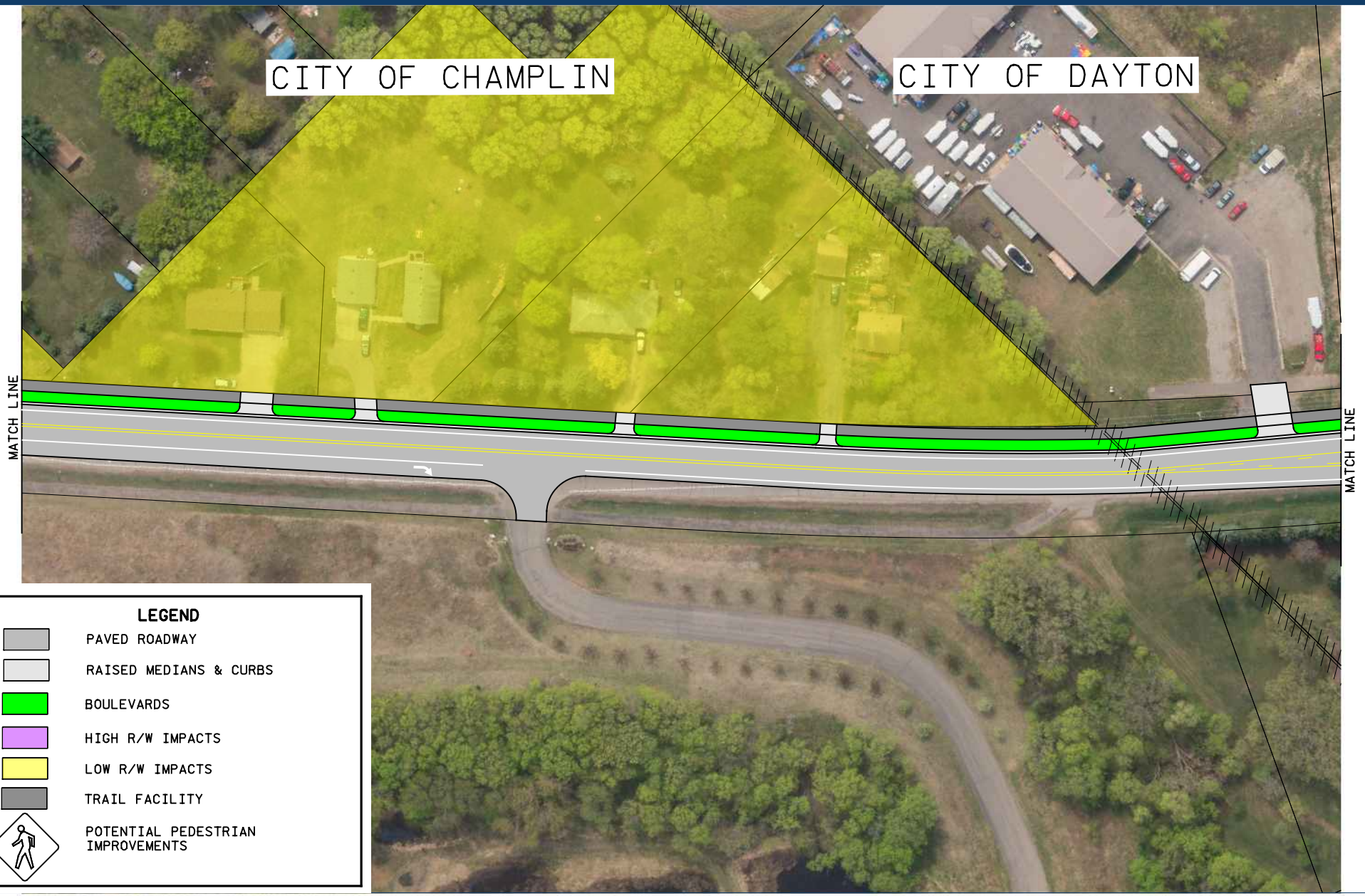

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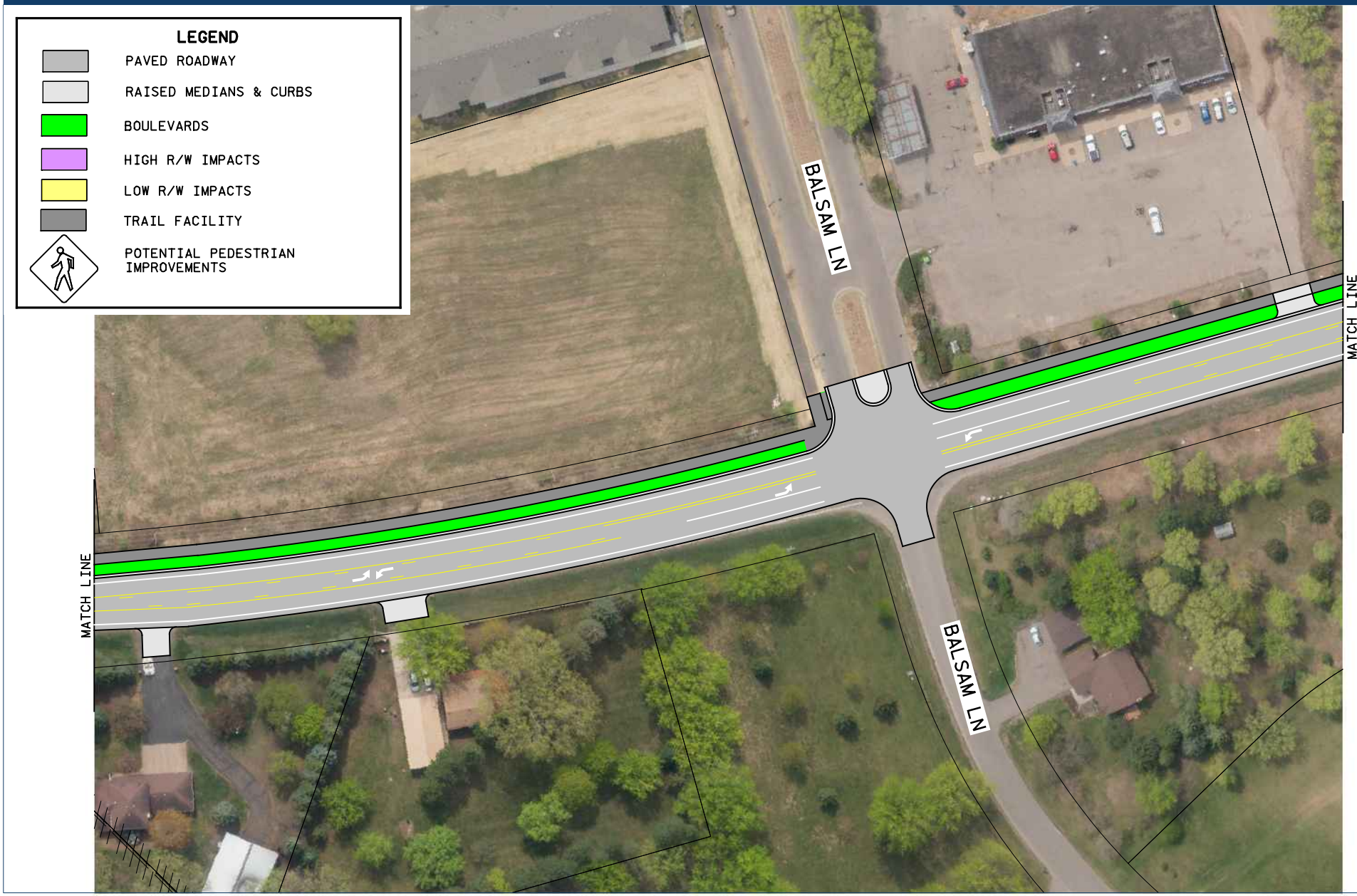
MINNESOTA



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CSAH 12 (Dayton River Rd) Rehabilitation Project

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CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 5 | Potential Concept

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CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 5 | Potential Concept

HENNEPIN COUNTY
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CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 5 | Potential Concept

HENNEPIN COUNTY
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CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 5 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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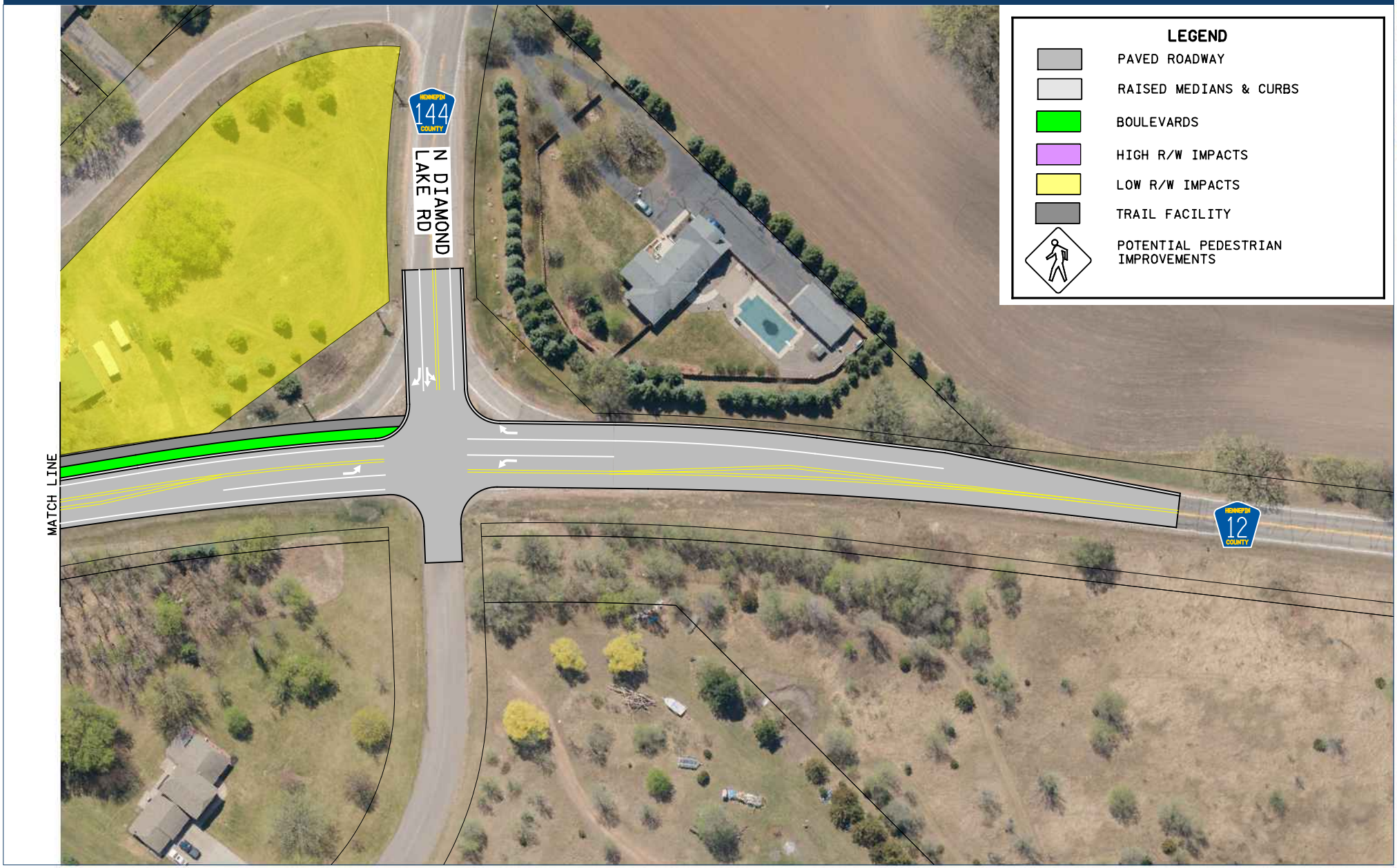
CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 5 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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CSAH 12 (Dayton River Rd) Rehabilitation Project

List of attachments

1. Project Narrative
2. Project Location Map
3. Existing Roadway Condition Photos
4. Potential Typical Sections
5. Potential Concept
6. Hennepin County 2022-2026 Transportation CIP
7. Hennepin County Board Resolution
8. 2040 Forecast Traffic Volumes
9. Socio-Economic Equity Map
10. Affordable Housing Access Map and Detail Summary
11. Streetlight HCAADT Report
12. Crash Map and Detail Listing
13. Crash Modification Factors
14. Multimodal Connections Map
15. Support Letter – City of Champlin
16. Support Letter – City of Dayton
17. Support Letter – Three Rivers Park District

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
CSAH 12 (Dayton River Rd) Rehabilitation Project

City(ies)
Champlin Dayton

Commissioner District(s)
7

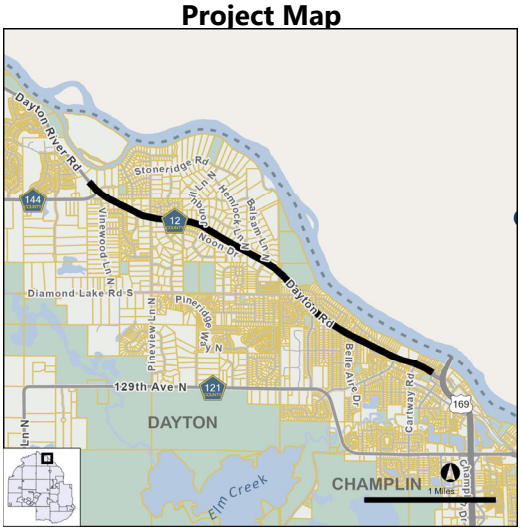
Capital Project Number
CP 2210404

Project Category
Rehabilitation Project

Scoping Manager
James Weatherly

Scoping Form Revision Dates
4/6/2022

Project Map



Project Summary
Rehabilitation of Dayton River Road (CSAH 12) to extend the roadway's useful life by approximately 20 years including associated ADA, multimodal and safety improvements.

Roadway History
The existing roadway (last reconstructed in 1953 and 1991) is in need of a signficant preservation effort. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway includes a rural environment that primarily consists of a two-lane roadway with bypass lanes. The absense of dedicated turn lanes results in user discomfort and safety concerns for all users along the roadway, specifically those walking and biking. A multi-use trail partially exists along one side of the roadway. This corridor runs parallel to the Mississippi River Regional Trail.

Project Description and Benefits
It is anticipated that the proposed project will upgrade the corridor to a suburban design along the trail side to better suit the surrounding residential land uses. Project elements will likely include new pavement, curb, storm water structures, and trails. Specific intersection designs will be reviewed during the design process to determine the need and feasibility of dedicated turn lanes. The elimination of bypass lanes will improve the safety and mobility for all corridor users.

Project Risks & Uncertainties

Project Timeline

Scoping:	Q1 2022 - Q4 2023
Design:	Q1 2024 - Q4 2025
R/W Acquisition:	Q1 2025- Q4 2025
Bid Advertisement:	Q1 2026
Construction:	Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -		Project Level
Construction:	$	9,470,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	$	10,250,000
Design Services:	$	1,540,000
R/W Acquisition:	$	220,000
Other (Utility Burial):	$	-
Construction Services:	$	1,030,000
Contingency:	$	3,070,000
Total Project Budget:	**$**	**16,110,000**

Funding Notes
Eligible for federal funding through the Metropolitan Council's Regional Solicitation because of the roadway's functional classification.

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 2 | Project Location Map

HENNEPIN COUNTY
MINNESOTA

Key

Project Location

0 0.375 0.75 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: 3/9/2022

N

Hennepin

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 03 | Existing Roadway Condition Photos

Bypass lane and pedestrian crossing at the Dayton River Rd and Sunrise Ln, looking northwest.

Bypass lane at the Dayton River Rd and N Diamond Lake Rd intersection, looking east.

Hennepin County Public Works
1600 Prairie Drive, Medina, MN 55340
612-596-0300 | hennepin.us

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 03 | Existing Roadway Condition Photos

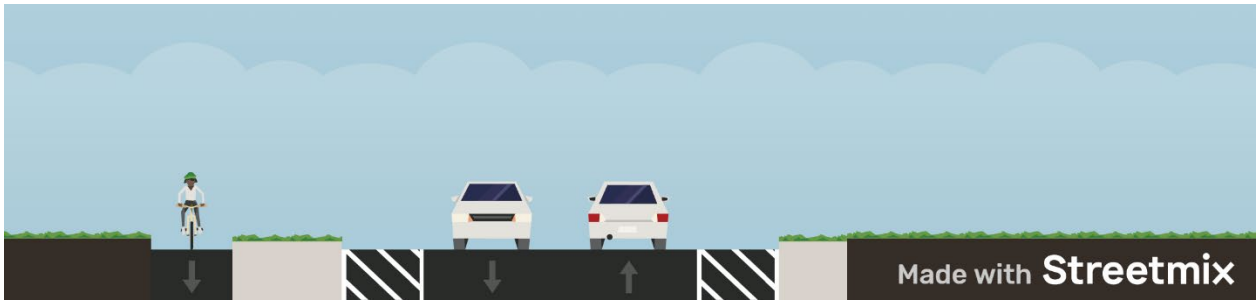
(Above) Four-way stop at the Dayton River Rd and Cartway Rd intersection, looking north.

(Left) Trail crossing at Valley Forge Ln, demonstrating a lack of pedestrian ramps and poor trail asset condition.

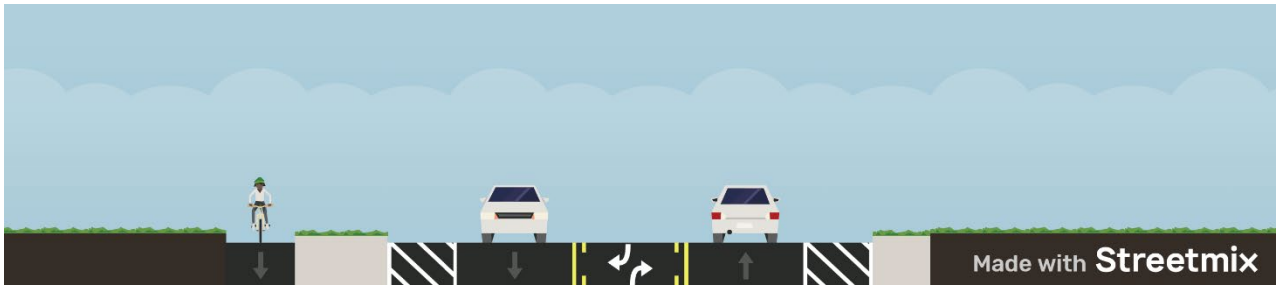
CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 4 | Potential Typical Sections

Typical along corridor:



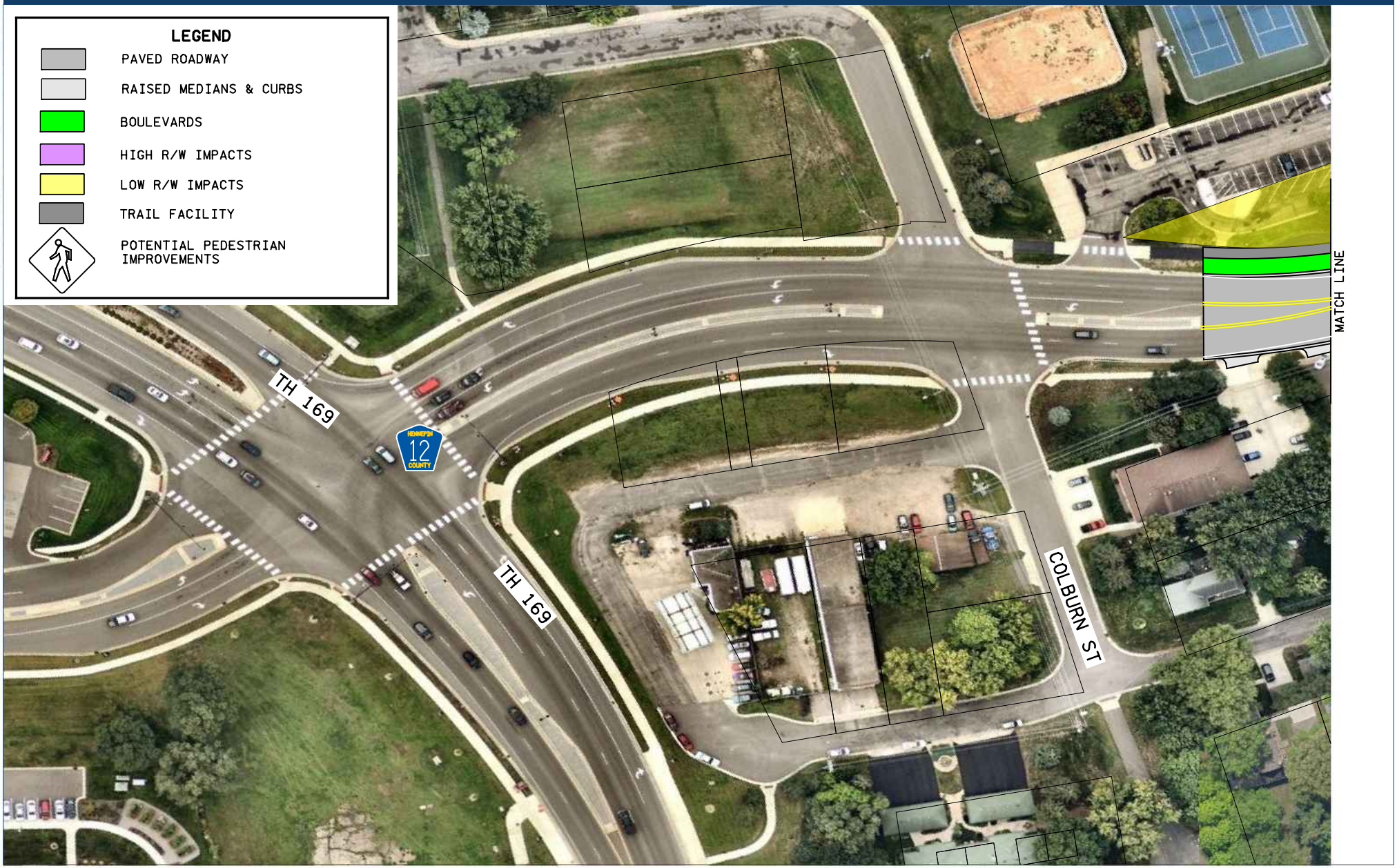
Typical at bypass lanes:



CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 5 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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CSAH 12 (Dayton River Rd) Rehabilitation Project

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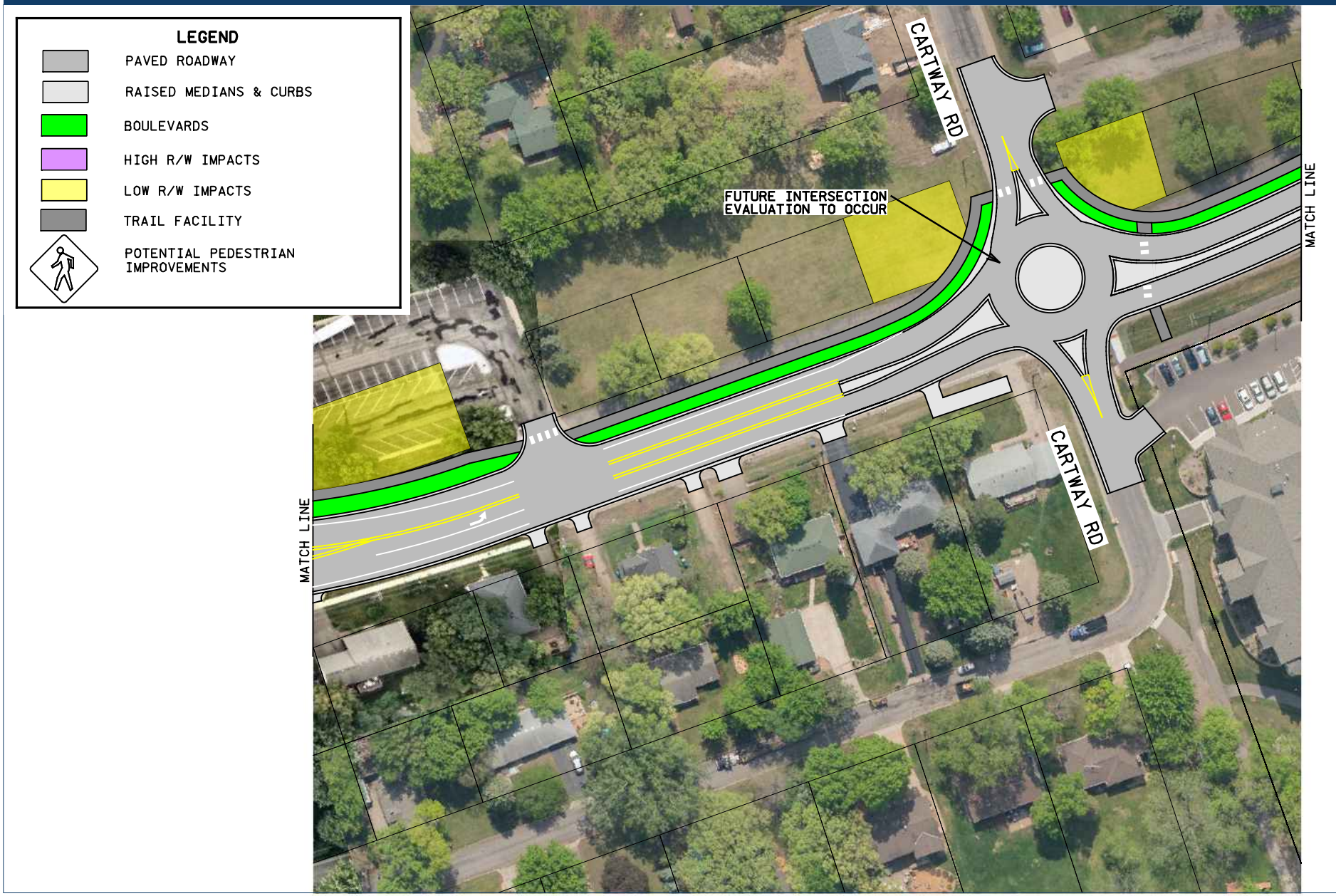

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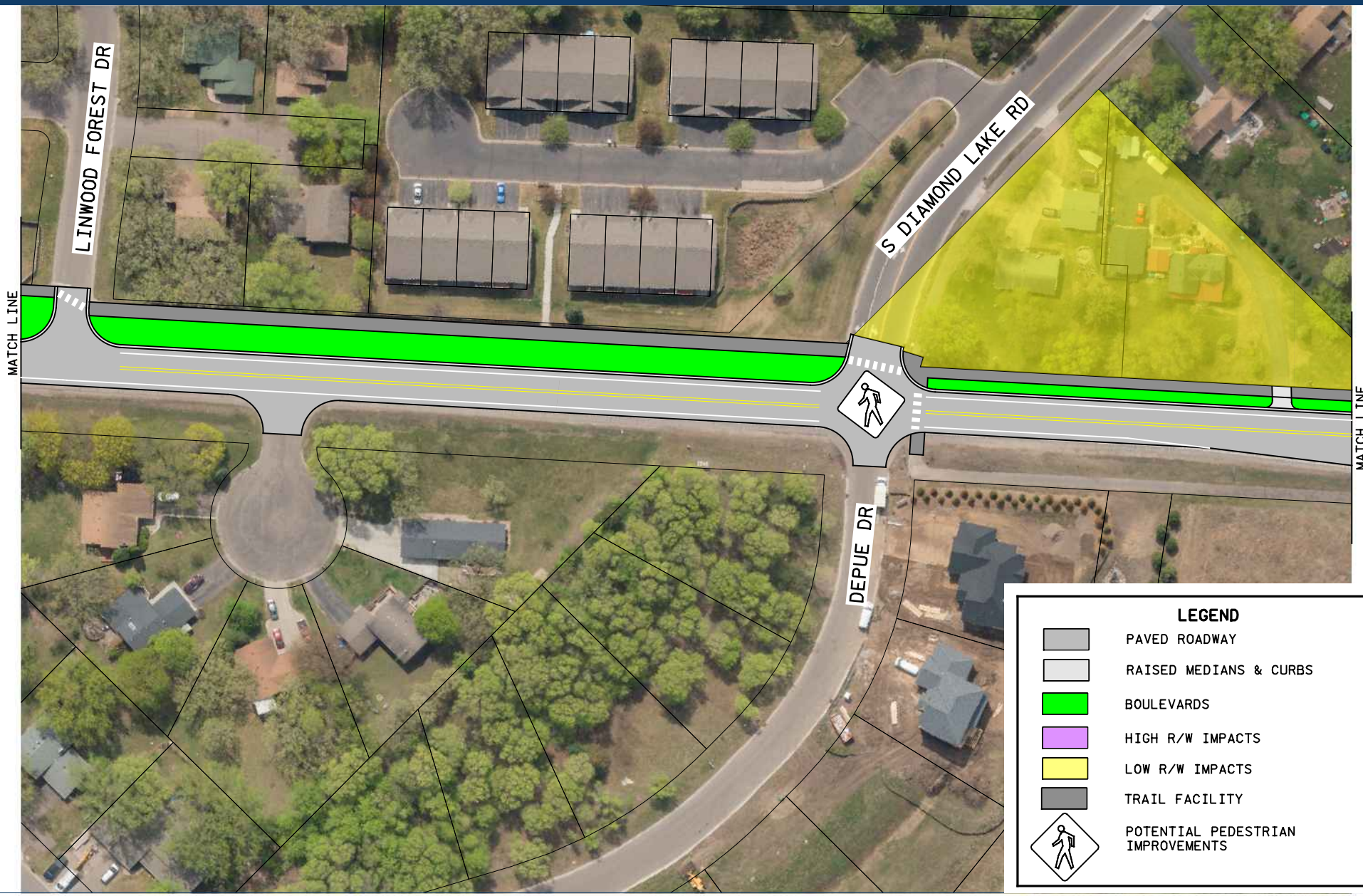

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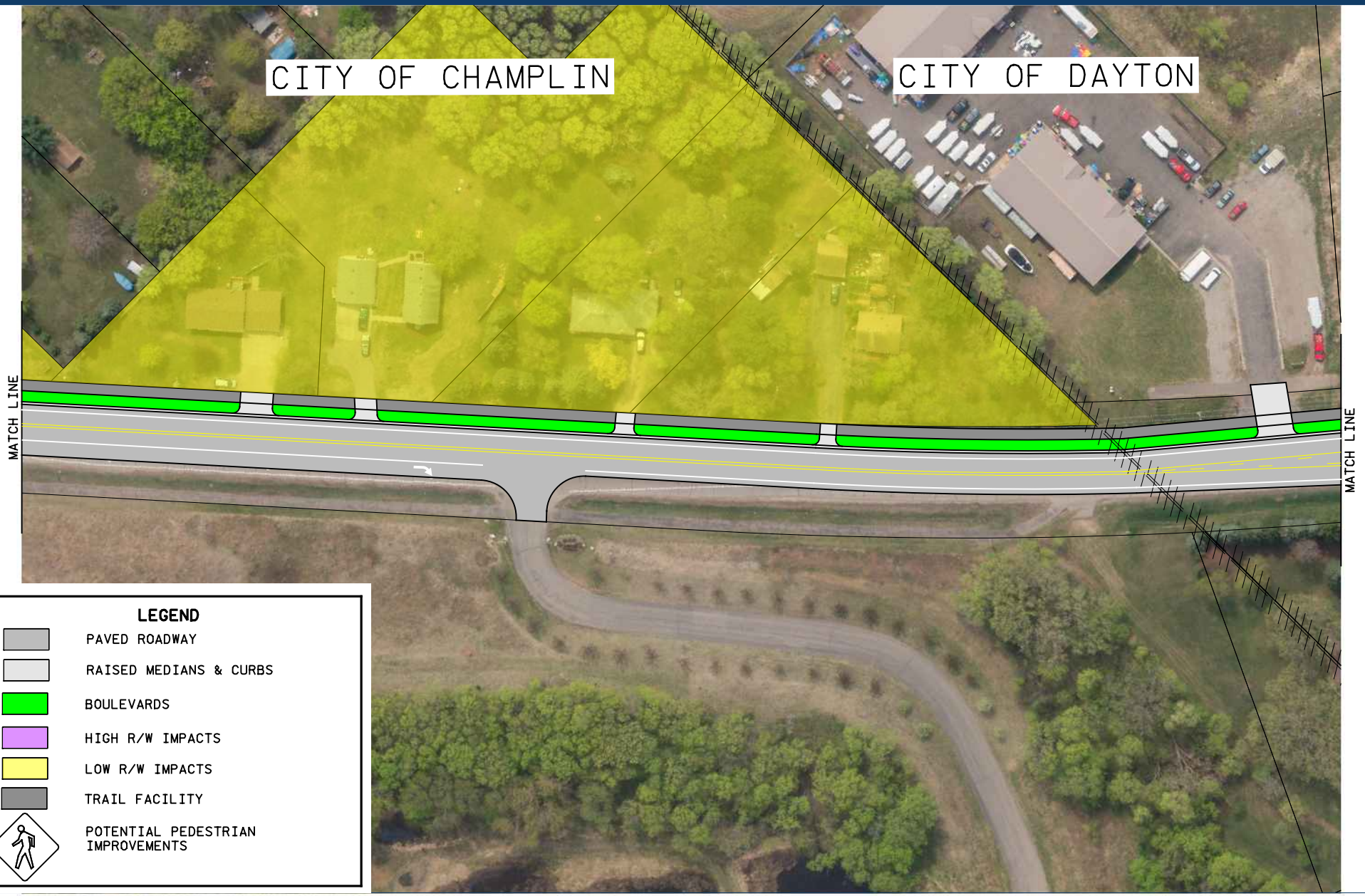

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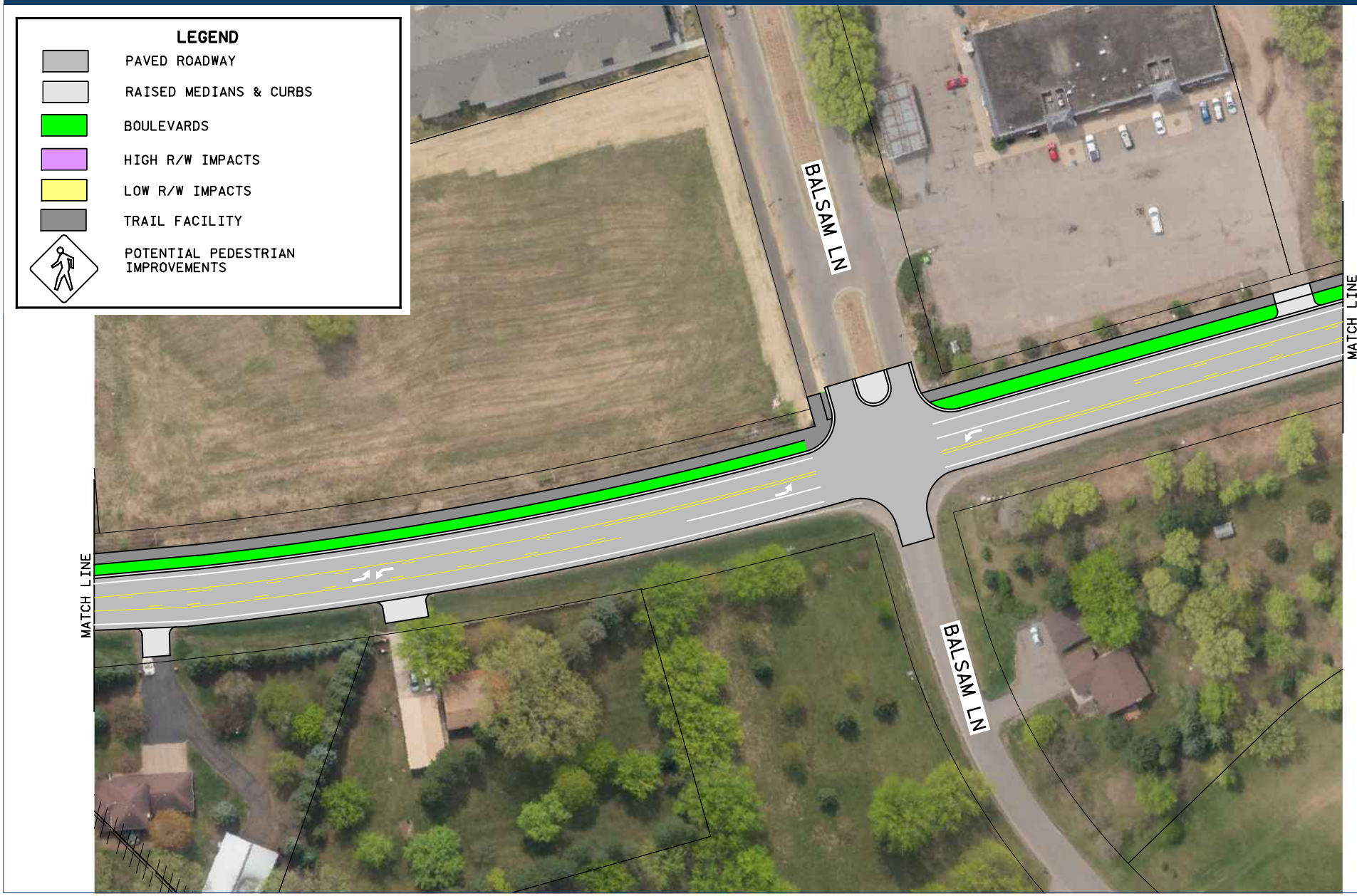

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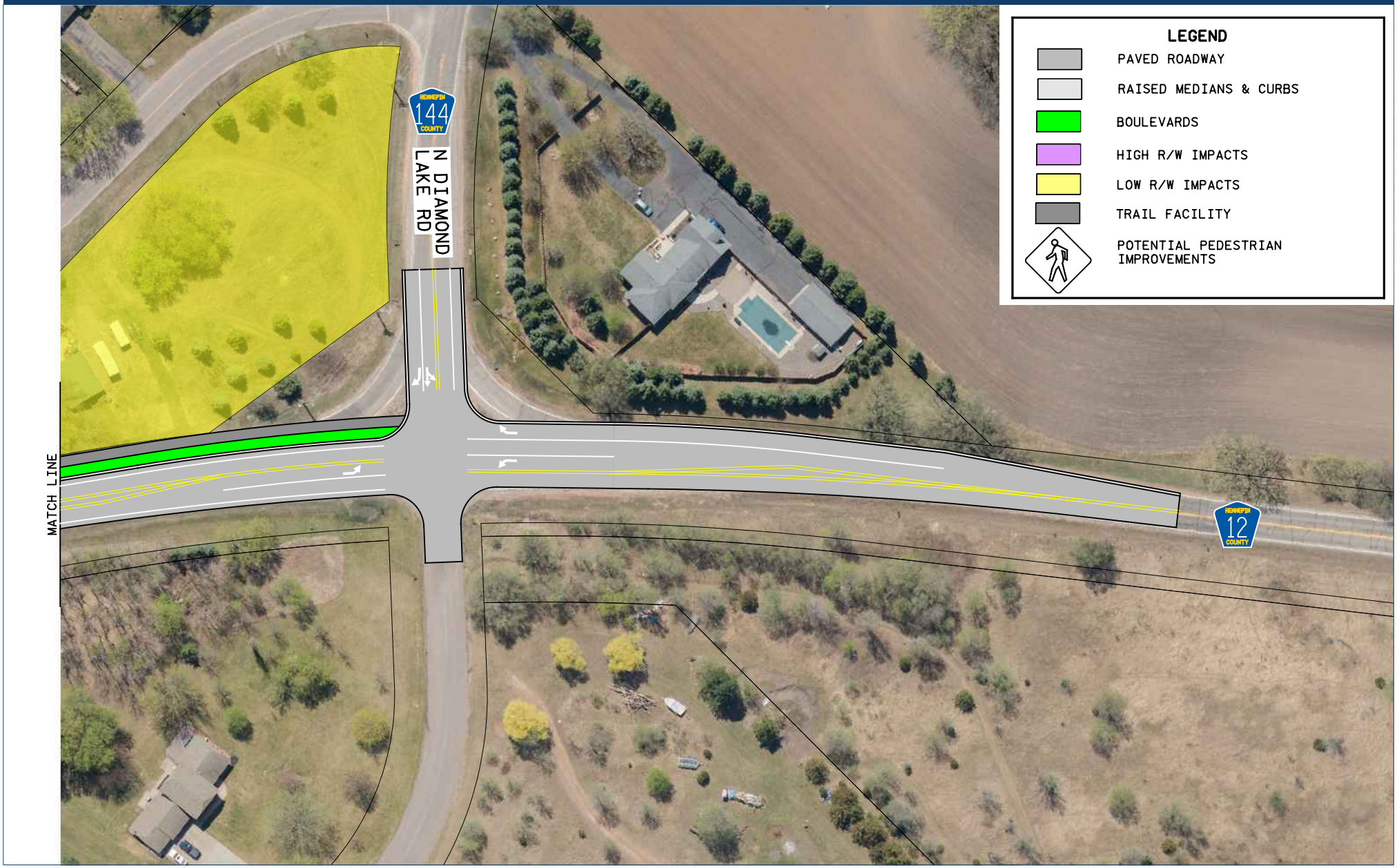

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CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 6 | Hennepin County CIP

BOARD APPROVED: 2022 CAPITAL BUDGET AND 2022-2026 CAPITAL IMPROVEMENT PROGRAM

Project Name: 2210400 Pavement Rehabilitation Program 2022-2026
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start:
Funding Completion: 2026

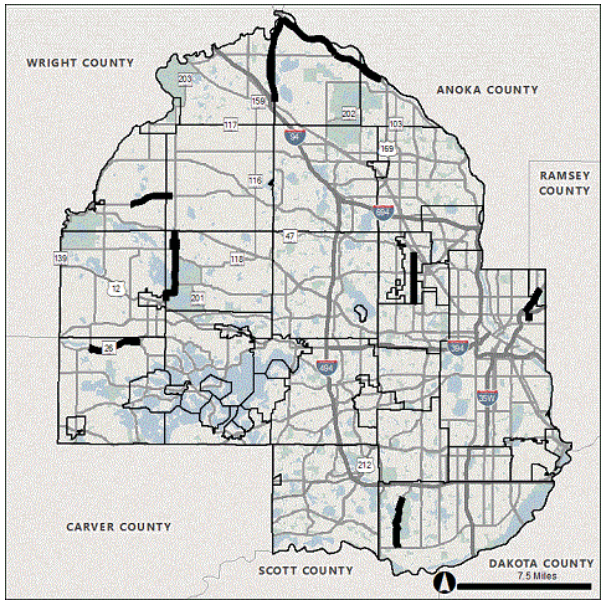
Summary:

Provide funding over a five-year period (from 2022 to 2026) for roadway rehabilitation at various locations countywide.

Purpose & Description:

Hennepin County's roadway system extends 570 miles and includes 2,200 lane miles of pavement. Pavement condition is monitored within the county's Asset Management system that provides staff with a data driven tool for prioritizing needs and identifying treatment options. The most common treatment options to repair deterioration include preservation, rehabilitation, and reconstruction. The county's 2018 Asset Management Report identified annual goals of preserving 270 lane miles, rehabilitating 20 lane miles, and reconstructing 30 lane miles. This investment approach is anticipated to maintain a pavement condition rating of fair to good, which is equivalent to the current rating.

The purpose of this capital project is to provide funding for pavement rehabilitation projects that will extend a roadway's useful life by approximately 20 years. It's anticipated one project will be administered each year across multiple roadway segments as listed on the proceeding page. In addition to pavement improvements, the proposed project will include ADA, drainage, and safety improvements to promote accessibility and mobility for multimodal users traveling along and across county roadways.



REVENUE	Budget To-Date	Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	50,000		50,000							50,000
Bonds - GO Roads				6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,350,000
Total	**50,000**		**50,000**	**6,620,000**	**8,060,000**	**8,050,000**	**9,120,000**	**10,500,000**		**42,400,000**

EXPENSE	Budget To-Date	Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				170,000	100,000	70,000	100,000			440,000
Construction				4,170,000	7,100,000	6,430,000	6,940,000	8,460,000		33,100,000
Consulting	50,000	50,000		1,870,000	460,000	480,000				2,860,000
Contingency				410,000	400,000	1,070,000	2,080,000	2,040,000		6,000,000
Total	**50,000**	**50,000**		**6,620,000**	**8,060,000**	**8,050,000**	**9,120,000**	**10,500,000**		**42,400,000**

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 6 | Hennepin County CIP

BOARD APPROVED: 2022 CAPITAL BUDGET AND 2022-2026 CAPITAL IMPROVEMENT PROGRAM

Project Name: 2210400 Pavement Rehabilitation Program 2022-2026
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start:
Funding Completion: 2026

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000
Administrator Proposed	50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000
CBTF Recommended	50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000
Board Approved Final	50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	On - Going
Design	On - Going
Bid Advertisement	On - Going
Construction	On - Going
Completion	2027

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This program will advance county climate action efforts by improving accessibility and safety for multimodal transportation facilities across Hennepin County.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to rehabilitate various roadways countywide as recommended by the county's Asset Management system
- Pavement rehabilitation projects will no longer be tracked under the Safety and Asset Management Transportation Supplemental Capital Activity (CP 2183300)

Board Resolutions / Supplemental Information:

Anticipated roadway segments are listed below, which are subject to change during the project development process.

2022 candidates: (tracked under CP 2210401)

- Stinson Boulevard (CSAH 27) from 1000' N of CSAH 52 (Hennepin Ave) to 650' N of CSAH 66 (Broadway St NE) in Minneapolis
- 46th Street (CSAH 46) from Bridge #27B84 over Godfrey Pkwy to Bridge #3575 over the Mississippi River in Minneapolis
- New Brighton Boulevard (CSAH 88) from 100' S of I-35W NB Ramps to 250' S of CSAH 94 (29th Ave NE) in Minneapolis

2023 candidates: (tracked under CP 2210402)

- Baker Park Road (CSAH 19) from 100' N of Baker Park Road (CSAH 29) to TH 55 in Loretto
- Rebecca Park Trail (CSAH 50) from Greenfield Rd to 700' W of CSAH 19 in Greenfield and Corcoran

2024 candidates: (tracked under CP 2210403)

- County Road 26 (CR 26) from CSAH 92 (E JCT) to CSAH 110 in Minnetrista and Mound
- Brockton Lane (CSAH 13) from 1000' N of CSAH 81 to Diamond Lake Rd (CSAH 144) in Rogers
- Brockton Lane (CSAH 13) from Diamond Lake Road (CSAH 144) to Dayton River Road (CSAH 12) in Rogers and Dayton

2025 candidates: (tracked under CP 2210404)

- Dayton River Road (CSAH 12) from 300' N of Diamond Lake Road (CSAH 144) to Brockton Lane (CSAH 13) in Dayton
- Dayton River Road (CSAH 12) from 350' N of Colburn Street to 300' N of Diamond Lake Road (CSAH 144) in Champlin

2026 candidates: (tracked under CP 2210405)

- Douglas Drive (CSAH 102) from Medicine Lake Road (CSAH 70) to W Broadway Avenue (CSAH 8) in Crystal
- E Bush Lake Road (CSAH 28) from Old Shakopee Road (CSAH 1) to 200' S of Highwood Drive in Bloomington

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

HENNEPIN COUNTY
MINNESOTA

Hennepin County, Board of Commissioners

RESOLUTION 22-0109

2022

The following resolution was moved by Commissioner Angela Conley and seconded by Commissioner Debbie Goettel:

BE IT RESOLVED, that Hennepin County be authorized to apply for federal funding through the Regional Solicitation for the following projects (separated by category) on various County State Aid Highways (CSAHs) throughout the county:

Roadway Reconstruction/Modernization

Projects programmed in the 2022-2026 CIP:

- Franklin Avenue (CSAH 5) from Lyndale Avenue (CSAH 22) to Blaisdell Avenue in Minneapolis
- Dayton River Road (CSAH 12) from Colburn Street to North Diamond Lake Road (CSAH 144) in Dayton and Champlin
- Lyndale Avenue (CSAH 22) from the Hennepin County Regional Railroad Authority (HCRRA) bridge to Franklin Avenue (CSAH 5) in Minneapolis

Projects identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Penn Avenue (CSAH 32) from 75th Street to the Trunk Highway 62 South Ramp in Richfield
- Cedar Avenue (CSAH 152) from Lake Street (CSAH 3) to 24th Street in Minneapolis

Bridge Rehabilitation/Replacement

Project programmed in the 2022-2026 CIP:

- Bass Lake Road (CSAH 10) bridge over the Twin Lakes Inlet in Brooklyn Center and Crystal

Projects identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Pioneer Trail (CSAH 1) bridge over the HCRRA corridor in Eden Prairie
- Eden Prairie Road (CSAH 4) bridge over Twin Cities and Western Railroad in Eden Prairie

Multiuse Trails/Bicycle and Pedestrian Facilities (sidewalks, streetscaping and improved accessibility)

Project partially programmed in the 2022-2026 CIP:

- Lake Street (CSAH 3) from Dupont Avenue to the Mississippi River

Project identified in the county's 10-year work-plan, but not programmed in the 2022-2026 CIP:

- Marshall Street NE (CSAH 23) from Third Avenue NE to Lowry Avenue NE (CSAH 153).

Project not currently identified in the county's 2022-2026 CIP or 10-year work-plan:

- Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) from Lake Street (CSAH 3) to the I-94/I-35W Bridge in Minneapolis

Mobility and Safety

Projects not currently identified in the county's 10-year work-plan or 5-year CIP:

- Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) in Plymouth
- Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) in Maple Grove

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

County of Hennepin
Board of County Commissioners

YEAS	NAYS	ABSTAIN	ABSENT
Marion Greene			
Debbie Goettel			
Irene Fernando			
Angela Conley			
Jeff Lunde			
Chris LaTondresse			
Kevin Anderson			

RESOLUTION ADOPTED ON **3/22/2022**

ATTEST: M. Rose

Deputy/Clerk to the County Board

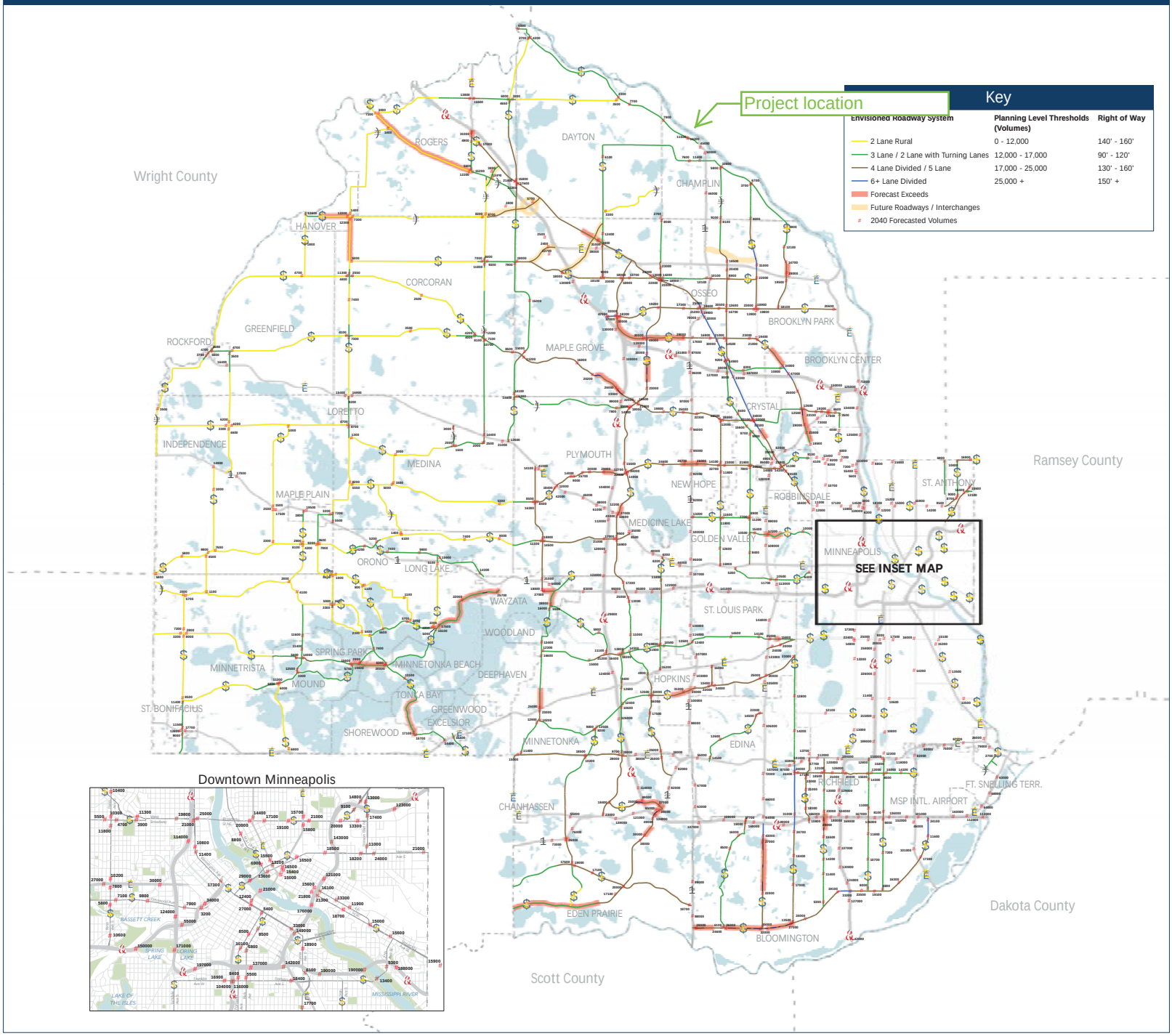
CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 8 | 2040 Forecast Traffic Volumes

Envisioned roadway system and right-of-way needs

Transportation Planning | Hennepin County Public Works

HENNEPIN COUNTY
MINNESOTA



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Publication date: 2/3/2020

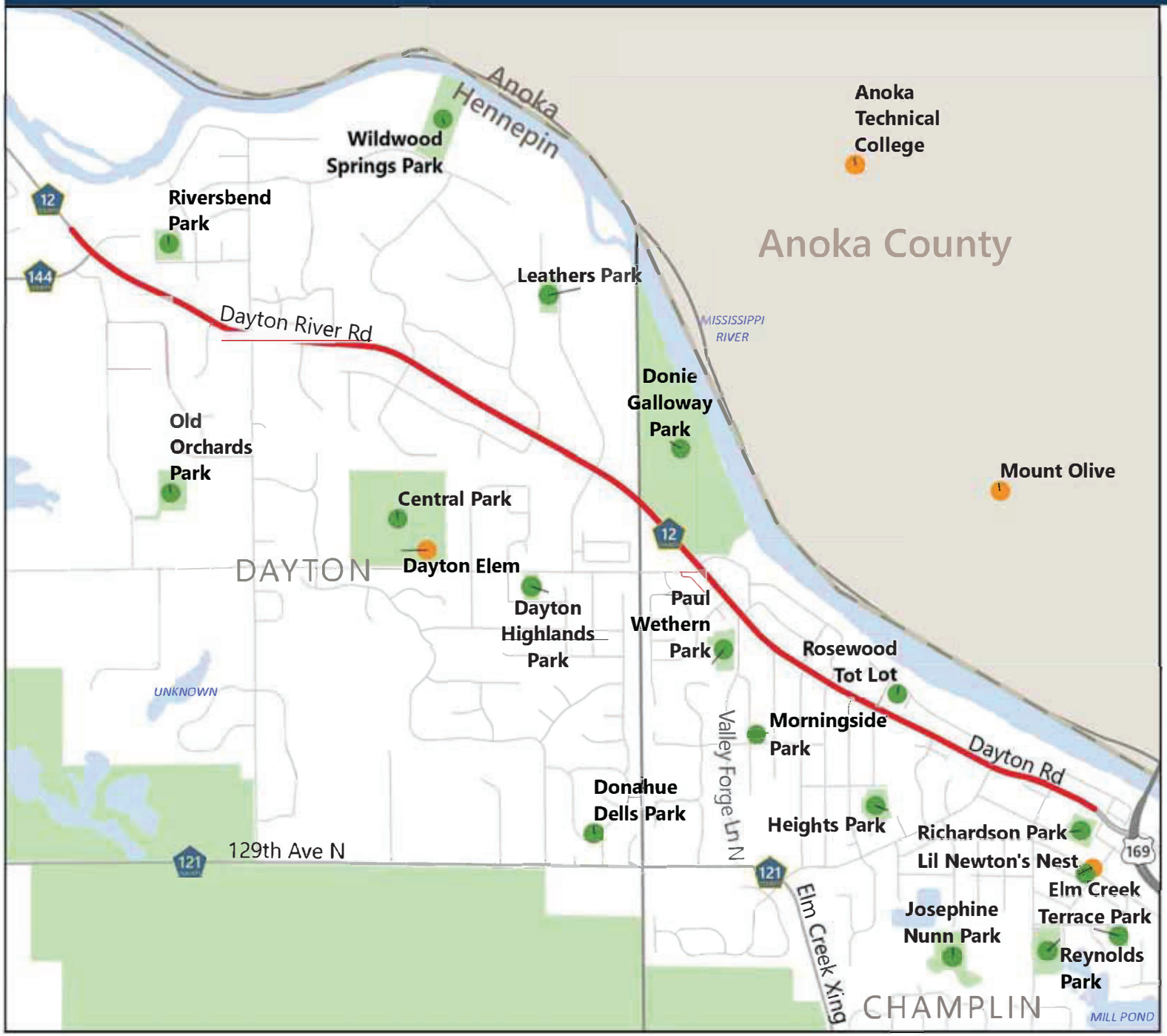
Data sources: SRF Consulting, Hennepin County Transportation Planning

0 5 10 Miles

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 09 | Socio-Economic Equity Map

HENNEPIN COUNTY
MINNESOTA



Key

Project Location

Resource Category

- Healthcare Facilities
- Schools & Childcare
- Community Facilities
- Homeless Shelters
- Food Shelves

0 0.25 0.5 Miles

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Published date: 3/16/2022

N

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 10 | Affordable Housing Access Map and Detail Summary

HENNEPIN COUNTY
MINNESOTA

Key

Project Location

Population Served

- Family
- Elderly
- People with Disabilities
- Multiple
- Homeless
- No Information

Affordable Units

- 1-50
- 51-60
- 61-75
- 76-90

Construction Status

- Existing Affordable Housing
- Proposed or Under Construction

0 0.25 0.5 Miles

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Published date: 3/2/2022

N

Hennepin

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 10: Affordable Housing Access Map and Detail Summary

Location Name	Total Units	Affordable Units	30% AMI	50% AMI	60% AMI	0 BR	1 BR	2 BR	3 BR	4+ BR
River Manor Apts	99	88	0	0	88					
Balsam Apts	49	49	0	49	0	0	10	24	15	0
Balsam Apts II (Proposed)	48	48								

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 11 |Streetlight HCAADT Report

Type of Travel	Zone Name	Average Daily Zone Traffic (Stl Index)	HCAADT to Index Ratio	**Estimated HCAADT**
Commercial	CSAH 012 & N of S Diamond Lake Rd	4447	0.3165	**1400**
Commercial	CSAH 032 & S of 68th St	1061	0.3165	**335**
Commercial	CSAH 152 S of 27th St E	6552	0.3165	**2050**
Commercial	CSAH 22 S of 25th St W	7719	0.3165	**2450**
Commercial	CSAH 5 W of Grand Ave	3102	0.3165	**980**

Example calculation: 4447*0.3165 = 1407

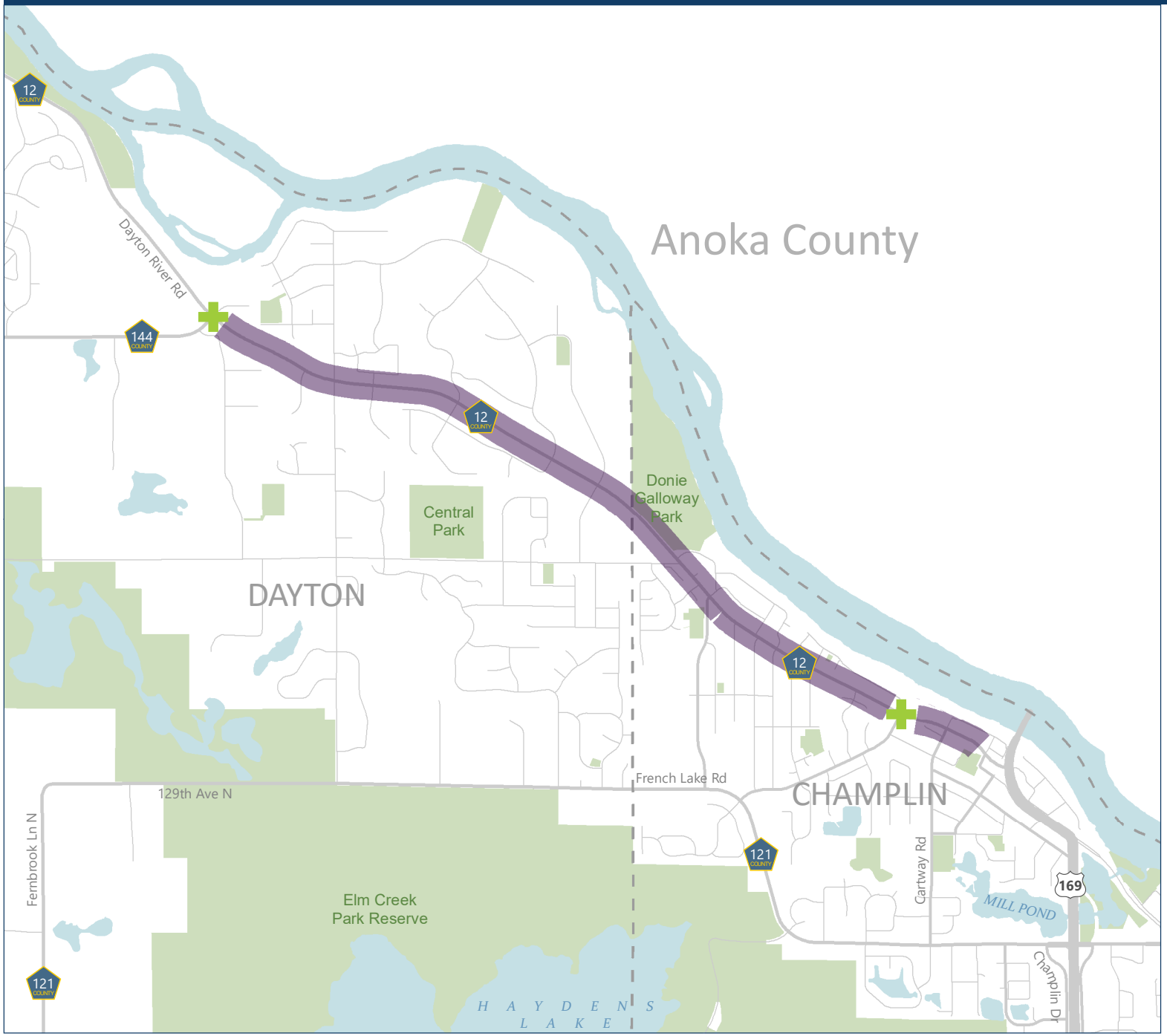
Type of Travel	Zone Name	Average Daily Zone Traffic (Stl Index)	2021 HCAADT	HCAADT to Index Ratio
Commercial	H019	1383	270	0.1952
Commercial	H045	14065	2950	0.2097
Commercial	H052	6362	2750	0.4323
Commercial	H118	1182	330	0.2792
Commercial	H120	9342	750	0.0803
Commercial	H146	3241	770	0.2376
Commercial	H250	6117	500	0.0817
Commercial	H251	4374	2050	0.4687
Commercial	H302	28750	3250	0.1130
Commercial	H313	4877	1300	0.2666
Commercial	H315	3686	920	0.2496
Commercial	H404	1756	890	0.5068
Commercial	H443	5276	2850	0.5402
Commercial	H488	1173	225	0.1918
Commercial	H543	2906	960	0.3304
Commercial	H570	5203	2700	0.5189
Commercial	H571	11760	1450	0.1233
Commercial	H573	6757	6100	0.9028
Commercial	H610	10808	4100	0.3793
Commercial	H637	6878	1600	0.2326
Commercial	H649	2398	600	0.2502
Commercial	H745	8291	3350	0.4041
Commercial	H766	3945	1800	0.4563
Commercial	H807	13018	1900	0.1460

Average ratio **0.3165**

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 12 | Crash Map and Detail Listing

HENNEPIN COUNTY
MINNESOTA



Key

- Crash Analysis Intersection
- Crash Analysis Segment

0 0.375 0.75 Miles

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Published date: 4/8/2022

N

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 12| Crash Map and Detail Listing

Segment A l From 250' North of Colburn Street to French Lake Road

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Number K's	Number of Veh	Contributing Factor	Latitude	Longitude
00900823	DAYTON RD	4	12	2021	14	5	0	1	62	45.191044	-93.4010732
00841997	DAYTON RD	9	21	2020	17	4	0	2	1	45.191214	-93.401644
00801370	DAYTON RD	2	28	2020	2	5	0	1	62	45.191316	-93.4022139
00838580	CARTWAY RD	9	2	2020	15	4	0	2	1	45.190972	-93.4009082
00839737	CARTWAY RD	9	8	2020	10	2	0	2	90	45.190965	-93.4009091
00935203	CARTWAY RD	8	19	2021	13	4	0	2	99	45.190993	-93.400893

Subtotal: 4

Intersecion B l At French Lake Road

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Number K's	Number of Veh	Contributing Factor	Latitude	Longitude
00750616	DAYTON RD	9	28	2019	9	5	0	2	10	45.192715	-93.4067652
00841848	DAYTON RD	9	20	2020	18	5	0	2	70	45.192727	-93.4068

Subtotal: 2

Segment C l From French Lake Road to CSAH 144 (N Diamond Lake Road)

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Number K's	Number of Veh	Contributing Factor	Latitude	Longitude
00913544	DAYTON RD	6	21	2021	20	5	0	2	73	45.198905	-93.4191013
00978623	DAYTON RD	12	2	2021	14	4	0	2	1	45.198937	-93.4191412
00739442	DAYTON RD	8	10	2019	15	5	0	2	99	45.200616	-93.4212611
00937428	DAYTON RD	8	30	2021	13	3	0	2	2	45.200716	-93.4213819
00749416	DAYTON RIVER F	9	22	2019	16	3	0	2	2	45.202074	-93.4234639
00940705	DAYTON RIVER F	9	15	2021	12	4	0	2	1	45.202812	-93.4251625
00910970	DAYTON RIVER F	6	9	2021	16	5	0	2	74	45.207207	-93.4372839
00975180	DAYTON RIVER F	11	22	2021	18	3	0	2	10	45.207542	-93.4426678
00980318	DAYTON RIVER F	12	13	2021	8	5	0	2	90	45.208379	-93.4454651
00888106	DAYTON RIVER F	2	4	2021	13	5	0	1	90	45.208611	-93.4460416
00806190	DAYTON RIVER F	4	5	2020	16	5	0	2	90	45.209005	-93.447178
00932190	S DIAMOND LAK	8	4	2021	11	4	0	2	1	45.198946	-93.4196345
00913934	S DIAMOND LAK	6	22	2021	15	5	0	1	99	45.199053	-93.4193608
00740477	S DIAMOND LAK	8	15	2019	11	5	0	2	1	45.198878	-93.4191013
00981699	-- NOT ON ROAD	12	18	2021	3	5	0	3	1	45.191267	-93.4015579
00798491	LINWOOD FORES	2	17	2020	18	5	0	2	71	45.19782	-93.4178913
00730710	NATHAN LA	7	1	2019	15	5	0	2	74	45.192814	-93.407115
00730871	NATHAN LA	7	1	2019	15	5	0	2	74	45.192834	-93.4071078

Subtotal: 15

Intersecion D l At CSAH 144 (N Diamond Lake Road)

Incident ID	Roadway	Month	Day	Year	Hour	Sev	Number K's	Number of Veh	Contributing Factor	Latitude	Longitude
00673964	DAYTON RIVER F	1	4	2019	18	4	0	2	1	45.210564	-93.4509052
00691511	N DIAMOND LAK	2	25	2019	7	5	0	2	1	45.210567	-93.4510433
00737831	142ND AVE N	8	2	2019	17	3	0	2	70	45.210616	-93.4509742
00755667	142ND AVE N	10	19	2019	11	2	0	2	1	45.210654	-93.4509223

Subtotal: 4

Project Total: 25

Note: Crashes highlighted in **red** were determined to not be located within the project limits.

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 13 | Crash Modification Factors

CMF ID: 227

CONVERT INTERSECTION WITH MINOR-ROAD STOP CONTROL TO MODERN ROUNDABOUT

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: INTERSECTION GEOMETRY

STUDY: *NCHRP REPORT 572: APPLYING ROUNDABOUTS IN THE UNITED STATES*, RODEGERDTS ET AL., 2007

Star Quality Rating:	[VIEW SCORE DETAILS]
Rating Points Total:	90

Crash Modification Factor (CMF)

Value:	0.56
Adjusted Standard Error:	0.05
Unadjusted Standard Error:	0.04

Crash Reduction Factor (CRF)

Value:	44 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	5
Unadjusted Standard Error:	4

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	1 or 2
Road Division Type:	
Speed Limit:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	2

Other Details

Included in Highway Safety Manual?	Yes. HSM lists this CMF in **bold** font to indicate that it has the highest reliability since it has an adjusted standard erro less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed from "convert two-way stop-controlled intersection to roundabout" to match HSM

VIEW THE FULL STUDY DETA

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For more information, contact Karen Scurry at **karen.scurry@dot.gov**

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 13 | 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]
Rating Points Total:	140

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:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 13 | Crash Modification Factors

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	1982 to 2004
Municipality:	
State:	
Country:	
Type of Methodology Used:	2

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-21-2011
Comments:	When this CMF was initially entered in the Clearinghouse, it was incorrectly entered as a CMF of 0.47. In March 201 corrected to be 0.53, as presented in the original paper. In February 2021, the area type for this CMF was changed fro suburban to urban/suburban to account for the fact that the treatment sites were largely located in small urban area

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CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 13 | Crash Modification Factors

CMF / CRF DETAILS

CMF ID: 3018

INSTALLATION OF LEFT-TURN LANES ON BOTH MAJOR ROAD APPROACHES

DESCRIPTION:

PRIOR CONDITION: UNSIGNALIZED 4-LEG INTERSECTION WITH NO LEFT-TURN LANES ON MAJOR ROAD

CATEGORY: INTERSECTION GEOMETRY

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]
Rating Points Total:	75

Crash Modification Factor (CMF)

Value:	0.73
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	27 *(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:	All
Speed Limit:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

Traffic Control:	Stop-controlled ***If countermeasure is intersection-based***
Major Road Traffic Volume: **Intersection Type:**	Roadway/roadway (not interchange related)
Minor Road Traffic Volume: **Intersection Geometry:**	4-leg
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	2003 to 2006
Municipality:	
State:	FL
Country:	U.S.A.
Type of Methodology Used:	7
Sample Size (sites):	1735 sites

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jul-15-2011
Comments:	Countermeasure name has been slightly modified for consistency across Clearinghouse

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 13 | Crash Modification Factors

CMF / CRF DETAILS

CMF ID: 8428

IMPROVE ANGLE OF CHANNELIZED RIGHT TURN LANE

DESCRIPTION: CHANGES MADE TO THE STUDY APPROACHES INCLUDE: SHARPENING THE FLAT APPROACH ANGLE TYPICAL IN TRADITIONAL DESIGNS, REDUCING THE RADIUS, ADJUSTING THE STOP BAR POSITION, AND MODIFYING THE CO INCREASE THE LINE OF SIGHT OF APPROACHING THROUGH TRAFFIC.

PRIOR CONDITION: VARIED DEPENDING ON INTERSECTION

CATEGORY: INTERSECTION GEOMETRY

STUDY: *SAFETY IMPACTS OF A MODIFIED RIGHT TURN LANE DESIGN AT INTERSECTIONS*, SCHATTLER AND HANSON, 2016

Star Quality Rating:	★★★★☆ [VIEW SCORE DETAILS]
Rating Points Total:	110

Crash Modification Factor (CMF)

Value:	0.558
Adjusted Standard Error:	
Unadjusted Standard Error:	0.114

Crash Reduction Factor (CRF)

Value:	44.2 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	11.4

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	1 to 3
Road Division Type:	
Speed Limit:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 13 | Crash Modification Factors

Intersection Type:	Roadway/Roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Other
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	2003 to 2016
Municipality:	Peoria
State:	IL
Country:	USA
Type of Methodology Used:	2
Sample Size (crashes):	274 crashes before, 161 crashes after
Sample Size (sites):	7 sites before, 7 sites after
Sample Size (site-years):	21 site-years before, 21 site-years after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan-17-2017
Comments:	Total intersection AADT ranged from 3300 to 41300. Group of intersections analyzed included both signalized and s controlled intersections.

VIEW THE FULL STUDY DETA

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For more information, contact Karen Scurry at **karen.scurry@dot.gov**

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 13 | Crash Modification Factors

CMF ID: 9298

RESURFACE PAVEMENT

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: ROADWAY

STUDY: *TIME SERIES TRENDS OF THE SAFETY EFFECTS OF PAVEMENT RESURFACING*, PARK ET AL., 2017

Star Quality Rating:	★★★☆☆ [VIEW SCORE DETAILS]
Rating Points Total:	105

Crash Modification Factor (CMF)

Value:	0.901
Adjusted Standard Error:	
Unadjusted Standard Error:	0.05

Crash Reduction Factor (CRF)

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

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Number of Lanes:	1-4
Road Division Type:	
Speed Limit:	25mph to 65mph
Area Type:	Urban
Traffic Volume:	Minimum of 2100 to Maximum of 40500 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	8659 Annual Average Daily Traffic (AADT)
Time of Day:	Not specified

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	2004 to 2013
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	1

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun-17-2018
Comments:	Heavy vehicle volume rate > 3.3% The number of crashes in the after period were not reported in this study, however been recorded as 300 to give 10 points as a beneift of doubt for one or more of the following: (1) number of miles/site reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the ag dataset but not for the disaggragate dataset used for CMF development.

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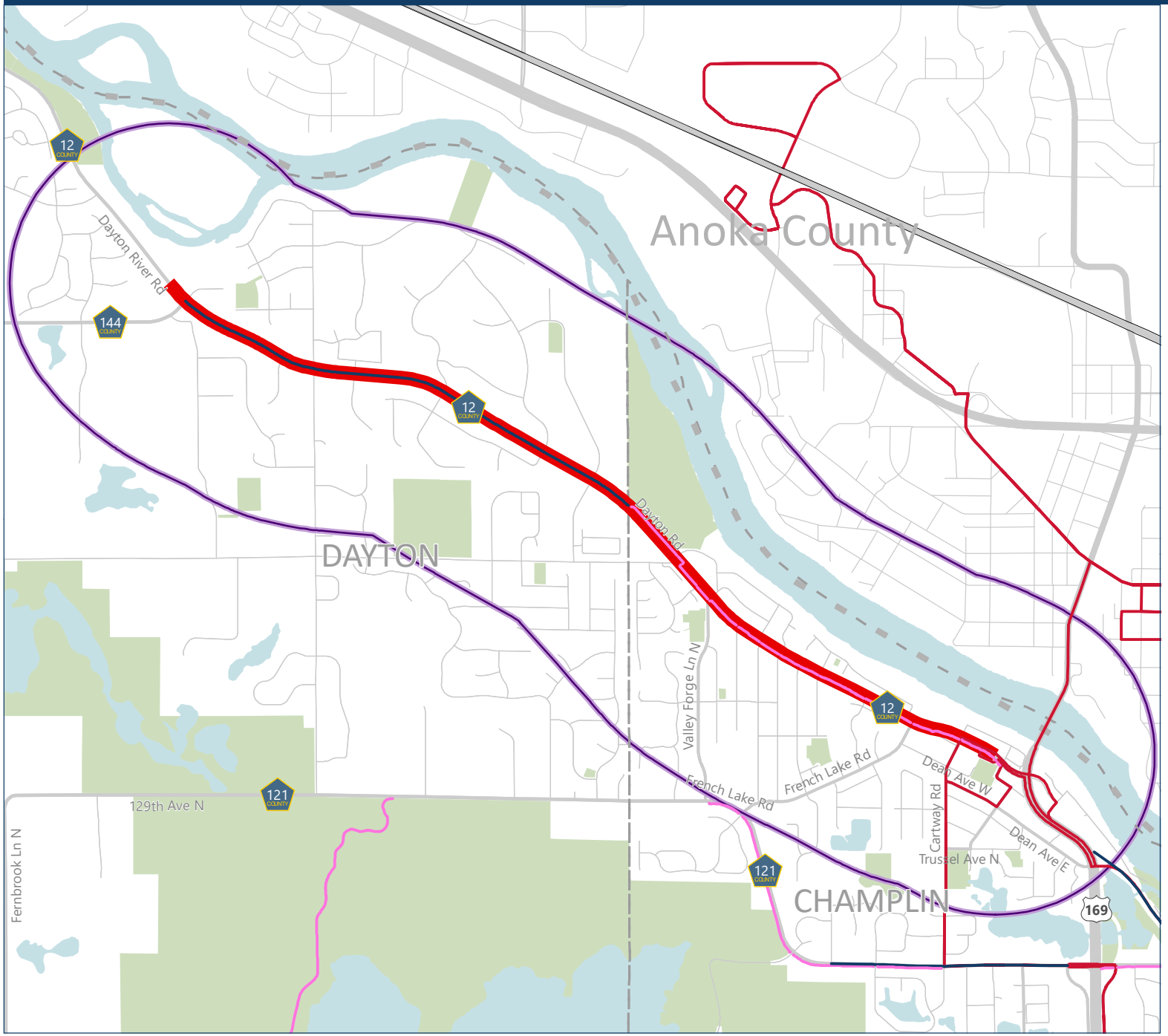
For more information, contact Karen Scurry at **karen.scurry@dot.gov**

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 14 | Multimodal Connections Map

HENNEPIN COUNTY
MINNESOTA



Key

- Project Location
- 1/2 mi Buffer

Bikeways

- Off-Street
- On-Street

Transitway Alignments

- Commuter Rail
- Transit Routes

0 0.3 0.6 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.

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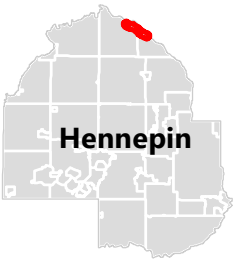

N

Hennepin

City of Champlin

11955 CHAMPLIN DRIVE, CHAMPLIN, MN 55316-2399 • 763.421.8100 • ci.champlin.mn.us

March 28th, 2022

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Re: Letter of Support
Rehabilitation Project along CSAH 12 (Dayton River Rd) from approximately 250' north of Colburn Street to 575' north of CSAH 144 (Diamond Lake Rd)

Dear Ms. Stueve:

The City of Champlin hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed rehabilitation project on CSAH 12 (Dayton River Rd) from approximately 250' North of Colburn St to 575' North of CSAH 144 (N Diamond Lake Rd) in Champlin and Dayton.

This project will involve the rehabilitation of the existing roadway and may include additional safety, accessibility, and multimodal improvements. As proposed, these improvements will provide additional accessibility, safety, and mobility for people walking, using transit, biking, and driving, thereby enhancing the livability and quality of life for Champlin, Dayton, and Hennepin County residents.

The City of Champlin acknowledges that the city is aware of the upcoming project along CSAH 12 (Dayton River Rd) and that the city may 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 are anticipated to be determined during the design process as project development is advanced.

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

Sincerely,

Bret Heitkamp
City Administrator
bheitkamp@ci.champlin.mn.us

Ryan Karasek
Mayor
rkarasek@ci.champlin.mn.us

CITY OF Dayton
Live the difference.

March 23, 2022

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

The City of Dayton hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed rehabilitation project on CSAH 12 (Dayton River Rd) from approximately 250' North of Colburn St to 575' North of CSAH 144 (N Diamond Lake Rd) in Champlin and Dayton.

This project will involve the rehabilitation of the existing roadway and may include additional safety, accessibility and multimodal improvements. As proposed, these improvements will provide additional accessibility, safety, and mobility for people walking, using transit, biking, and driving, thereby enhancing the livability and quality of life for Champlin, Dayton, and Hennepin County residents.

The City of Dayton acknowledges that the city is aware of the upcoming project along CSAH 12 (Dayton River Rd) and that the city may be required to cost participate in the project as outlined in the county's cost participation policy. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced.

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

Tina Goodroad
City Administrator

ThreeRivers
PARK DISTRICT

March 15, 2022

Carla Stueve, P.E.
Director and County Highway Engineer
Hennepin County Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

Three Rivers Park District hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the proposed rehabilitation project on CSAH 12 (Dayton River Road) from approximately 250' North of Colburn Street to 575' North of CSAH 144 (N Diamond Lake Road) in the Cities of Champlin and Dayton.

This project will involve the rehabilitation of the existing roadway and may include additional safety, accessibility and multimodal improvements. As proposed, these improvements will provide additional accessibility, safety, and mobility for people walking, using transit, biking, and driving, thereby enhancing the livability and quality of life for regional trail users across Hennepin County.

Three Rivers acknowledges that it is aware of the upcoming project along CSAH 12 (Dayton River Road) and that Three Rivers may be asked to cost participate in this project as outlined in the county's cost participation policy, given the project's relation to the West Mississippi River Regional Trail. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced.

Thank-you for making us aware of this application and project, and the opportunity to provide support. Three Rivers looks forward to working with you on this project.

Sincerely,

Kelly Grissman
Director of Planning