Application

19842 - 2024 Multiuse Trails and Bicycle Facilities
20411 - Vadnais Boulevard Regional Trail
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 11/09/2023 10:21 AM

Primary Contact

Feel free to edit your profile any time your information changes. Create your own personal alerts using My Alerts.

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Pronouns First Name Middle Name Last Name
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* Arden Hills Minnesota 55112
City State/Province Postal Code/Zip
Phone:* 651-266-7140
Ext.
Fax: 651-266-7110

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

Organization Information

Name: RAMSEY COUNTY
Jurisdictional Agency (if different):
Organization Type: County Government
Organization Website:
Address: DEPT OF PUBLIC WORKS
1425 PAUL KIRKWOOD DR

* ARDEN HILLS Minnesota 55112
City State/Province Postal Code/Zip
County: Ramsey
Phone:* 651-266-7100
Ext.
Fax:
PeopleSoft Vendor Number 0000023983A30

Project Information

Project Name Vadnais Boulevard Regional Trail
Primary County where the Project is Located Ramsey
Cities or Townships where the Project is Located:
City of Vadnais Heights and City of Little Canada
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

Construction of a multiuse 10 foot bituminous trail and 6 foot boulevard along Vadnais Boulevard (CSAH 16)/Centerville Road (CSAH 59) extending approximately 2.3 miles from Rice Street to Koehler Road in the cities of Vadnais Heights and Little Canada, Ramsey County.

(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.

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)

2.3

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 $5,500,000.00

Match Amount $3,043,521.00

Minimum of 20% of project total

Project Total $8,543,521.00

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

Match Percentage 35.62%

Minimum of 20%

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

Source of Match Funds CSAH and Local

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:

2028

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency Ramsey County

Name of Trail/Ped Facility: Vadnais Boulevard/Centerville Road Regional Trail (example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System CSAH

Road/Route No. 16 and 59

Example: 53 for CSAH 53

Name of Road Vadnais Boulevard/Centerville Road

Example: 1st ST., Main Ave.

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

From: CSAH

Road System (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No. 49

Example: 53 for CSAH 53

Name of Road Rice Street

Example: 1st ST., Main Ave.

To: CSAH

Road System (TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No. 14

Example: 53 for CSAH 53
**Name of Road**

Koehler Road  

(Example: 1st ST., Main Ave.)

**In the City/Cities of:**

Vadnais Heights and Little Canada

(List all cities within project limits)

**IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:**  
Termini: Termini listed must be within 0.3 miles of any work

From:

To:

Or

At:

(List all cities within project limits)

**In the City/Cities of:**

**Primary Types of Work (Check all that apply)**

<table>
<thead>
<tr>
<th>Type of Work</th>
<th>Yes/No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-Use Trail</td>
<td>Yes</td>
</tr>
<tr>
<td>Reconstruct Trail</td>
<td></td>
</tr>
<tr>
<td>Resurface Trail</td>
<td></td>
</tr>
<tr>
<td>Bituminous Pavement</td>
<td>Yes</td>
</tr>
<tr>
<td>Concrete Walk</td>
<td>Yes</td>
</tr>
<tr>
<td>Pedestrian Bridge</td>
<td></td>
</tr>
<tr>
<td>Signal Revision</td>
<td></td>
</tr>
<tr>
<td>Landscaping</td>
<td>Yes</td>
</tr>
<tr>
<td>Other (do not include incidental items)</td>
<td>Stormsewer/drainage</td>
</tr>
</tbody>
</table>

**BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

<table>
<thead>
<tr>
<th>Old Bridge/Culvert No.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Bridge/Culvert No.:</td>
</tr>
<tr>
<td>Structure is Over/Under (Bridge or culvert name):</td>
</tr>
</tbody>
</table>

**Zip Code where Majority of Work is Being Performed**

55127

**Approximate Begin Construction Date (MO/Year)**

04/03/2028

**Approximate End Construction Date (MO/Year)**

11/01/2028

**Miles of Pedestrian Facility/Trail (nearest 0.1 miles):**

2.3

**Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):**

1.2

**Is this a new trail?**

Yes

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**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.

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.
Goal B: Safety and Security (Page 2.5), Objective A

Strategies B1 (Page 2.5), B6 (Page 2.6)

Goal C: Access to Destinations (Page 2.10), Objectives A, D and E

Strategies C1 (Page 2.10), C2 (Page 2.11), C15 (Page 2.22), C16 (Page 2.23), C17 (Page 2.24)

Goal D: Competitive Economy (Page 2.26), Objective B

Strategy D3 (Page 2.27)

Goal E: Healthy Environment (Page 2.30), Objective C

Strategy E3 (Page 2.31)

Goal F: Leveraging Transportation Investments to Guide Land Use, Objective C

Strategy F6 (Page 2.38)

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.

Ramsey County 2023-2027 Transportation Improvement Program (TIP) - Page 17

https://www.ramseycounty.us/residents/roads-transportation/future-road-projects/transportation-improvement-program

(List 2,850 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 in more than one funding sub-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 2024 funding cycle).

Multi-use Trails and Bicycle Facilities: $250,000 to $5,500,000
Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): $250,000 to $2,000,000
Safe Routes to School: $250,000 to $1,000,000

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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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

Date plan completed: 06/02/1997

Link to plan: pdf for plan is provided below.

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 9/27/2008 and updated 4/15/2019. 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

Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

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

Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

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

Check the box to indicate that the project is not in active railroad right-of-way. Yes

Multiuse Trails and Bicycle Facilities projects only:

3. All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

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

5. All schools benefiting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

<table>
<thead>
<tr>
<th>Cost ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobilization (approx. 5% of total cost)</td>
<td>$551,200.00</td>
</tr>
<tr>
<td>Removals (approx. 5% of total cost)</td>
<td>$451,136.00</td>
</tr>
<tr>
<td>Roadway (grading, borrow, etc.)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadway (aggregates and paving)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Subgrade Correction (muck)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Storm Sewer</td>
<td>$2,011,350.00</td>
</tr>
<tr>
<td>Ponds</td>
<td>$0.00</td>
</tr>
<tr>
<td>Concrete Items (curb &amp; gutter, sidewalks, median barriers)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>$63,600.00</td>
</tr>
<tr>
<td>Striping</td>
<td>$26,500.00</td>
</tr>
<tr>
<td>Signing</td>
<td>$26,500.00</td>
</tr>
<tr>
<td>Lighting</td>
<td>$0.00</td>
</tr>
<tr>
<td>Turf - Erosion &amp; Landscaping</td>
<td>$514,100.00</td>
</tr>
<tr>
<td>Bridge</td>
<td>$795,000.00</td>
</tr>
<tr>
<td>Retaining Walls</td>
<td>$530,000.00</td>
</tr>
<tr>
<td>Noise Wall (not calculated in cost effectiveness measure)</td>
<td>$0.00</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td>$0.00</td>
</tr>
<tr>
<td>Wetland Mitigation</td>
<td>$0.00</td>
</tr>
<tr>
<td>Other Natural and Cultural Resource Protection</td>
<td>$0.00</td>
</tr>
<tr>
<td>RR Crossing</td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadway Contingencies</td>
<td>$1,007,000.00</td>
</tr>
<tr>
<td>Other Roadway Elements</td>
<td>$0.00</td>
</tr>
<tr>
<td>Totals</td>
<td>$5,976,386.00</td>
</tr>
</tbody>
</table>

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

<table>
<thead>
<tr>
<th>Cost ESTIMATES</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path/Trail Construction</td>
<td>$818,983.00</td>
</tr>
</tbody>
</table>
### Specific Transit and TDM Elements

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES**

<table>
<thead>
<tr>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk Construction</td>
</tr>
<tr>
<td>On-Street Bicycle Facility Construction</td>
</tr>
<tr>
<td>Right-of-Way</td>
</tr>
<tr>
<td>Pedestrian Curb Ramps (ADA)</td>
</tr>
<tr>
<td>Crossing Ads (e.g., Audible Pedestrian Signals, HAWK)</td>
</tr>
<tr>
<td>Pedestrian-scale Lighting</td>
</tr>
<tr>
<td>Streetscaping</td>
</tr>
<tr>
<td>Wayfinding</td>
</tr>
<tr>
<td>Bicycle and Pedestrian Contingencies</td>
</tr>
<tr>
<td>Other Bicycle and Pedestrian Elements</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
</tr>
</tbody>
</table>

### Transit Operating Costs

<table>
<thead>
<tr>
<th>Number of Platform hours</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost Per Platform hour (full loaded Cost)</td>
<td>$0.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>$0.00</strong></td>
</tr>
<tr>
<td>Other Costs - Administration, Overhead, etc.</td>
<td>$0.00</td>
</tr>
</tbody>
</table>

### PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

**INFORMATION:** Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

**Response:** Storm Sewer $2,011,350; Erosion Control/Landscaping $514,100; Retaining Wall $530,000

### Totals

<table>
<thead>
<tr>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost</td>
</tr>
<tr>
<td>Construction Cost Total</td>
</tr>
<tr>
<td>Transit Operating Cost Total</td>
</tr>
</tbody>
</table>

### Measure A: Project Location Relative to the RBTN

**Select one:**

- Tier 1, Priority RBTN Corridor
- Tier 1, RBTN Alignment
- Tier 2, RBTN Corridor
- Tier 2, RBTN Alignment
- Direct connection to an RBTN Tier 1 corridor or alignment
- Direct connection to an RBTN Tier 2 corridor or alignment

**OR**

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

**Upload Map:** 1698247439091_RBTN Map.pdf

Please upload attachment in PDF form
Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 32215
Existing Employment Within One Mile (Integer Only) 17034
Upload the "Population Summary" map 1698247676717_Population-Employment Map.pdf

Please upload attachment in PDF form

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:

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How was the project’s purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations guide engagement activities?

Response:

A U.S. Census demographic profile analysis within 1/2 mile of the project indicates 1,315 persons 17 or younger, 1,039 persons 65 years or older, 1,381 BIPOC, 641 persons with a disability and 632 persons with income below the poverty level. More information on this analysis can be found under Other Attachments.

These individuals as well as the general public were engaged in purpose and need and project scope decisions regarding the project through a 18 month trail feasibility planning study of the Vadnais Boulevard/Centerville Road project corridor completed in 2022. This study included a variety of engagement methods including in-person and virtual open house meetings, a project website with an interactive project comment map, online project surveys and social media outreach. See this project website link for more information about the public engagement process and input received:


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

- pedestrian and bicycle safety improvements;
- public health benefits;
- direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- travel time improvements;
- gap closures;
- new transportation services or modal options;
- leveraging of other beneficial projects and investments;
- and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Increased speed and/or ?cut-through? traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.

Response:

As a result of the Vadnais Boulevard/Centerville Road Regional Trail project, young children, elderly, disabled, BIPOC and other disadvantaged communities will enjoy improved access to the 1,252 acre Vadnais Snail Lakes Regional Park, Vadnais Heights Elementary School and the Academy for Sciences and Agriculture Charter School. The new trail will also follow the south banks of Vadnais Lake, a 622 acre lake that provides abundant fishing and an important clean water source for North Metro communities. Additionally, the new Vadnais Boulevard/Centerville Road Regional Trail will provide a much needed multimodal connection to the only Metro Transit line serving Vadnais Heights along Rice Street, the western city border.

The presence of this separated trail will greatly reduce the level of stress and overall safety of bikers and walkers compared to the current condition along Vadnais Boulevard/Centerville Road where vulnerable bicyclists and pedestrians must travel along an unprotected adjacent wide shoulder at risk of being struck by speeding and inattentive drivers.

Other than a temporary disturbance to adjacent property owners and bikers and walkers during construction, there are no expected negative impacts of the project.

Measure C: Affordable Housing Access

Describe any affordable housing developments?existing, under construction, or planned?within 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 project’s benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

- specific direct access improvements for residents
- improved access to destinations such as jobs, school, health care or other;
- new transportation services or modal options;
- and/or community connection and cohesion improvements.

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.
Response:

There are 507 publicly subsidized rental housing units within 1/2 mile of the project according to attached Met Council socioeconomic map, this includes the 5 Star Manufactured Home Community located on the south side of Vadnais Boulevard at the intersection of Vadnais Boulevard and Twin Lake Road.

Additional City of Vadnais Heights prepared mapping of affordable housing, multifamily housing and senior housing within 1/2 mile of the project area can be found in the other attachments.

As a result of the Vadnais Boulevard/Centerville Road Regional Trail project, these affordable housing residents will enjoy improved access Vadnais Lake, Vadnais Snail Lake Regional Park, Vadnais Height Elementary School, the Academy for Science and Agriculture School and Metro Transit Route 62 that provides service along Rice Street.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project’s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

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.

Measure A: Bikeway Network Gaps, Physical Barriers, and Continuity of Bicycle Facilities

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);
- Improving bikeability to better serve all ability and experience levels by:
  - Providing a safer, more protected on-street facility or off-road trail;
  - Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR
  - Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdiction’s bicycle facility.
Vadnais Boulevard is located along a Met Council Tier 2 RBTN. Bikers and walkers currently utilize a paved shoulder along Vadnais Boulevard/Centerville Road that offers no protection from vehicles that regularly drive at speeds exceeding the posted speed limits. Inattentive driving is also a significant problem in this corridor with drivers regularly veering out of the through travel lane onto the adjacent paved shoulder where bikers and walkers are vulnerable with no protection from being struck. The vulnerability of bicyclists and pedestrians in this corridor is a serious concern with Critical Crash Rates along Vadnais Boulevard and Centerville Road twice that of other similar roadways in Minnesota.

The separated trail with 6 foot boulevard will mitigate the speeding vehicle and inattentive driving issues that are currently prevalent and provide a much safer and low stress environment for bicyclists and pedestrians to enjoy Vadnais Lake, Vadnais Snail Lakes Regional Park. The new trail will also provide Vadnais Heights and Little Canada residents access to the only Metro Transit fixed route bus service in this area along Rice Street.

The project will also provide a much needed multimodal connection to the only fixed route transit service to serve Vadnais Heights and Little Canada along Rice Street along with providing a future connection to the Trout Brook Regional Trail. A proposed alignment for the Trout Brook Regional Trail illustrating where this new regional trail is envisioned to connect to the Vadnais Boulevard Regional Trail is provided in the "Other Attachments".

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the "Regional Bicycle Barrier Crossing Improvement Areas" as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown on the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1
Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2
Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3
Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered
Crossings of non-tiered Regional Bicycle Barrier segments

No improvements
No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple
Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBs)
Measure B: Deficiencies corrected or safety problems addressed

Response:

An analysis of crash data from 2013 to 2022 indicates 89 total crashes along Vadnais Boulevard/Centerville Road from Rice Street to Koehler Road/County Road E. Crash types included 1 pedestrian, 3 bicyclist, 23 single vehicle run off the road, 2 single vehicle other, 4 sideswipe same direction, 2 sideswipe opposing direction, 21 rear end, 5 head-on, 10 left-turn, 11 angle and 7 other (see attached crash analysis).

The bike and pedestrian crashes specifically involved 1 minor injury bike crash at the intersection of Rice Street and Vadnais Boulevard; 1 possible injury pedestrian crash at the intersection of Centerville Road and County Road E/Koehler Road; 1 possible injury bicycle crash at the intersection of Centerville Road and County Road E/Koehler Road and 1 serious injury bicycle crash at the intersection of Centerville Road and County Road E/Koehler Road (see attached crash analysis).

The Critical Crash Rate (CCR) for the Vadnais Boulevard/Centerville Road Corridor during the analysis period from 2012 to 2022 was 2.47. This means that during the analysis period the Vadnais Boulevard/Centerville Road corridor experienced total crashes at more than twice the rate of other similar roadways in Minnesota (see attached crash analysis).

Many bikers and pedestrians along Vadnais Boulevard/Centerville Road have experienced near miss collisions with vehicles due to the lack of a separated trail facility and the need to utilize an existing paved shoulder that offers no protection from speeding vehicles and inattentive drivers who regularly veer onto the unprotected paved shoulder. These concerns are well documented in public outreach associated with the 2022 Vadnais Boulevard/Centerville Road Trail Study. More information about this study analysis and the public concerns received about Vadnais Boulevard/Centerville Road can be found on the project website located at:


The separated trail project will provide a buffer along Vadnais Boulevard/Centerville Road protecting bicyclists and pedestrians from the prevalence of speeding vehicles and inattentive drivers currently present. The separated trail facility is expected to dramatically improve bicycle and pedestrian safety and significantly lower the level of stress for bikers and pedestrians. This expectation is based on a Texas Transportation Institute study finding that a separated bike lane or separated bike trail can improve safety by 41 to 53 percent. The Crash Modification Factor (CMF) Clearinghouse also indicates that a separated bike lane or separated bike trail can reduce bike and pedestrian crashes by up to 45 percent.

Measure A: Multimodal Elements
There are no existing transit routes serving Vadnais Boulevard or Centerville Road along the project segment. However, the project will provide a critical new multimodal connection to Metro Transit Route 62, the only Metro Transit route serving Vadnais Heights and Little Canada, located on the very western border of Vadnais Heights along Rice Street.

The proposed trail project safely integrates all modes of transportation (bicyclists, pedestrians, transit and vehicles) by providing this new transit connection for bikers and pedestrians, while at the same time, also creating much needed physical separation of bikers and pedestrians from vehicular traffic.

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. Yes

- At least one meeting specific to this project with the general public has been used to help identify the project need. 100%
- 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. 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.
Identification of the project purpose, need and scope was the result of extensive public input from the 2022 Vadnais Boulevard Trail Study. This study included a variety of engagement methods including four in-person and virtual open house meetings, a project website with an interactive project comment map, online project surveys and social media outreach. Direct postcard mailings were used to notify project area residents of the in-person meetings. Public engagement summaries, presentation slides, recordings of meetings and other details about this public engagement process can be found at this project website link:


Additionally, letters of support from the Academy of Sciences and Agriculture and Vadnais Heights Elementary School are attached. These are two schools directly along the project segment that have been involved in the public engagement process for this project. Students that travel to and from these schools on a daily basis will benefit greatly from the project improvements.

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 project’s 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.

Yes

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.

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

Please upload attachment in PDF form

169833673909_Preliminary Layout Concept North Alignment.pdf

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

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

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)

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): $8,543,521.00

Enter Amount of the Noise Walls: $8,543,521.00

Total Project Cost subtract the amount of the noise walls: $0.00

Points Awarded in Previous Criteria

Cost Effectiveness $0.00

Other Attachments
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<th>Description</th>
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<td>Vadnais Heights Snow and Ice Removal Letter</td>
<td>32 KB</td>
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<td>Academy of Sciences and Agriculture Letter of Support.pdf</td>
<td>Academy of Sciences &amp; Agriculture Letter of Support</td>
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<td>City of Vadnais Heights Prepared Affordable_MF_Senior Housing.pdf</td>
<td>City of Vadnais Heights Prepared Affordable Housing, Multifamily Housing and Senior Housing Map</td>
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<td>Little Canada Resolution of Support</td>
<td>596 KB</td>
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<td>Trout Brook Regional Trail Conceptual Alignments.pdf</td>
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<td>US Census Demographic Profile.pdf</td>
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<td>Vadnais Heights Elementary Letter of Support.pdf</td>
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<td>Vadnais Heights Signed Local Match Resolution.pdf</td>
<td>Vadnais Heights Resolution of Support</td>
<td>54 KB</td>
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Results

Within ONE Mile of project:
Total Population: 32215
Total Employment: 17034
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 507

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

Results

Transit with a Direct Connection to project: 62

*indicates Planned Alignments

Transit Market areas: 3
Appendix D. Trail Design Concepts

Figure 12. North Side Concept – Rice Street Approach

Figure 13. Typical Section A – West End Bridge Structure, North Side Concept
Figure 16. North Side Concept – Vadnais Lake Causeway

Figure 17. Typical Section B – Vadnais Lake Causeway, North Side Concept
Figure 20. North Side Concept – Regional Park/School Area

Figure 21. Typical Section C – Regional Park/School Area, North Side Concept
Figure 24. North Side Concept – Twin Lake Court Area

Figure 25. Typical Section D – Twin Lake Court Area, North Side Concept
Figure 28. North Side Concept – John Mitchell Preserve Area

Figure 29. Typical Section E – John Mitchell Preserve Area, North Side Concept
Figure 30. North Side Concept – John Mitchell Preserve Area

Figure 31. Typical Section F – John Mitchell Preserve Area, North Side Concept
Figure 36. North Side Concept – Vadnais Lake Trailhead Area

Figure 37. Typical Section G – Vadnais Lake Trailhead Area, North Side Concept Alternative 1
Figure 38. North Side Concept – Vadnais Lake Trailhead Area

Figure 39. Typical Section G – Vadnais Lake Trailhead Area, North Side Concept Alternative 2, Southerly Roadway Shift
Figure 43. Typical Section H – Edgerton Street to County Road E – Alternative 1: Widen footprint to trail side

Figure 44. Typical Section H – Edgerton Street to County Road E – Alternative 2: Widening balanced east/west
Figure 45. North Side Concept – Edgerton Street to County Road E
Appendix F. North Trail Design Layout

Figure 46. Rice Street Approach
Figure 47. Vadnais Lake Causeway
Figure 48. Regional Park/School Area
Figure 49. Twin Lake Court Area
Figure 50. John Mitchell Preserve Area
Figure 51. Vadnais Lake Regional Park Trailhead Area
Figure 52. Edgerton Street to County Road E
Vadnais Boulevard
Trail Design Study

Figure 53. Edgerton Street to County Road E
November 8, 2023

Elaine Koutsoukos
Metropolitan Council
390 Robert Street North
Saint Paul, MN 55101

Subject: Vadnais Boulevard Regional Trail – Snow and Ice Removal

Ms. Koutsoukos,

The purpose of this letter is to confirm that the City of Vadnais Heights accepts full responsibility to remove ice and snow from the proposed Vadnais Boulevard Regional Trail extending from Rice Street to Koehler Road to allow for year round bicycle and pedestrian use.

Sincerely,

Jim Hauth
Public Works Director
October 9, 2023

Metropolitan Council  
390 Robert Street  
St. Paul, Minnesota 55101  
Subject: Vadnais Boulevard Regional Trail – Regional Solicitation Submittal

Dear Metropolitan Council,
I am writing on behalf of the Academy for Sciences and Agriculture (AFSA) Charter School to strongly support the Ramsey County Vadnais Boulevard Regional Trail grant for the 2024 Metropolitan Council Regional Solicitation process. This trail will enhance pedestrian safety, foster multimodal connectivity, and provide valuable transit links to the community.

This trail aligns with our community’s vision for active transportation and reduced vehicular congestion. This addition will provide our students with a safe pedestrian access along a major county road connecting inaccessible neighborhoods to the school. The completed regional trail system, showcases the community's dedication to enhancing local trail networks and the safety of children as they travel between school and their homes.

This addition would also provide a vital link between the core of Vadnais Heights and the Metro Transit bus route 62D along Rice Street, where a portion of students access our school. This strengthens public transit options and improves accessibility by bridging a current gap to the only Metro Transit fixed route bus line in the City of Vadnais Heights.

Lastly, the planned extension of the Metropolitan Council Tier 2 Regional Bicycle Trail Network along Trout Brook Regional Trail, extending to Vadnais Snail Lake Regional Park, is an exciting prospect for recreation and natural exploration. The Vadnais Boulevard Regional Trail will be an important link connecting multiple communities to the system.

We enthusiastically endorse the Ramsey County Vadnais Boulevard Regional Trail grant application, appreciating its multiple benefits for our children's safety, the community's safety, accessibility, sustainability and livability. Thank you for your consideration.

Sincerely,

Becky Meyer,  
Executive Director  
AFSA K-12
RESOLUTION
CITY OF LITTLE CANADA
RAMSEY COUNTY, MINNESOTA

RESOLUTION APPROVING RAMSEY COUNTY GRANT APPLICATION AND
COMMITMENT OF LOCAL FUNDS FOR VADNAIS BOULEVARD TRAIL
PROJECT BETWEEN RICE STREET AND COUNTY ROAD E

WHEREAS, Ramsey County did a study of trail options along Vadnais Boulevard east
of Rice Street and west of Koehler Road/County Road E; and,

WHEREAS, Ramsey County is considering the Vadnais Boulevard Trail Project to run
east of Rice Street and west of Koehler Road/County Road E; and,

WHEREAS, the project would be funded with grant funds, Ramsey County funds, City
of Little Canada funds, and the City of Vadnais Heights funds per Ramsey County’s cost
share policy; and

WHEREAS, Ramsey County intends to apply for Federal Regional Solicitation funds for
funding years 2028 and 2029.

NOW, THEREFORE BE IT RESOLVED, that the City of Little Canada:

1. Supports Ramsey County submitting for Federal Regional Solicitation Funds to
help fund the Vadnais Boulevard Trail project.

2. Commits to the local funding match required as part of the Federal Regional
Solicitation funding and Ramsey County’s Cost Share Policy.

This Resolution was declared duly passed and adopted and was signed by the Mayor and
attested to by the City Administrator this 24th day of May, 2023.

[Signature]
Thomas Fischer, Mayor

ATTEST:

[Signature]
Christopher Heineman, City Administrator
2024 Regional Solicitation Multiuse Trail Project

Project Location Map: Vadnais Boulevard (CSAH 16)/ Centerville Road (CSAH 59) Regional Trail

Ramsey County

Project Location

Existing Trail/Bike Lane

Proposed Trout Brook Regional Trail

Vadnais Lake

Little Canada

Vadnais Heights

Academy for Science & Agriculture

Twin Lake

RICE ST

VADNAIS BLVD E

EDGERTON ST

COUNTY ROAD D E

KOEHLER RD

CENTERVILLE RD

SOO ST

CENTERVILLE RD

KOEHLER RD

COUNTY ROAD D E

Ramsey County

Working with you to enhance our quality of life

Produced: October 25, 2023 by Ramsey County Public Works
Custom Geographic Profile

At-a-glance facts about residents, households, and workforce. Data are largely derived from the U.S. Census Bureau. When a data point is missing or considered unreliable, it will not display or be labeled suppressed. See information about geographic profile sources.

Selected geography: Custom selection area

Population

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<th>Decennial Census</th>
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<tr>
<td>2020</td>
<td>6,564</td>
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Age

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<td>Under 5 years</td>
<td>332</td>
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<tr>
<td>5-9 years</td>
<td>500</td>
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<tr>
<td>10-14 years</td>
<td>352</td>
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<tr>
<td>15-17 years</td>
<td>131</td>
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<tr>
<td>18-24 years</td>
<td>346</td>
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<tr>
<td>25-34 years</td>
<td>923</td>
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<tr>
<td>35-44 years</td>
<td>576</td>
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<td>45-54 years</td>
<td>740</td>
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<tr>
<td>55-64 years</td>
<td>922</td>
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<tr>
<td>65-74 years</td>
<td>582</td>
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<tr>
<td>75-84 years</td>
<td>283</td>
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<tr>
<td>Age Group</td>
<td>Count</td>
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<td>-----------</td>
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<tr>
<td>85 years and older</td>
<td>174</td>
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**Sex**

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<tr>
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<th>Count</th>
<th>Percentage</th>
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<tr>
<td>Male</td>
<td>2,655</td>
<td>45.3%</td>
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<tr>
<td>Female</td>
<td>3,207</td>
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**Race & Ethnicity**

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<tr>
<td>White</td>
<td>4,228</td>
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<tr>
<td>Of Color</td>
<td>1,381</td>
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<tr>
<td>Black or African American alone</td>
<td>561</td>
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<tr>
<td>American Indian and Alaskan Native alone</td>
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<td></td>
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<tr>
<td>Asian or Pacific Islander alone</td>
<td>433</td>
<td>7.4%</td>
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<tr>
<td>Other alone</td>
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<td>Two or more races alone</td>
<td>189</td>
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<tr>
<td>Hispanic or Latino (of any race)</td>
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**Language**

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<tr>
<td>Population (5 years and older)</td>
<td>5,530</td>
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<tr>
<td>English only</td>
<td>4,819</td>
<td>87.1%</td>
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<td>Language other than English</td>
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<tr>
<td>Speaks English less than &quot;very well&quot;</td>
<td>370</td>
<td>6.7%</td>
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**Disability**

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<td>Total population for whom disability status is determined</td>
<td>5,862</td>
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<td>Population with a disability</td>
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**Nativity**

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Residency

Residence one year ago (2017-2021)

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<td>5,836 100.0%</td>
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<td>Same residence</td>
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<td>Different residence in the U.S.</td>
<td>499 8.5%</td>
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Income & Poverty

Household income (2021 dollars) (2017-2021)

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<td>Less than $35,000</td>
<td>663 24.9%</td>
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<tr>
<td>$35,000-$49,999</td>
<td>336 12.6%</td>
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<td>$75,000-$99,999</td>
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<td>$100,000 or more</td>
<td>876 32.9%</td>
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<tr>
<td>Median household income</td>
<td>$68,494 100.0%</td>
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Poverty (2017-2021)

<table>
<thead>
<tr>
<th>Poverty Status</th>
<th>Custom Profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>All people for whom poverty status is determined</td>
<td>5,862 100.0%</td>
</tr>
<tr>
<td>With income below poverty</td>
<td>632 10.8%</td>
</tr>
<tr>
<td>With income 100-149 of poverty</td>
<td>525 9.0%</td>
</tr>
<tr>
<td>With income 150-199 of poverty</td>
<td>suppressed</td>
</tr>
<tr>
<td>With income 200 of poverty or higher</td>
<td>4,593 78.4%</td>
</tr>
<tr>
<td>17 years and younger (percent of people under age 18)</td>
<td>suppressed</td>
</tr>
<tr>
<td>18-24 (percent of people age 18-24)</td>
<td>suppressed</td>
</tr>
<tr>
<td>25-34 (percent of people age 25-34)</td>
<td>suppressed</td>
</tr>
<tr>
<td>35-44 (percent of people age 35-44)</td>
<td>suppressed</td>
</tr>
<tr>
<td>45-54 (percent of people age 45-54)</td>
<td>suppressed</td>
</tr>
<tr>
<td>55-64 (percent of people age 55-64)</td>
<td>97 10.5%</td>
</tr>
<tr>
<td>18-64 (percent of people age 18-64)</td>
<td>297 8.5%</td>
</tr>
<tr>
<td>65 years and older (percent of people age 65+)</td>
<td>129 12.4%</td>
</tr>
</tbody>
</table>

Health Coverage
### Health coverage (2017-2021)

- Total population age 65 and under for whom health insurance coverage status is determined
  - Population 65 and under without health insurance coverage
    - Custom Profile
      - 4,823
      - 82.3%
      - 201
      - 4.2%

### Housing

#### Total housing units (2017-2021)

- Total housing units
  - Custom Profile
    - 2,888
    - 100.0%

#### Owned and Rental Housing (2017-2021)

- Vacant housing units (seasonal units included)
  - Custom Profile
    - 226
    - 7.8%

- Occupied housing units
  - Average household size
    - Custom Profile
      - 0.9
      - 100.0%
  - Owner-occupied
    - Average household size
      - Custom Profile
        - 0.9
        - 100.0%
    - Renter-occupied
      - Average household size
        - Custom Profile
          - 0.9
          - 100.0%

#### Year built (2017-2021)

- 2010 or later
  - Custom Profile
    - 291
    - 10.1%
- 2000-2009
  - Custom Profile
    - 115
    - 4.0%
- 1970-1999
  - Custom Profile
    - 1,804
    - 62.5%
- 1940-1969
  - Custom Profile
    - 565
    - 19.5%
- 1939 or earlier
  - Custom Profile
    - 114
    - 3.9%

### Households (2017-2021)

- Total households
  - Custom Profile
    - 2,662
    - 100.0%

### Households by type (2017-2021)

- Family households
  - With children under 18 years
    - Custom Profile
      - 1,469
      - 55.2%
  - Married-couple family households
    - With children under 18 years
      - Custom Profile
        - 1,110
        - 41.7%
      - 375
      - 14.1%
  - Single-person family households
    - With children under 18 years
      - Custom Profile
        - 359
        - 13.5%
      - 256
      - 9.6%
  - Nonfamily households
    - Householder living alone
      - Custom Profile
        - 1,193
        - 44.8%
    - 65 years and over
      - Custom Profile
        - 1,002
        - 37.6%
      - 471
      - 17.7%
Households with one or more children under 18 years | 631 | 25.7%
Households with one or more people 65 years and over | 856 | 32.1%

**Year householder moved into unit (2017-2021)**

<table>
<thead>
<tr>
<th>Year moved</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 or later</td>
<td>1505</td>
<td>56.5%</td>
</tr>
<tr>
<td>2000-2009</td>
<td>465</td>
<td>17.4%</td>
</tr>
<tr>
<td>1990-1999</td>
<td>350</td>
<td>13.1%</td>
</tr>
<tr>
<td>1989 or earlier</td>
<td>342</td>
<td>12.9%</td>
</tr>
</tbody>
</table>

**Cost-burdened households (2017-2021)**

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>All households</td>
<td>2624</td>
<td>100.0%</td>
</tr>
<tr>
<td>Cost-burdened households</td>
<td>835</td>
<td>31.8%</td>
</tr>
<tr>
<td>Owner households</td>
<td>1752</td>
<td>100.0%</td>
</tr>
<tr>
<td>Cost-burdened owner households</td>
<td>328</td>
<td>18.7%</td>
</tr>
<tr>
<td>Renter households</td>
<td>871</td>
<td>100.0%</td>
</tr>
<tr>
<td>Cost-burdened renter households</td>
<td>507</td>
<td>58.2%</td>
</tr>
</tbody>
</table>

**Rent paid (2017-2021)**

<table>
<thead>
<tr>
<th>Description</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households paying rent</td>
<td>872</td>
<td>100.0%</td>
</tr>
<tr>
<td>Median rent paid (2021 dollars)</td>
<td>$ suppressed</td>
<td></td>
</tr>
</tbody>
</table>

**Transportation**

**Vehicles per household (2017-2021)**

<table>
<thead>
<tr>
<th>Availability</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicles suppressed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 vehicle available</td>
<td>1111</td>
<td>41.7%</td>
</tr>
<tr>
<td>2 vehicles available</td>
<td>965</td>
<td>36.3%</td>
</tr>
<tr>
<td>3 or more vehicles available</td>
<td>496</td>
<td>18.6%</td>
</tr>
</tbody>
</table>

**Transportation to work (2017-2021)**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workers (16 years and older)</td>
<td>2827</td>
<td>100.0%</td>
</tr>
<tr>
<td>Car, truck, or van (including passengers)</td>
<td>2480</td>
<td>87.7%</td>
</tr>
<tr>
<td>Public transportation suppressed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walked, biked, worked at home, or other</td>
<td>337</td>
<td>11.9%</td>
</tr>
</tbody>
</table>

**Travel time to work (2017-2021)**

<table>
<thead>
<tr>
<th>Time</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total workers age 16+ (not home based)</td>
<td>2549</td>
<td>100.0%</td>
</tr>
<tr>
<td>Less than 10 minutes suppressed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-19 minutes</td>
<td>733</td>
<td>28.7%</td>
</tr>
</tbody>
</table>
### Workforce

#### Educational attainment (2017-2021)

**Population (25 years and older)**

<table>
<thead>
<tr>
<th>Education Level</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than high school</td>
<td>283</td>
<td>6.7%</td>
</tr>
<tr>
<td>High school diploma or GED</td>
<td>1,061</td>
<td>25.3%</td>
</tr>
<tr>
<td>Some college or associate's degree</td>
<td>1,364</td>
<td>32.5%</td>
</tr>
<tr>
<td>Bachelor's Degree</td>
<td>892</td>
<td>21.2%</td>
</tr>
<tr>
<td>Graduate or professional degree</td>
<td>600</td>
<td>14.3%</td>
</tr>
<tr>
<td>High school graduate or higher</td>
<td>3,917</td>
<td>93.3%</td>
</tr>
<tr>
<td>Bachelor's degree or higher</td>
<td>1,491</td>
<td>35.5%</td>
</tr>
</tbody>
</table>

**Working Adults (2017-2021)**

<table>
<thead>
<tr>
<th>Category</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total civilian non-institutionalized population, age 18-64</td>
<td>3,508</td>
<td>100.0%</td>
</tr>
<tr>
<td>Working age adults who are employed</td>
<td>2,798</td>
<td>79.8%</td>
</tr>
<tr>
<td>Civilian labor force</td>
<td>2,965</td>
<td>100.0%</td>
</tr>
<tr>
<td>Unemployed</td>
<td>167</td>
<td>5.6%</td>
</tr>
</tbody>
</table>

**Total employed workers (LEHD) (2020)**

<table>
<thead>
<tr>
<th>Total employed workers</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2,475</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

#### Worker age (2020)

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age 29 or younger</td>
<td>583</td>
<td>23.6%</td>
</tr>
<tr>
<td>Age 30 to 54</td>
<td>1,256</td>
<td>50.7%</td>
</tr>
<tr>
<td>Age 55 or older</td>
<td>636</td>
<td>25.7%</td>
</tr>
</tbody>
</table>

#### Workers by earnings (2020)

<table>
<thead>
<tr>
<th>Earnings Range</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>$15,000 per year or less</td>
<td>475</td>
<td>19.1%</td>
</tr>
<tr>
<td>$15,001 to $39,999 per year</td>
<td>620</td>
<td>25.1%</td>
</tr>
<tr>
<td>$40,000 or more per year</td>
<td>1,382</td>
<td>55.8%</td>
</tr>
</tbody>
</table>

#### Workers by industry of employment (2020)

<table>
<thead>
<tr>
<th>Industry</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accommodation and food services</td>
<td>151</td>
<td>6.1%</td>
</tr>
<tr>
<td>Administration &amp; support, waste management, and remediation</td>
<td>suppressed</td>
<td></td>
</tr>
<tr>
<td>Agriculture, forestry, fishing and hunting</td>
<td>162</td>
<td>6.6%</td>
</tr>
<tr>
<td>Arts, entertainment, and recreation</td>
<td>38</td>
<td>1.5%</td>
</tr>
<tr>
<td>Industry</td>
<td>Estimate</td>
<td>% of Total</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td>Construction</td>
<td>108</td>
<td>4.4%</td>
</tr>
<tr>
<td>Educational services</td>
<td>68</td>
<td>2.8%</td>
</tr>
<tr>
<td>Finance and insurance</td>
<td>176</td>
<td>7.1%</td>
</tr>
<tr>
<td>Health care and social assistance</td>
<td>457</td>
<td>18.5%</td>
</tr>
<tr>
<td>Information</td>
<td>43</td>
<td>1.7%</td>
</tr>
<tr>
<td>Management of companies and enterprises</td>
<td>132</td>
<td>5.3%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>349</td>
<td>14.1%</td>
</tr>
<tr>
<td>Mining, quarrying, and oil and gas extraction</td>
<td>suppressed</td>
<td></td>
</tr>
<tr>
<td>Other services (excluding public administration)</td>
<td>98</td>
<td>4.0%</td>
</tr>
<tr>
<td>Professional, scientific, and technical services</td>
<td>195</td>
<td>7.9%</td>
</tr>
<tr>
<td>Public administration</td>
<td>suppressed</td>
<td></td>
</tr>
<tr>
<td>Real estate and rental and leasing</td>
<td>40</td>
<td>1.6%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>224</td>
<td>9.1%</td>
</tr>
<tr>
<td>Transportation and warehousing</td>
<td>68</td>
<td>2.7%</td>
</tr>
<tr>
<td>Utilities</td>
<td>suppressed</td>
<td></td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>153</td>
<td>6.2%</td>
</tr>
</tbody>
</table>

**Workers by race (2020)**

<table>
<thead>
<tr>
<th>Race</th>
<th>Estimate</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>White alone</td>
<td>1,882</td>
<td>76.1%</td>
</tr>
<tr>
<td>Black or African American alone</td>
<td>215</td>
<td>8.7%</td>
</tr>
<tr>
<td>American Indian or Alaska Native alone</td>
<td>12</td>
<td>0.5%</td>
</tr>
<tr>
<td>Asian alone</td>
<td>310</td>
<td>12.5%</td>
</tr>
<tr>
<td>Native Hawaiian or Other Pacific Islander alone</td>
<td>suppressed</td>
<td></td>
</tr>
<tr>
<td>Two or more race groups</td>
<td>55</td>
<td>2.2%</td>
</tr>
<tr>
<td>Hispanic or Latino (of any race)</td>
<td>118</td>
<td>4.8%</td>
</tr>
</tbody>
</table>

**Workers by educational attainment (2020)**

<table>
<thead>
<tr>
<th>Education</th>
<th>Estimate</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than high school</td>
<td>175</td>
<td>7.1%</td>
</tr>
<tr>
<td>High school or equivalent, no college</td>
<td>449</td>
<td>18.1%</td>
</tr>
<tr>
<td>Some college or associate degree</td>
<td>614</td>
<td>24.8%</td>
</tr>
<tr>
<td>Bachelor's degree or advanced degree</td>
<td>656</td>
<td>26.4%</td>
</tr>
</tbody>
</table>

**LEARN HOW TO USE THE BUILD YOUR OWN CUSTOM PROFILE TOOL:**

**VIEW THE VIDEO**

**READ THE GUIDE**
## Vadnais Boulevard/Centerville Road Regional Trail
### North Alignment Detailed Cost Estimate (2023$)

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Description</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total Estimated Quantities</th>
<th>Total Estimated Cost - 2022$</th>
<th>Total Estimated Cost - 2023$ (2022 x 1.06)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021.501</td>
<td>MOBILIZATION</td>
<td>LUMP SUM</td>
<td>$420,000.00</td>
<td>1</td>
<td>$420,000</td>
<td>$445,200</td>
</tr>
<tr>
<td>2021.601</td>
<td>CONSTRUCTION</td>
<td>SURVEYING LUMP SUM</td>
<td>$60,000.00</td>
<td>1</td>
<td>$60,000</td>
<td>$63,600</td>
</tr>
<tr>
<td>2031.502</td>
<td>FIELD OFFICE TYPE D</td>
<td>EACH</td>
<td>$40,000.00</td>
<td>1</td>
<td>$40,000</td>
<td>$42,400</td>
</tr>
<tr>
<td>2101.524</td>
<td>CLEARING AND GRUBBING ALLOWANCE</td>
<td>LUMP SUM</td>
<td>$25,000.00</td>
<td>1</td>
<td>$25,000</td>
<td>$26,500</td>
</tr>
<tr>
<td>2104.503</td>
<td>REMOVE SEWER PIPE/CULVERT</td>
<td>LIN FT</td>
<td>$10.00</td>
<td>500</td>
<td>$5,000</td>
<td>$5,300</td>
</tr>
<tr>
<td>2104.503</td>
<td>SAWING BIT PAVEMENT (FULL DEPTH)</td>
<td>LIN FT</td>
<td>$8.00</td>
<td>11000</td>
<td>$88,000</td>
<td>$93,280</td>
</tr>
<tr>
<td>2104.503</td>
<td>REMOVE CURB &amp; GUTTER</td>
<td>LIN FT</td>
<td>$8.00</td>
<td>200</td>
<td>$1,600</td>
<td>$1,696</td>
</tr>
<tr>
<td>2104.504</td>
<td>REMOVE PAVEMENT</td>
<td>SQ YD</td>
<td>$15.00</td>
<td>17500</td>
<td>$262,500</td>
<td>$278,250</td>
</tr>
<tr>
<td>2104.504</td>
<td>REMOVE DRIVEWAY PAVEMENT</td>
<td>SQ YD</td>
<td>$25.00</td>
<td>600</td>
<td>$15,000</td>
<td>$15,900</td>
</tr>
<tr>
<td>2104.518</td>
<td>REMOVE CONCRETE SIDEWALK</td>
<td>SQ FT</td>
<td>$3.50</td>
<td>1000</td>
<td>$3,500</td>
<td>$3,710</td>
</tr>
<tr>
<td>2104.601</td>
<td>MISCELLANEOUS REMOVALS ALLOWANCE</td>
<td>LUMP SUM</td>
<td>$25,000.00</td>
<td>1</td>
<td>$25,000</td>
<td>$26,500</td>
</tr>
<tr>
<td>2106.507</td>
<td>SELECT GRANULAR EMBANKMENT (CV)</td>
<td>CU YD</td>
<td>$35.00</td>
<td>1675</td>
<td>$58,625</td>
<td>$62,143</td>
</tr>
<tr>
<td>2106.507</td>
<td>EXCAVATION - COMMON</td>
<td>CU YD</td>
<td>$30.00</td>
<td>2000</td>
<td>$60,000</td>
<td>$63,600</td>
</tr>
<tr>
<td>2106.507</td>
<td>COMMON EMBANKMENT (CV)</td>
<td>CU YD</td>
<td>$15.00</td>
<td>4000</td>
<td>$60,000</td>
<td>$63,600</td>
</tr>
<tr>
<td>2211.507</td>
<td>AGGREGATE BASE (CV) CLASS 5</td>
<td>CU YD</td>
<td>$50.00</td>
<td>3000</td>
<td>$150,000</td>
<td>$159,000</td>
</tr>
<tr>
<td>2232.504</td>
<td>MILL BITUMINOUS SURFACE (2.0&quot;)</td>
<td>SQ YD</td>
<td>$10.00</td>
<td>12200</td>
<td>$122,000</td>
<td>$129,320</td>
</tr>
<tr>
<td>2360.509</td>
<td>TYPE SP 12.5 WEARING COURSE MIX (5;L)</td>
<td>TON</td>
<td>$95.00</td>
<td>2600</td>
<td>$247,000</td>
<td>$261,820</td>
</tr>
<tr>
<td>2360.509</td>
<td>TYPE SP 12.5 BIT PATCHING MIX (4;L)</td>
<td>SY</td>
<td>$60.00</td>
<td>200</td>
<td>$12,000</td>
<td>$12,720</td>
</tr>
<tr>
<td>2401.601</td>
<td>BRIDGE MODIFICATION ALLOWANCE</td>
<td>LUMP SUM</td>
<td>$750,000.00</td>
<td>1</td>
<td>$750,000</td>
<td>$795,000</td>
</tr>
<tr>
<td>2411.603</td>
<td>RETAINING WALL</td>
<td>SQ FT</td>
<td>$50.00</td>
<td>10000</td>
<td>$500,000</td>
<td>$530,000</td>
</tr>
<tr>
<td>2503.503</td>
<td>STORM SEWER PIPE</td>
<td>LIN FT</td>
<td>$90.00</td>
<td>10000</td>
<td>$900,000</td>
<td>$954,000</td>
</tr>
<tr>
<td>2506.502</td>
<td>STORM SEWER STRUCTURE</td>
<td>EACH</td>
<td>$4,500.00</td>
<td>50</td>
<td>$225,000</td>
<td>$238,500</td>
</tr>
<tr>
<td>2506.601</td>
<td>WATER QUALITY ALLOWANCE</td>
<td>LUMP SUM</td>
<td>$300,000.00</td>
<td>1</td>
<td>$300,000</td>
<td>$318,000</td>
</tr>
<tr>
<td>Item Code</td>
<td>Description</td>
<td>Unit</td>
<td>Quantity</td>
<td>Base</td>
<td>Adjusted</td>
<td>Total</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------------------------------</td>
<td>------------</td>
<td>----------</td>
<td>-------</td>
<td>-----------</td>
<td>-----------</td>
</tr>
<tr>
<td>2521.518</td>
<td>4” CONCRETE WALK</td>
<td>SQ FT</td>
<td>5550</td>
<td>$8.00</td>
<td>$44,400</td>
<td>$47,064</td>
</tr>
<tr>
<td>2521.518</td>
<td>6” CONCRETE WALK</td>
<td>SQ FT</td>
<td>3000</td>
<td>$12.00</td>
<td>$36,000</td>
<td>$38,160</td>
</tr>
<tr>
<td>2521.518</td>
<td>3” BITUMINOUS WALK</td>
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<td>112000</td>
<td>$4.00</td>
<td>$448,000</td>
<td>$474,880</td>
</tr>
<tr>
<td>2531.503</td>
<td>CONCRETE CURB &amp; GUTTER DESIGN B624</td>
<td>LIN FT</td>
<td>13500</td>
<td>$35.00</td>
<td>$472,500</td>
<td>$500,850</td>
</tr>
<tr>
<td>2531.504</td>
<td>6” CONCRETE DRIVEWAY</td>
<td>SQ YD</td>
<td>700</td>
<td>$90.00</td>
<td>$63,000</td>
<td>$66,780</td>
</tr>
<tr>
<td>2531.504</td>
<td>TRAIL LIGHTING ALLOWANCE</td>
<td>LUMP SUM</td>
<td>1</td>
<td>$100,000</td>
<td>$150,000</td>
<td>$159,000</td>
</tr>
<tr>
<td>2531.618</td>
<td>TRUNCATED DOMES</td>
<td>SQ FT</td>
<td>320</td>
<td>$65.00</td>
<td>$20,800</td>
<td>$22,048</td>
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<tr>
<td>2563.601</td>
<td>TRAFFIC CONTROL ALLOWANCE</td>
<td>LUMP SUM</td>
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<td>$60,000</td>
<td>$60,000</td>
<td>$63,600</td>
</tr>
<tr>
<td>2571.524</td>
<td>LANDSCAPING ALLOWANCE</td>
<td>LUMP SUM</td>
<td>1</td>
<td>$100,000</td>
<td>$100,000</td>
<td>$106,000</td>
</tr>
<tr>
<td>2573.601</td>
<td>EROSION CONTROL ALLOWANCE</td>
<td>LUMP SUM</td>
<td>1</td>
<td>$100,000</td>
<td>$100,000</td>
<td>$106,000</td>
</tr>
<tr>
<td>2574.507</td>
<td>BOULEVARD TOPSOIL BORROW</td>
<td>CU YD</td>
<td>3000</td>
<td>$35.00</td>
<td>$105,000</td>
<td>$111,300</td>
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<tr>
<td>2575.504</td>
<td>SODDING TYPE SALT TOLERANT</td>
<td>SQ YD</td>
<td>18000</td>
<td>$10.00</td>
<td>$180,000</td>
<td>$190,800</td>
</tr>
<tr>
<td>2582.501</td>
<td>SIGNING AND STRIPING ALLOWANCE</td>
<td>LUMP SUM</td>
<td>1</td>
<td>$50,000</td>
<td>$50,000</td>
<td>$53,000</td>
</tr>
<tr>
<td></td>
<td>CONTINGENCY (30%)</td>
<td>LUMP SUM</td>
<td>1</td>
<td>$1,900,000</td>
<td>$1,900,000</td>
<td>$2,014,000</td>
</tr>
<tr>
<td></td>
<td>TOTAL TRAIL CONSTRUCTION</td>
<td></td>
<td></td>
<td>$8,100,000</td>
<td>$8,543,521</td>
<td>$8,543,521</td>
</tr>
</tbody>
</table>
Vadnais Boulevard/Centerville Road Regional Trail - Multiuse Trail and Bicycle Facilities Application

Applicant: Ramsey County
Project Location: Vadnais Boulevard/Centerville Road: Rice Street to Koehler Road
Total Project Cost: $8,543,521
Requested Federal Dollars: $5,500,000
Local Match Dollars: $3,043,521

Project Description:
Construction of a 2.3 mile 10 foot wide bituminous multiuse trail and 6 foot boulevard along Vadnais Boulevard (CSAH 16)/Centerville Road (CSAH 59) extending from Rice Street to Koehler Road in the City of Vadnais Heights and the City of Little Canada, Ramsey County.

Project Benefits:
The Vadnais Boulevard/Centerville Road Regional Trail follows a Met Council Tier 2 RBTN and traverses the picturesque 1,252 acre Vadnais Snail Lakes Regional Park and East and West Vadnais Lakes. Other key connections include the future Trout Brook Regional Trail, Vadnais Heights Elementary School, the Academy for Science and Agriculture, a new Safe Routes to School trail along Koehler Road and the only Metro Transit route to serve Vadnais Heights and Little Canada along Rice Street. Bicyclists and pedestrians will enjoy a significantly improved level of safety and reduced level of stress when utilizing the new separated trail compared to the current situation where an unprotected wide shoulder must be utilized. Critical Crash Rates in the corridor have been more than two times that of other similar roadways over the most recent 10 year period.
Segment: Vadnais Boulevard: Rice Street to Koehler Road
Period: 2013-2022 (10 yrs)
By Segment
89 Crashes (by severity)
• 1 K (Fatal)
• 3 A (Serious Injury)
• 8 B (Minor Injury)
• 13 C (Possible Injury)
• 64 PDO (Property Damage Only)

89 Crashes (by type)
• 1 Pedestrian
• 3 Bike
• 23 Single Vehicle Run Off Road
• 2 Single Vehicle Other
• 4 Sideswipe Same Direction
• 2 Sideswipe Opposing
• 21 Rear End
• 5 Head On
• 10 Left Turn
• 11 Angle
• 7 Other
**Basic segment crash performance**

<table>
<thead>
<tr>
<th>Input Analysis Period (in years)</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Input # of Fatal Crashes on Segment (Not # of Persons Killed)</td>
<td>1</td>
</tr>
<tr>
<td>Input # of 'A' Severity Crashes on Segment</td>
<td>3</td>
</tr>
<tr>
<td>Input # of 'B' Severity Crashes on Segment</td>
<td>8</td>
</tr>
<tr>
<td>Input # of 'C' Severity Crashes on Segment</td>
<td>13</td>
</tr>
<tr>
<td>Input # of Property Damage Crashes on Segment</td>
<td>64</td>
</tr>
<tr>
<td>Input Segment Length (in miles)</td>
<td>2.2</td>
</tr>
<tr>
<td>Input Average Daily Traffic for Segment</td>
<td>3500</td>
</tr>
</tbody>
</table>

Calculate

- Segment Crash Rate = 3.17 crashes per million vehicle-miles
- Segment Severity Rate = 4.66
- Segment Crash Density = 4 crashes per mile per year

<table>
<thead>
<tr>
<th>Critical Rate</th>
<th>Crash Rate</th>
<th>K</th>
<th>m</th>
<th>AADT</th>
<th>Length</th>
<th>Period (yrs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.47</td>
<td>1.8</td>
<td>2.576</td>
<td>28.105</td>
<td>3500</td>
<td>2.2</td>
<td>10</td>
</tr>
</tbody>
</table>
By Intersection
Rice St. (CSAH 49) & Vadnais Blvd. (CSAH 16)

26 Crashes (by severity)
- 2 B (Minor Injury)
- 2 C (Possible Injury)
- 22 PDO (Property Damage Only)

26 Crashes (by type)
- 1 Bike
- 1 Single Vehicle Run-off Rd
- 1 Sideswipe Same Direction
- 14 Rear End
- 1 Head on
- 2 Left Turn
- 2 Angle
- 4 Other

*Intersection Configuration changed in 2019-2020
All other intersections have three or less crashes*
4 Crashes (by severity)
• 1 Fatal
• 2 Possible Injury
• 1 PDO (Property Damage Only)

4 Crashes (by type)
• 1 Single Vehicle Other
• 1 Sideswipe Opposing
• 2 Angle

32 Crashes (by severity)
• 1 A (Serious Injury)
• 5 B (Minor Injury)
• 6 C (Possible Injury)
• 20 PDO (Property Damage Only)

32 Crashes (by type)
• 1 Pedestrian
• 2 Bike
• 4 Single Vehicle Run-off Rd
• 1 Sideswipe Same Direction
• 1 Sideswipe Opposing
• 6 Rear End

All other intersections have three or less crashes
### Rice St. (CSA9 49) & Vadnais Blvd. (CSA9 16)

**Basic intersection crash performance**

<table>
<thead>
<tr>
<th>Input Analysis Period (in years)</th>
<th>Input # of Fatal Crashes at Intersection</th>
<th>Input # of A Severity Crashes at Intersection</th>
<th>Input # of B Severity Crashes at Intersection</th>
<th>Input # of C Severity Crashes at Intersection</th>
<th>Input # of Property Damage Crashes at Intersection</th>
<th>Input Average # of Vehicles Entering Intersection Daily</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>22</td>
<td>17500</td>
</tr>
</tbody>
</table>

*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50.*

**Calculate**

**Intersection Crash Rate** = \[\frac{0.41}{1000}\] per million entering vehicles

**Intersection Crash Severity** = 0.5

**Intersection Crash Density** = 2.6 crashes per year

CCR = 1.6

<table>
<thead>
<tr>
<th>Critical Rate</th>
<th>Crash Rate</th>
<th>K</th>
<th>m</th>
<th>AADT</th>
<th>Period (yrs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.60</td>
<td>1.4</td>
<td>1.282</td>
<td>63.875</td>
<td>17500</td>
<td>10</td>
</tr>
</tbody>
</table>

### Vadnais Blvd. (CSA9 16)/Centerville Rd (CSA9 59) & Edgerton St. (CSA9 58)

**Basic intersection crash performance**

<table>
<thead>
<tr>
<th>Input Analysis Period (in years)</th>
<th>Input # of Fatal Crashes at Intersection</th>
<th>Input # of A Severity Crashes at Intersection</th>
<th>Input # of B Severity Crashes at Intersection</th>
<th>Input # of C Severity Crashes at Intersection</th>
<th>Input # of Property Damage Crashes at Intersection</th>
<th>Input Average # of Vehicles Entering Intersection Daily</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>7200</td>
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</table>

*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50.*

**Calculate**

**Intersection Crash Rate** = \[\frac{0.15}{1000}\] per million entering vehicles

**Intersection Crash Severity** = 0.5

**Intersection Crash Density** = 2.6 crashes per year

CCR = 0.41

### Centerville Rd (CSA9 59) & Koehler Rd. (CSA9 14)/County Rd. E (CSA9 15)

**Basic intersection crash performance**

<table>
<thead>
<tr>
<th>Input Analysis Period (in years)</th>
<th>Input # of Fatal Crashes at Intersection</th>
<th>Input # of A Severity Crashes at Intersection</th>
<th>Input # of B Severity Crashes at Intersection</th>
<th>Input # of C Severity Crashes at Intersection</th>
<th>Input # of Property Damage Crashes at Intersection</th>
<th>Input Average # of Vehicles Entering Intersection Daily</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>1</td>
<td>1</td>
<td>5</td>
<td>6</td>
<td>20</td>
<td>9700</td>
</tr>
</tbody>
</table>

*Average number of vehicles entering intersection can be calculated by adding ADTs for all of the intersection legs, and then dividing that by 2. This assumes that directional split of the roadway for the average day is 50/50.*

**Calculate**

**Intersection Crash Rate** = \[\frac{0.9}{1000}\] per million entering vehicles

**Intersection Crash Severity** = 1.44

**Intersection Crash Density** = 3.2 crashes per year

CCR = 0.87

<table>
<thead>
<tr>
<th>Critical Rate</th>
<th>Crash Rate</th>
<th>K</th>
<th>m</th>
<th>AADT</th>
<th>Period (yrs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.87</td>
<td>0.54</td>
<td>2.576</td>
<td>35.405</td>
<td>9700</td>
<td>10</td>
</tr>
</tbody>
</table>

---

*All other intersections have three or less crashes*
October 9th, 2023

Metropolitan Council
390 Robert Street
St. Paul, Minnesota 55101

Subject: Vadnais Boulevard Regional Trail – Regional Solicitation Submittal

Dear Metropolitan Council,

I am writing on behalf of Vadnais Heights Elementary School (White Bear Lake Area Schools - ISD 624) to strongly support the Ramsey County Vadnais Boulevard Regional Trail grant for the 2024 Metropolitan Council Regional Solicitation process. This trail will enhance pedestrian safety, foster multimodal connectivity, and provide valuable transit links to the community.

This trail aligns with our community's vision for active transportation and reduced vehicular congestion. This addition will provide our students with safe pedestrian access along a major county road connecting inaccessible neighborhoods to the school. The completed regional trail system showcases the communities’ dedication to enhancing local trail networks and the safety of children as they travel between school and their homes.

This addition would also provide a vital link between the core of Vadnais Heights and the Metro Transit bus route 62D, which strengthens public transit options and improves accessibility by bridging a current gap to the only Metro Transit fixed route bus line in the City of Vadnais Heights.

Lastly, the planned extension of the Metropolitan Council Tier 2 Regional Bicycle Trail Network along Trout Brook Regional Trail, extending to Vadnais Snail Lake Regional Park, is an exciting prospect for recreation and natural exploration. The Vadnais Boulevard Regional Trail will be an important link connecting multiple communities to the system.

We enthusiastically endorse the Ramsey County Vadnais Boulevard Regional Trail grant application, appreciating its multiple benefits for our children's safety, the communities' safety, accessibility, sustainability, and livability. Thank you for your consideration.

Sincerely,

Sara A. Svir

Sara Svir, Principal
Vadnais Heights Elementary
RESOLUTION NO. #23-07-76

RESOLUTION APPROVING RAMSEY COUNTY GRANT APPLICATION AND COMMITMENT OF LOCAL FUNDS FOR VADNAIS BOULEVARD TRAIL PROJECT BETWEEN RICE STREET AND KOEHLER ROAD/COUNTY ROAD E

WHEREAS, Ramsey County did a study of trail options along Vadnais Boulevard east of Rice Street and west of Koehler Road

WHEREAS, Ramsey County is considering the Vadnais Boulevard Trail Project to run east of Rice Street and west of Koehler Road/County Road E

WHEREAS, the project would be funded with grant funds, Ramsey County funds, City of Vadnais Heights funds and City of Little Canada funds per Ramsey County’s cost share policy; and

WHEREAS, Ramsey County intends to apply for Federal Regional Solicitation funds for funding years 2028 and 2029

NOW, THEREFORE BE IT RESOLVED, that the City of Vadnais Heights:

1. Supports Ramsey County submitting for Federal Regional Solicitation Funds to help fund the Vadnais Boulevard Trail project.

2. Commits to the local funding match required as part of the Federal Regional Solicitation funding and Ramsey County’s Cost Share Policy.

This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 2 day of May, 2023.

Attest: 

Mike Krachmer, Mayor

Kevin Watson, City Administrator

(SEAL)