Application

19838 - 2024 Roadway Modernization
20034 - CSAH 30 (93rd Ave) Reconstruction Project
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/06/2023 11:37 AM

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 (City) | Minnesota (State/Province) | 55340 (Postal Code/Zip)

County: Hennepin
Phone:* 763-745-7600 Ext.

Fax:
PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name CSAH 30 (93rd Ave) Reconstruction Project
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Brooklyn Park, Maple Grove, & Osseo
Jurisdictional Agency (If Different than the Applicant): Not Applicable

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

The proposed project includes the reconstruction of CSAH 30 (93rd Ave) from Wellington Ln to N Oaks Dr in the cities of Brooklyn Park, Maple Grove, and Osseo. CSAH 30 (93rd Ave) is classified as an A-Minor Reliever. Attachment 02 provides an illustration of the project location.

The project objectives are to improve accessibility, mobility, and safety for people who walk, roll, bike, and drive along the corridor, as well as provide multimodal connections to the future 93rd Ave Blue Line Station. Photos illustrating the roadway's existing condition are included in Attachment 03.

The Hennepin County Bottineau Community Works program collaborated with cities to identify and reach 60% engineering for 10 projects (selected from a list of 450 candidates). A multi-use trail along the CSAH 30 (93rd Ave) corridor between Jefferson Highway and CSAH 103 (W Broadway) was selected as a top project due to its proximity and its ability to enhance first and last mile connections to the future 93rd Ave Blue Line Transit Station.

This project will include, but is not limited to, the following elements. The specific types of improvements and locations will be determined as part of the design process and based on additional community input, data analysis, and environmental review. Attachment 04 includes the potential typical sections and Attachment 05 includes the potential concept for this project.

-Roadway improvements; including the replacement of deteriorated pavement, pavement substructure, and curb and gutter; as well as the installation of new storm water infrastructure.

-Safety improvements; such as off-street multiuse trail facilities to separate vulnerable roadway users from people driving, enhanced pedestrian crossings (where feasible), and the introduction of turn lanes, including a three lane section between Jefferson Hwy and 4th Ave NE.

-Pedestrian improvements; such as ADA compliant ramps and sidewalks (free of obstructions), high visibility crosswalk markings, and multiuse trail facilities on both sides of the roadway (contingent on the design process) with ample boulevard space to separate people walking from people driving.

-Bicycle improvements; such as the introduction of a multiuse trail facility along the north and south sides of the roadway (contingent on the design process).

-Streetscaping improvements; such as the introduction of boulevard space.

(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 30 (93rd Ave) from Wellington Ln to N Oaks Dr in Brooklyn Park, Maple Grove, and Osseo.

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)

1.23

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)	Not Applicable
Federal Amount	$7,000,000.00
Match Amount *Minimum of 20% of project total*	$5,190,000.00
Project Total *For transit projects, the total cost for the application is total cost minus fare revenues.*	$12,190,000.00
Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	42.58%
Source of Match Funds *A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*	Hennepin County
Preferred Program Year	
Select one: *Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.*	2029
Additional Program Years: *Select all years that are feasible if funding in an earlier year becomes available.*	

Project Information-Roadways

NOTE: If your project has already been assigned a State Aid Project # (SAP or SP), please Indicate SAP# here

SAP#:

County, City, or Lead Agency	Hennepin County
Functional Class of Road	A-Minor Reliever
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	30
Name of Road *Example; 1st ST., MAIN AVE*	93rd Ave
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: **Road System**	Local Street
Road/Route No. *i.e., 53 for CSAH 53*	
Name of Road *Example; 1st ST., MAIN AVE*	Wellington Ln
To: **Road System** *DO NOT INCLUDE LEGAL DESCRIPTION*	Local Street
Road/Route No. *i.e., 53 for CSAH 53*	
Name of Road *Example; 1st ST., MAIN AVE*	N Oaks Dr
In the City/Cities of: *(List all cities within project limits)*	Brooklyn Park, Maple Grove, and Osseo
OR:	
At: **Road System** *(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)*	
Road/Route No. *i.e., 53 for CSAH 53*	
Name of Road *Example; 1st ST., MAIN AVE*	
In the City/Cities of: *(List all cities within project limits)*	
PROJECT LENGTH	
Miles *(nearest 0.1 miles)*	1.2
Primary Types of Work (check all the apply)	
New Construction	

Reconstruction	Yes
Resurfacing	
Bituminous Pavement	Yes
Concrete Pavement	
Roundabout	
New Bridge	
Bridge Replacement	
Bridge Rehab	
New Signal	
Signal Replacement/Revision	Yes
Bike Trail	
Other (do not include incidental items)	Multiuse Trail, Streetscaping, Curb & Gutter, ADA, Storm Sewer
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
OTHER INFORMATION:	
Zip Code where Majority of Work is Being Performed	55369
Approximate Begin Construction Date	05/01/2029
Approximate End Construction Date	10/31/2030
Miles of Trail (nearest 0.1 miles)	2.5
Miles of Sidewalk (nearest 0.1 miles)	0
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	2.5
Is this a new trail?	Yes

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

The project will result in a state of good repair for the corridor. Roadway reconfiguration east of Jefferson Hwy will mitigate congestion and improve safety. Facilities will support biking, walking and rolling.

B)Safety and security (p 2.5-2.9)

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

The project will result in safer outcomes for all users. Widening the shared use facility on the south side of CSAH 30 (93rd Ave) will safely integrate people walking, rolling and biking. Reconfigured lanes to include a center turn lane will slow vehicle traffic and reduce turning related conflicts.

C)Access to destinations (p 2.10-2.25)

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

93rd Avenue is an A-minor Reliever that serves multiple modes. The project will enhance multimodal access to a high number of residential, recreational and commercial destinations. The corridor is a tier 2 corridor on the RBTN that provides key access to multiple schools within the project area, particularly for vulnerable users.

D)Competitive economy (p 2.26-2.29)

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

The project provides modal improvements for all modes which will enhance the safe integration of all modes which serve the surrounding commercial and residential destinations. The project is near several freight corridors, including TH 610, County Road 81 and TH 169.

E)Healthy and equitable communities (p 2.30-2.34)

Objectives A, B, C & D; Strategies E1, E2, E3, E4, E5, E6 & E7

The project will enhance non-motorized travel across the corridor. The addition of boulevards will add green space to improve livability. The project is east of the planned 93rd Avenue LRT Station and fills a gap to connect people biking and walking to future transit.

F)Leveraging transportation investments to guide land use (p 2.35-2.41)

Objectives A & C; Strategies F1, F2, F3, F5, F6, F7

The project supports a Complete Streets design that befits the built environment. Improved bicycle and pedestrian facilities will enhance connections to related land use, such as parks, recreation and schools.

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 2040 Transportation Plan (pages 2-11 - 2-18)

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/2040-comprehensive-plan/2040-comprehensive-plan-full.pdf

2) Hennepin County Climate Action Plan (pages 50-54)

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

3) Hennepin County Complete and Green Streets Policy (pages 10-11)

URL: hennepin.us/-/media/hennepinus/your-government/projects-initiatives/complete-streets/Complete-and-Green-Streets-Policy_Oct2023.pdf

4) Hennepin County Pedestrian Plan (page 8)

URL: hennepin.us/-/media/hennepinus/residents/transportation/documents/pedestrian-plan.pdf

5) Hennepin County Bike Plan (page 36)

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

6) Brooklyn Park Comprehensive Plan (pages 5-23 (131 of 1896) and 5-53 (161 of 1896))

URL: brooklynpark.org/wp-content/uploads/2022/04/2040-Comprehensive-Plan_WithAppendices.pdf

7) Osseo Comprehensive Plan (pages 100, 112-115)

URL: discoverosseo.com/files/5715/1086/8145/Osseo_Comprehensive_Plan_revisions_DRAFT4.pdf

8) Bottineau Community Works - Blue Line Extension Planning for Community Connections (Attachment 06)

9) Hennepin County - 2024 Transportation Work Plan (Attachment 07)

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 2024 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 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

(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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 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

Roadways Including Multimodal Elements

1. All roadway 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

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

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

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

Bridge Rehabilitation/Replacement projects only:

5. The length of the in-place structure is 20 feet or longer.

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

6. The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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 David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) 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.

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$481,000.00
Removals (approx. 5% of total cost)	$401,000.00
Roadway (grading, borrow, etc.)	$865,280.00
Roadway (aggregates and paving)	$1,761,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$1,283,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$445,550.00
Traffic Control	$481,000.00
Striping	$82,000.00
Signing	$54,360.00
Lighting	$480,000.00
Turf - Erosion & Landscaping	$641,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$410,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$2,214,550.00
Other Roadway Elements	$0.00
Totals	**$9,599,740.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$862,500.00
Sidewalk Construction	$102,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$240,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$107,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$641,000.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$597,760.00
Other Bicycle and Pedestrian Elements	$40,000.00
Totals	**$2,590,260.00**

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

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:

Based on a planning level review of the proposed scope of work, the following project elements appear to be eligible for the PROTECT Program: Storm Sewer, Landscaping, and Streetscaping (within the Bicycle and Pedestrian Elements)

Totals

Total Cost	$12,190,000.00
Construction Cost Total	$12,190,000.00
Transit Operating Cost Total	$0.00

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

Existing Employment within 1 Mile:	16409
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	8361
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1699390875573_2024 RS Map 02 - CSAH 030 (93rd Ave) - 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 30 between Jefferson Hwy and E of N Oaks Drive (Seq ID 42694)
Current AADT Volume	8600
Existing Transit Routes on the Project	N/A

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

Upload Transit Connections Map 1699391282470_2024 RS Map 04 - CSAH 030 (93rd Ave) - Transit Connections.pdf

Please upload attachment in PDF form

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	11180.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

Measure A: 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 were 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 of 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 will guide engagement activities?

Response:

Within 0.5 miles of the project corridor, 16% of the population are Black, Indigenous or people of color (BIPOC) and 13% of the population have a disability of any kind. In addition, 13% of the population is under 18 years old and 25% of the population is over 65. 13% of the population within 0.5 miles of the project area has a household income under 200% of the federal poverty level. These demographic profiles are from the 2017 - 2021 5-year ACS estimates.

While formal public engagement for this project has not yet commenced for this project, engagement for this area has been conducted through early efforts completed in partnership with Metro Transit as part of the Blue Line Extension project. Early scoping efforts identified the need for an off-street facility along the CSAH 30 (93rd Ave). Public engagement also occurred through the creation of the 2040 comprehensive plans for the Cities of Brooklyn Park and Osseo, both of which identified a future off-street bikeway for CSAH 30 (93rd Ave). The City of Osseo in particular has identified several additional safety and complete streets priorities in their comprehensive plan through the project area. This is particularly important as the corridor has a significant portion of older adults who may not drive and who would benefit significantly from a cohesive multimodal connection to future light rail service.

Engagement will begin early in the project development process, and the county will seek input from residents during the design stage if the project is awarded. The county will also develop an engagement plan in coordination with the Cities of Osseo, Maple Grove and Brooklyn Park to identify appropriate strategies to facilitate community input, particularly from BIPOC residents, youth, older adults and other disadvantaged communities. Historically, public engagement in county-led projects have utilized strategies including, but not limited to, a project website, open houses, focus groups, paper and virtual surveys, and physical signage to ensure that disadvantaged and underrepresented populations are reached. Staff from communication services will be included in the engagement team to ensure that all materials are following best practices for simple and clear language.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project?s 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:

The proposed project will provide direct benefit to disadvantaged populations including low-income households, BIPOC populations, persons with disabilities, youth and older adults through the introduction of complete streets elements. Attachment 08 provides an overview of key community resources as well as census tracts with high scores of the CDC Social Vulnerability Index (SVI), a resource that uses census data to measure resilience to natural or human-caused disasters. A significant portion of the southern portion of the project corridor is identified as having a high SVI score, indicating the community has a potentially higher number of users who walk, bike, or utilize public transit.

Currently, CSAH 30 (93rd Ave) does not provide a safe or comfortable experience for people biking. While a paved shoulder exists on both sides of the roadway, the width is variable and can be less than four feet in some sections. The proposed project will introduce a dedicated bicycle facility to accommodate users of all ages and abilities, creating a connection to regional facilities as well as filling a bikeway gap for a complete connection over TH 169. This provides direct benefit to low-income households, BIPOC populations, youth, and others who may have limited access to a vehicle to access daily needs.

The proposed project will greatly improve safety for those walking and rolling through the construction of multimodal facilities on both sides of the roadway. People walking on the north side of the corridor between Wellington Ln and Decatur Dr must cross to access a sidewalk. As feasible, crossing enhancements such as curb extensions, pedestrian refuges and high visibility crosswalks will be implemented to improve pedestrian safety and mobility. This will provide a direct benefit and expand modal choices for students enrolled at the Osseo Middle School and Osseo High School.

This project will also leverage other county investments and promote network cohesion. There is a planned Blue Line Extension station at CSAH 30 (93rd Ave) and CSAH 103 (West Broadway Ave), less than a mile to the east of the project. The project will improve first and last mile connections for all modes, providing a direct benefit to disadvantaged communities who are reliant on transit as their primary means of transportation.

Increased noise and impacts to the roadway and sidewalks are anticipated during construction. The contractor will be required to follow temporary traffic control plans which specify detour routes for all people traveling through the corridor. Access to adjacent buildings will be critical, and staff will seek our opportunities to ensure that nearby businesses and services are not negatively impacted during construction.

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

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:

While there are not any subsidized housing developments located within 0.5 miles of the project area, the project fills gaps in the regional multimodal system to ensure a range of modal options for residents of subsidized housing. Attachment 09 provides a map and full detail summary of affordable housing in a wider geographic context; including unit sizes and affordability limits based on area median incomes. As identified in the Met Council generated Socio-Economic Conditions map, 78 subsidized units exist in census tracts within 0.5 miles of the project.

Several affordable housing developments are located along CSAH 109 (85th Ave N) in Maple Grove serving a variety of populations. The largest of which, Arbor Lake Commons, provides 49 units of subsidized housing for seniors and people with disabilities. As identified in the 2017 - 2021 5-Year American Community Survey estimates, the 48% of occupied housing units in the City of Osseo are renter occupied, and median rents are approximately 15% lower than the average for Hennepin County. This indicates a supply of naturally occurring affordable housing and residents who would benefit from complete streets improvements and new modal options.

The proposed project will benefit residents of affordable housing through the construction of multi-use facilities on both sides of the roadway, closing a gap in the sidewalk network and providing safe and comfortable options for people walking, rolling, and people biking. Currently, people walking and rolling are forced to frequently cross CSAH 30 (93rd Ave) and there are no dedicated facilities for people biking. In addition, the proposed project will promote cohesion in the multimodal network as there are existing facilities on both sides of the proposed project, including facilities that serve as a crossing for TH 169 to the east and connections to the Medicine Lake Regional Trail to the west.

The project will also provide important first and last mile connections to the future Blue Line extension, which has a planned station less than one mile to the east along CSAH 30 (93rd Ave). Particularly for residents of naturally occurring affordable housing in Osseo, the proposed project will provide alternative transportation options which can help reduce reliance on car ownership. In addition, the proposed project will create safe, multimodal connections to several schools, the Osseo Library and City Hall, as well as several parks and places of worship. Key destinations for residents of affordable housing are outlined in Attachment 08.

(Limit 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): Yes

Upload the ?Socio-Economic Conditions? map used for this measure.	1701192616065_2024 RS Map 03 - CSAH 030 (93rd Ave) - Socio Economic Conditions.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1995	0.06	119.7	97.317
1951	1.12	2185.12	1776.52
2014	0.05	100.7	81.87
	1	**2406**	**1956**

Total Project Length

Total Project Length (as entered in "Project Information" form)	1.23

Average Construction Year

Weighted Year	1955

Total Segment Length (Miles)

Total Segment Length	1.23

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

93rd Ave includes a rural design that presents the following challenging conditions for freight vehicles- citing a StreetLight analysis that estimates 485 daily commercial vehicles (Attachment 10).

- Shoulders that are reduced (or eliminated) for bypass/turn lanes

- Signal system that lacks exclusive left-turn phasing for EB/WB vehicles

- Closely spaced side streets - resulting in mainline delays

The project is anticipated to improve mobility by replacing & upgrading the signal to include flexible left-turn operations, introducing a 3-lane east of Jefferson Hwy to provide space for turning vehicles, and providing off-road facilities to eliminate conflicts with people walking and biking.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response:

Although the 93rd Ave/Jefferson Hwy intersection is signalized, a channelized island limits sight lines for WB right-turning vehicles. Also, 93rd Ave experiences high pedestrian crossing with the nearby Osseo Schools, however, minimal complete streets features exist with the exception of a raised median at Revere Ln.

This project is anticipated to upgrade 93rd Ave to an urban design with curb to more clearly define the roadway edge. Also, the 93rd Ave/Jefferson Hwy intersection will be redesigned to reduce rear-end crashes involving westbound vehicles. In addition, the construction of new off-road facilities will promote predictability in terms of where people will be walking and biking.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics: Yes

Response:

The existing land use surrounding 93rd Ave is primarily residential with some mixed commercial/industrial uses. An upgrade to an urban design, with multimodal accommodations, will better serve transportation users through the following:

- Improved ability to manage vehicle speeds along 93rd Ave

- More comfortable experiences for people crossing 93rd Ave, including enhancements via proven safety countermeasures

- More comfortable experiences for people walking and biking along 93rd Ave, including boulevard space for snow storage and signs

- Improved access for people driving to/from the local street system

(Limit 700 characters; approximately 100 words)

Access management enhancements: Yes

Response:

The potential for rear-end, left-turn, and right-angle crashes is relatively high along 93rd Ave as approximately 59 access points exist (including 39 driveways and 20 local streets).

It's unlikely that significant access management strategies will be deployed, as they would drastically impact property owners. However, the following best practices will be evaluated as part of project development:

- 3-lane section east of Jefferson Hwy to facilitate turning movements

- Upgrading of the 93rd Ave/Jefferson Hwy signal to include flexible left-turn operations

- Improved definement between driveways and the roadway edge

- Increased pedestrian sight distance at key crossing locations

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements: Yes

Response:

The 93rd Ave/TH 169 interchange, located at the east terminus of this project, was reconstructed in 2014 and included significant changes to both the vertical and horizontal alignment of 93rd Ave. This 93rd Ave Reconstruction Project presents an opportunity shift the roadway alignment to the north to promote more natural transitions for people driving to/from the nearby TH 169 interchange.

Additionally, in an effort to promote traffic calming near Osseo Middle and High Schools, the roadway's horizontal alignment will be leveraged as a tool for managing vehicle speeds. This is especially key at crossing locations that experiences high activity during arrival and dismissal periods.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation: Yes

Response:

A number of locations along 93rd Ave, especially west of Revere Ln, have been identified by MetCouncil's Localized Flood Map Screening Tool as areas susceptible for flooding.

Staff will collaborate with the cities and the West Mississippi River WMC to explore BMPs for improving water quality and withstand desired flood events. The project is anticipated to upgrade 93rd Ave to an urban design - leveraging curb and stormwater utilities to collect and manage water. Green space will be optimized whenever possible through boulevards and medians to reduce impervious surfaces. Additionally, mature trees within county ROW will be preserved as feasible.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades: Yes

Response:

The signal at 93rd Ave/Jefferson Ave, installed circa 1990, is nearing the end of its useful life. The signal will be replaced and upgraded to the county's standard in terms of steel design. In addition, flexible left-turn operations will be added for eastbound/westbound traffic to promote time-of-day operations.

Lighting along 93rd Ave is limited to antiquated wood poles at select locations. Proposed lighting conditions will be discussed with cities as part of project development - with specific attention to locations that experience high pedestrian crossing activity.

Additionally, crossing beacons will be considered as part of project development to promote high pedestrian visibility.

(Limit 700 characters; approximately 100 words)

Other Improvements Yes

Response:

This project presents an opportunity to promote first/last mile connections to the planned Blue Line LRT station at the nearby 93rd Ave/W Broadway Ave intersection - located approximately 1 mile to the east.

Proven complete streets design strategies (medians, curb extensions, and beacons) will be considered at key crossing locations to minimize any barrier effect. Also, it's anticipated that continuous accommodations for people biking will be considered to promote use by All Ages and Abilities. Lastly, the upgrade to an urban design will better suit the surrounding land uses.

(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 without the Project:	Total Peak Hour Delay by the Project:	Total Peak hour Delay Reduced by project	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports

16.0	16.0	0	1422	1422	0	0	0	N/A	1701804161892_CSAH30 (93rd Ave) - Synchro Report for Congestion Reduction.pdf
						0			

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	Total Peak Hour Delay Reduced	Delay Reduced Total
0	0	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):
2.96	2.96	0
3	**3**	**0**

Total

Total Emissions Reduced: 0

Upload Synchro Report 1701804438633_CSAH 30 (93rd Ave) - Synchro Report for Emission Reduction.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:

Attachment 11 includes a listing of the reported crashes along the project corridor during the 2020-2022 timeframe. Attachment 12 includes CMFs referenced as part of the B/C Analysis.

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

01) Add primary signal heads: All Crashes (CMF 01414, 28%)

02) Add two-way-left-turn-lane (TWLTL) on 2-lane roadway: All Crashes (CMF 02338, 31.4%)

03) FYA protected/permitted left-turn phasing: LT Crashes (CMF 07684, 40.2%)

04) Construct multi-use facility: Bike Crashes (CMF 09250, 25%)

05) Resurface pavement: RE, SS, LT, RA, OR, & HO Crashes (CMF 09300, 14.7%)

06) Introduce streetscaping via urban design: All Crashes (NCHRP Report 612, 5%)

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

The Benefit/Cost Analysis evaluated the project corridor in five different sections (comprised of major intersections and segments) to target crash themes. Up to two (of the six 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.

The expected service life for each improvement was entered as 20 years in the Benefit/Cost Worksheets based on the service life information included in the 2024 Highway Safety Improvement Program guidelines.

The overall crash reduction expected from the project is 33% (based on a 67% crash modification factor). Approximately 33% (2 crashes) of the total number of reported crashes from the years 2020 to 2022 will be reduced annually through the implementation of proven safety countermeasures as part of this project.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$1,664,030.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	21
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	7
Worksheet Attachment	1700758651612_030_Benefit_Cost_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 B: 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 doesn?t 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 roadway?s 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.

Response:

CSAH 30 (93rd Ave) is generally a 2-lane undivided roadway. The corridor includes a rural design, lacking curb/gutter to define the roadway edge. This reconstruction project presents an opportunity to upgrade the corridor to an urban design that better suits the surrounding land uses and incorporates complete streets best practices for people walking along and across CSAH 30 (93rd Ave).

Signalized intersections

The project is anticipated to replace the one existing signalized intersection (at Jefferson Hwy) within the project area. This intersection was originally constructed prior to the existence of TH 169, therefore, it's current design prioritizes people driving - most notably with the presence of a channelized right-turn island for westbound right-turning vehicles. At this time of application submittal, the following proven design strategies are anticipated to be considered as part of the project development process:

- Redesign of the northeast quadrant to promote traffic calming and high-yielding rates involving by people driving

- Use of protected/permissive left-turn phasing, countdown timers, and APS to promote safe and comfortable crossings from a signal technology standpoint

- Exploration of gateway treatments (i.e. compact radii and streetscaping) to raise awareness of the Downtown Osseo area for people travelling southbound

Unsignalized intersections

The project is anticipated to redesign each of the 16 unsignalized intersections to advance complete streets best practices. Although contingent on the project development process, the planning level concept identifies approximately 1 raised median, 3 high-visibility crosswalk markings, and 2 crossing beacons (such as RRFBs) that may be feasible at unsignalized intersections. In addition, crossing distances at intersections without left-turn lanes are anticipated to be reduced by approximately 10' (from 36' to 26'). The Revere Ln intersection, which currently operates as an All-Way Stop, will be evaluated to determine the recommended control device. In addition, upgraded lighting conditions (from wood utility poles to current standard) will be considered to promote user safety and security.

Roundabout intersections

Although contingent on the project development process, no roundabouts are anticipated.

Midblock locations

The proposed project will aim to encourage pedestrian crossings at intersections; however, mid-block crossings are not anticipated to be prohibited via the barriers. The anticipated introduction of off-road facilities along both sides will reduce unnecessary crossings. In addition, specific consideration will be given to the school crossing routes for Osseo Middle and High Schools that generate significant crossing activity during arrival and dismissal periods.

(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, it's not anticipated that alternative intersections control devices may be selected at locations currently operating under signalized control (Jefferson Hwy).

(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: Yes

If yes,
? How many intersections will likely be affected?

Response: 6

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

Response:

Although contingent on the project development process, the planning level concept suggests the following changes to pedestrian crossing distances along the project corridor:

Non-signalized intersections (16 intersections)

- West segment involving approximately 9 intersections (from Wellington Ln to Jefferson Hwy): Reduction of approximately 10' (from 36' to 26')

- East segment involving approximately 6 intersections (from Jefferson Hwy to N Oaks Dr): Increase of approximately 5' (from 32' to 37') that's attributable to the 2-lane to 3-lane conversion. The project development process will explore strategies to mitigate negative impacts to people walking, such as: constructing off-road facilities along both sides to minimize crossing demand, raised median construction at T-intersections to provide refuge (such as 1st Ave NE, 4th Ave NE, and 6th Ave NE), and streetscaping to promote traffic calming.

Signalized intersections (1 intersection - at Jefferson Hwy): Crossing distances are anticipated to remain generally the same at approximately 36'.

(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 doesn?t 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 30 (93rd Ave) Reconstruction 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 30 (93rd Ave) Reconstruction Project.

Also, in recognition of the crossing activity generated by Osseo Middle and High Schools, the project development process will be leveraged for determining appropriate locations for enhanced pedestrian crossings to maximize their effectiveness in terms of vehicle yielding rates, and minimize pedestrian crossings at unenhanced locations.

Furthermore, the construction of off-road facilities along both sides of CSAH 30 (93rd Ave) is anticipated to reduce the likelihood of unnecessary crossings.

(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 30 (93rd Ave) Reconstruction Project will introduce several proven design strategies to promote uniform, safe, and reasonable speeds by people driving along the corridor.

Roadway operations changes

On-street parking is generally prohibited along CSAH 30 (93rd Ave). However, the anticipated upgrade to a 2-lane/3-lane urban design will eliminate on-street parking availability altogether. In addition, the area of influence for Osseo Middle and High Schools will be specifically evaluated for Safe Routes to School Strategies, including: establishing a School Speed Zone, introducing enhanced pedestrian crossings, and complementing SRTS efforts currently underway by the Osseo School District.

Roadway design changes

Although contingent on the project development process, the following roadway configurations were determined to be feasible as part of the planning level concept.

- West segment (from Wellington Ln to Jefferson Hwy): Introduction of a 2-lane urban design will allow for the narrowing of curb lines by approximately 10' (from 36' to 26') and will provide a continuous visual cue immediately adjacent to vehicle lanes. In addition, the introduction of boulevards will offer separation between people driving and people walking/biking.

- East segment (from Jefferson Hwy to N Oaks Dr): The anticipated conversion from a 2-lane to a 3-lane is anticipated to increase the roadway width by approximately 5' (from 32' to 37'). The project development process will be leveraged to explore additional traffic calming strategies beyond what's included on the planning level concept, such as: raised medians at tee-intersections, appropriate lane widths, and tight curb radii involving local streets.

Green streets changes

Through the upgrade from a rural design to urban design, boulevards are anticipated to be retained to ensure space for snow storage, signs, and lighting poles.

Multimodal facility changes

It's anticipated that off-road facilities will be constructed along both sides of CSAH 30 (93rd Ave) to minimize conflicts between people driving and people walking/biking that are likely operating at vastly different speeds.

(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 existing posted speed limit along CSAH 30 (93rd Ave) is 35 mph.

The proposed design speed limit(s) will be determined as part of the project development process based on data analysis, stakeholder input, and environmental review. At this time of application submittal, an increase in the existing speed limit is not anticipated. In addition, consideration will be given to establishing a School Speed Zone for Osseo Middle and High Schools to provide another tool for reducing the likelihood of severe and fatal pedestrian crashes. Project elements (such as roadway configurations, raised medians, multi-use trail facilities, boulevards, 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

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 8600

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.)

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.)

Existing road is within 500? of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant) Yes

If checked, please describe:

While Metro Transit does not run any transit service through the project area, the project is intended to promote first and last mile connections to the future Blue Line extension station to the east of the project.

While the immediate project area has a variety of educational and community destinations, there are still commercial destinations within 500' of the project corridor, as highlighted below:

-Fair's Nursery (Shopping)

-Optimal Performance Golf (Entertainment)

-Osseo Vacuum (Specialty Retail)

-Clipper Works Barber Shop (Services)

In addition, there are a variety of restaurants along Central Ave in Osseo 1400 feet south of the project which will generate crossing activity.

(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:

CSAH 30 (93rd Ave) has a number of educational, community, civic, and residential pedestrian generators, particularly for children and seniors who are more likely to walk or roll. Below is a summary of key pedestrian generators along CSAH 30 (93rd Ave):

-Osseo Middle School (Education)

-Osseo High School (Education)

-St. Vincent De Paul Catholic Church (Community Resource)

-St. Vincent De Paul Catholic School (Education)

-Apartments on 6th Ave (Market Rate Multifamily Housing)

-North Oaks Manor Apartments (Market Rate Housing Multifamily Housing)

-Pilgrim Playlot (Park)

-Benedictine Living (Assisted Living Facility)

-5 Central Apartments (Market Rate Multifamily Housing)

-Reallife Senior Cooperative (Senior Housing)

The proposed project will create safe, comfortable crossings for people walking and rolling to the destinations above. While outside the 500' buffer, it should also be noted that Osseo High School is home to high-quality recreational facilities such as tennis courts, a football field, and ice arena.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The CSAH 30 (93rd Ave) Reconstruction Project is anticipated to include a number of improvements to make the corridor safer and more comfortable for all modes of transportation. Attachment 13 shows the nearby multimodal connections that will complement this project. Most notably, this project was first introduced as a key first/last mile connection to the future 93rd Avenue Blue Line LRT Station, and the multimodal component was chosen as 1 of 10 (from a selection of over 450 candidates) projects to advance to 60% design. This effort was completed through the Hennepin County Bottineau Community Works program along with collaboration from cities and community partners.

Contingent on the project development process, the primary benefit of this project will be the introduction of a multiuse trail on both the north and south side of CSAH 30 (93rd Ave). This corridor is an RBTN Tier 2 corridor, that provides a key east-west connection (the closest parallel off-street facility is located approximately 1 mile to the south at CSAH 109 (85th Ave N). Additionally, this corridor will connect to north-south off-street bikeways, bringing people to Elm Creek Park Reserve and Eagle Lake Regional Park. This project will connect people walking and biking to multi-use trails along CSAH 30 (93rd Ave N) to the west into Maple Grove.

A portion of the project corridor between Wellington Ln N and Revere Ln N fall within both the Expressway Barrier Crossing and Rail Barrier Crossing areas as defined by Met Council's Regional Bicycle Barriers Study. This project will provide a parallel connection to the Expressway Barrier (TH 610) for people walking and biking, thought it does not directly address the Rail Barrier, which is CR 81 (Bottineau Blvd).

Multimodal users will also benefit from ADA compliant pedestrian ramps, enhanced crossings, high visibility crosswalk markings, and APS at signalized intersections. Additionally, it is anticipated that people crossing will experience shorter crossing CSAH 30 (93rd Ave) will experience shorter crossing distances and improved access through a consistent multimodal facility. Finally, streetscaping improvements will further separate vulnerable roadway users from people driving as well as promote storm water management and provide a more pleasant experience for traveling across the corridor.

For people taking transit, the eastern terminus of this project is less than one mile from the 93rd Avenue Blue Line LRT Station, providing first and last mile connections to the future transit service.

The reconstruction is expected to benefit people driving by reducing primarily left turn, angle, and rear end crashes. Additional benefits include a new pavement surface, more predictable behavior from all modes, and improved visibility.

(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. Yes

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.

Response:

This project was selected for pursuit of Regional Solicitation funding based on the overall asset condition of the roadway. While no public outreach specific to this project has taken place, stakeholder outreach has occurred as part of the overall Blue Line LRT Extension. As a result of this outreach effort, the need for a continuous multi-use trail facility was identified as part of the Hennepin County Bottineau Community Works Program, which identified ten key multimodal connections, including CSAH 30 (93rd Ave). Future outreach for this project will be coordinated with the cities of Brooklyn Park, Maple Grove, and Osseo.

It should also be noted that the multiuse trail component of this project was identified as a need in the Hennepin County 2040 Bicycle Transportation Plan, which included extensive public engagement.

(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 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.

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	1701883592268_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):	$12,190,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$12,190,000.00
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	77 KB
Attachment 01 - Project Narrative.pdf	Attachment 01 - Project Narrative	93 KB
Attachment 02 - Project Location Map.pdf	Attachment 02 - Project Location Map	1000 KB
Attachment 03 - Existing Condition Photos.pdf	Attachment 03 - Existing Condition Photos	592 KB
Attachment 04 - Potential Typical Section.pdf	Attachment 04 - Potential Typical Section	503 KB
Attachment 05 - Potential Concept.pdf	Attachment 05 - Potential Concept	2.2 MB
Attachment 06 - Blue Line Extension Planning for Community Connections.pdf	Attachment 06 - Blue Line Extension Planning for Community Connections	3.6 MB
Attachment 07 - Hennepin County 2024 Transportation Work Plan.pdf	Attachment 07 - Hennepin County 2024 Transportation Work Plan	124 KB
Attachment 08 - Disadvantaged Communities and Resources Map.pdf	Attachment 08 - Disadvantaged Communities and Resources Map	1.4 MB
Attachment 09 - Affordable Housing Map and Detail Summary.pdf	Attachment 09 - Affordable Housing Map and Detail Summary	783 KB
Attachment 10 - Hennepin County StreetLight Analysis.pdf	Attachment 10 - Hennepin County StreetLight Analysis	117 KB
Attachment 11 - Crash Map and Detail Listing.pdf	Attachment 11 - Crash Map and Detail Listing	731 KB
Attachment 12 - Crash Modification Factors.pdf	Attachment 12 - Crash Modification Factors	1.1 MB
Attachment 13 - Multimodal Connections Map.pdf	Attachment 13 - Multimodal Connections Map	1.1 MB
Attachment 14 - City of Brooklyn Park Support Letter.pdf	Attachment 14 - City of Brooklyn Park Support Letter	178 KB
Attachment 15 - City of Maple Grove Support Letter.pdf	Attachment 15 - City of Maple Grove Support Letter	339 KB
Attachment 16 - City of Osseo Support Letter.pdf	Attachment 16 - City of Osseo Support Letter	156 KB

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 30 (93rd Ave) Reconstruction Project | Map ID: 16989706796

Results

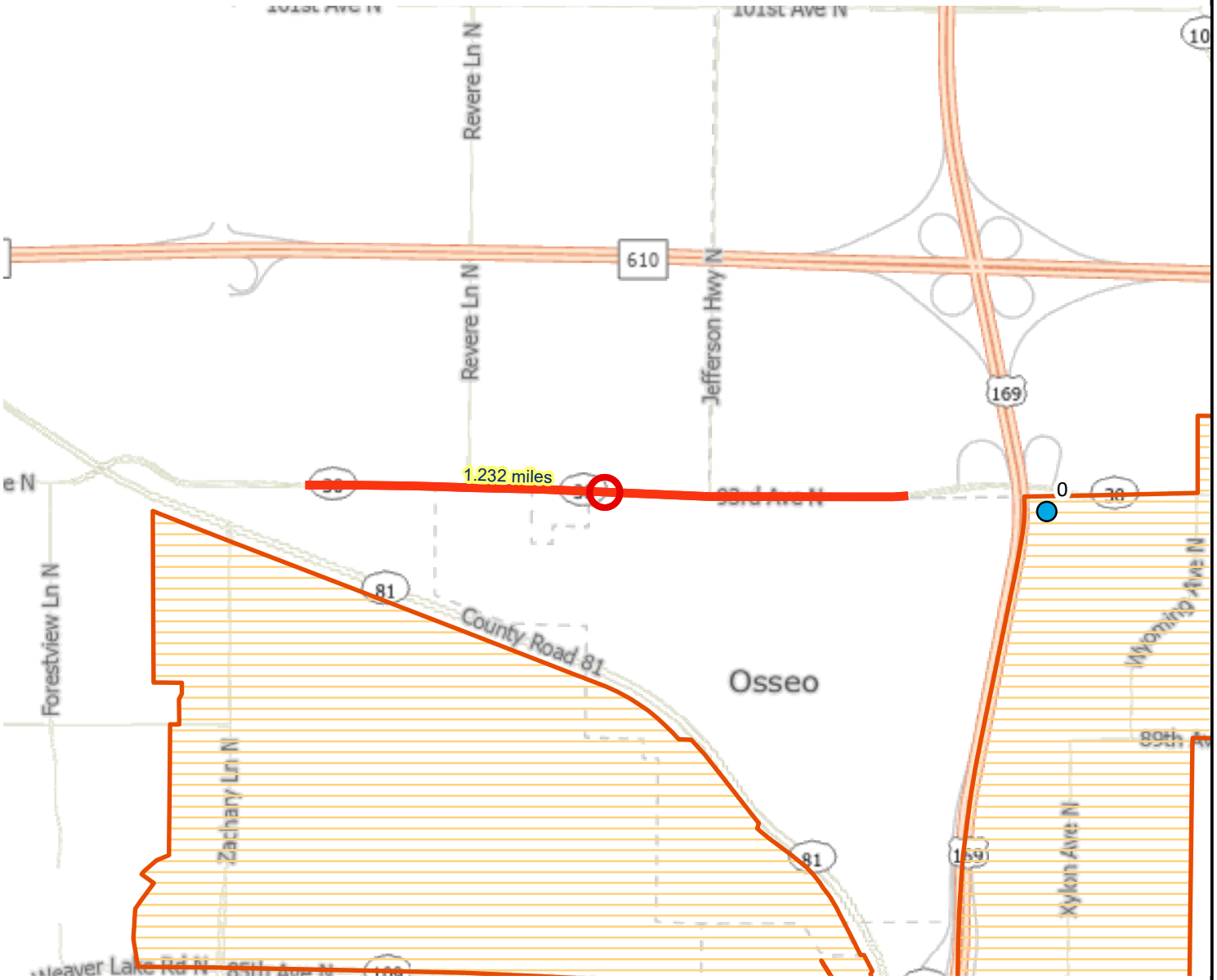
WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Brooklyn Park
Population: 984
Employment: 6749
Mfg and Dist Employment: 5129

Maple Grove
Population: 14701
Employment: 7486
Mfg and Dist Employment: 3079

Osseo
Population: 2670
Employment: 2174
Mfg and Dist Employment: 153



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METROPOLITAN COUNCIL

Transit Connections

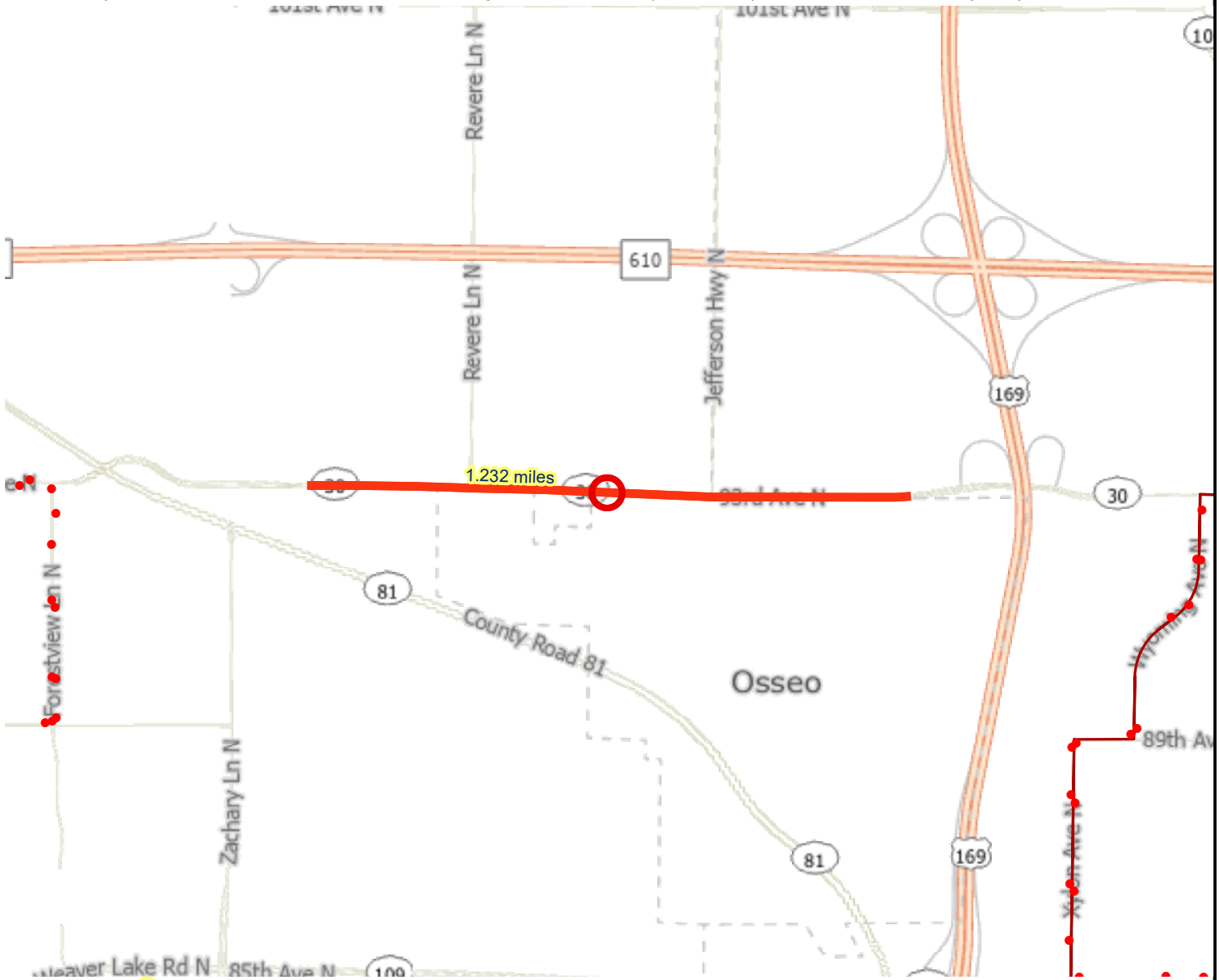
Roadway Reconstruction/Modernization Project: CSAH 30 (93rd Ave) Reconstruction Project | Map ID: 1698970679

Results

Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*

Transit Market areas: 3



Project Points
Project
Project Area
Active Stop
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

Arterial Bus Rapid Transit
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail
Modern Streetcar

Undetermined
Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

Light Rail
Modern Streetcar
Undetermined

0 0.2 0.4 0.8 1.2 1.6 Miles

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METROPOLITAN COUNCIL

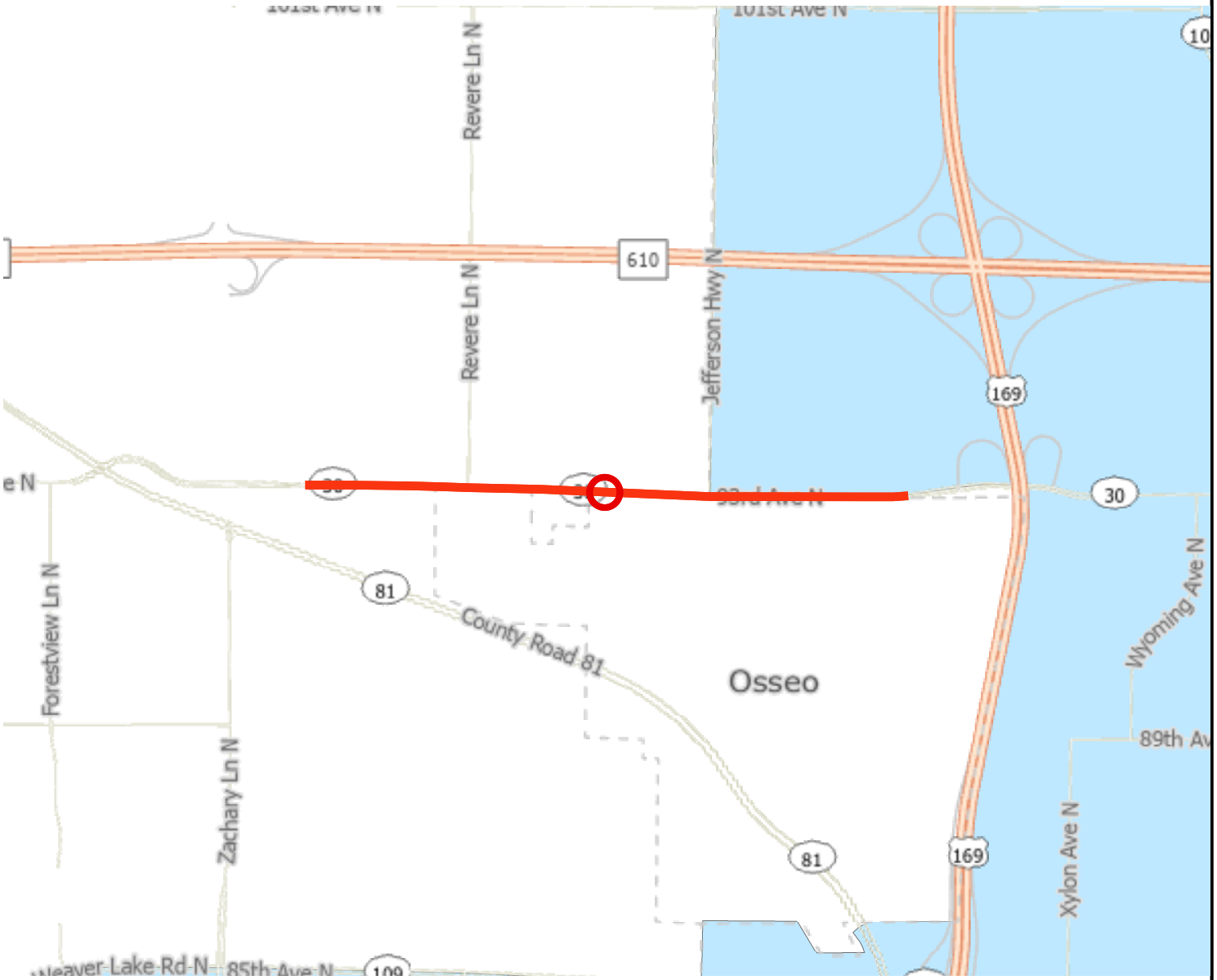
Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 30 (93rd Ave) Reconstruction Project | Map ID: 1698970679655

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 78

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.2 0.4 0.8 1.2 1.6 Miles

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METROPOLITAN COUNCIL

CSAH 30 (93rd Ave) Reconstruction Project

Synchro Report – Congestion Reduction

Existing conditions (PM Peak)

20: Central Avenue/Jefferson Highway & 93rd Avenue

Direction	All
Future Volume (vph)	1422
Total Delay / Veh (s/v)	16
CO Emissions (kg)	2.08
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48

Proposed conditions (PM Peak)

20: Central Avenue/Jefferson Highway & 93rd Avenue

Direction	All
Future Volume (vph)	1422
Total Delay / Veh (s/v)	16
CO Emissions (kg)	2.08
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48

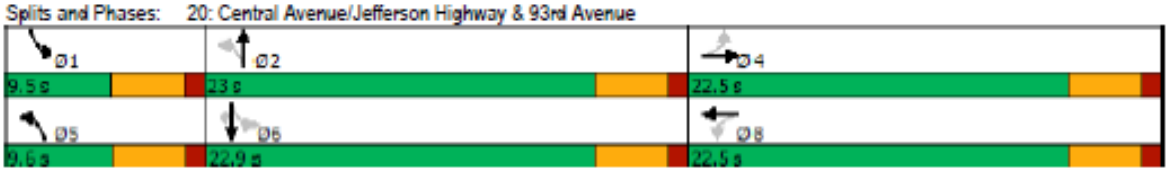
Synchro Report for existing conditions (PM Peak) CSAH 30 and Central Ave/ Jefferson Hwy

Timings
93rd Avenue - Existing PM Peak 11/21/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	92	317	49	204	72	280	38	121	65
Future Volume (vph)	92	317	49	204	72	280	38	121	65
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.6	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	40.9%	17.5%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	14.2	14.2	14.2	14.2	22.6	20.8	21.7	19.1	19.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.47	0.44	0.46	0.40	0.40
v/c Ratio	0.41	0.72	0.31	0.57	0.12	0.44	0.08	0.18	0.10
Control Delay	20.1	23.3	19.4	17.2	7.4	13.5	7.2	13.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	23.3	19.4	17.2	7.4	13.5	7.2	13.0	1.6
LOS	C	C	B	B	A	B	A	B	A
Approach Delay		22.6		17.5		12.4		8.7	
Approach LOS		C		B		B		A	

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 47.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Central Avenue/Jefferson Highway & 93rd Avenue



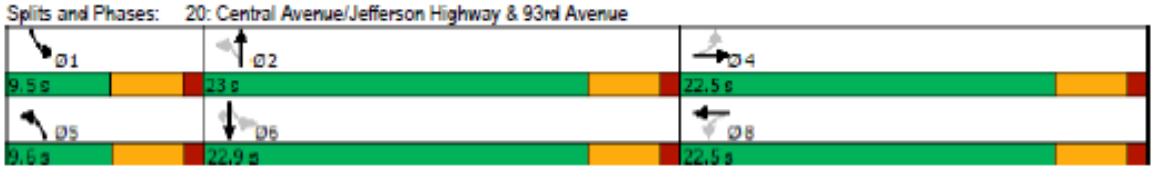
Synchro Report for existing conditions (PM Peak) CSAH 30 and Central Ave/ Jefferson Hwy

Timings
93rd Avenue - Build PM Peak 11/21/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	92	317	49	204	72	280	38	121	65
Future Volume (vph)	92	317	49	204	72	280	38	121	65
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.6	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	40.9%	17.5%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	14.2	14.2	14.2	14.2	22.6	20.8	21.7	19.1	19.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.47	0.44	0.46	0.40	0.40
v/c Ratio	0.41	0.72	0.31	0.57	0.12	0.44	0.08	0.18	0.10
Control Delay	20.1	23.3	19.4	17.2	7.4	13.5	7.2	13.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	23.3	19.4	17.2	7.4	13.5	7.2	13.0	1.6
LOS	C	C	B	B	A	B	A	B	A
Approach Delay		22.6		17.5		12.4		8.7	
Approach LOS		C		B		B		A	

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 47.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Central Avenue/Jefferson Highway & 93rd Avenue



CSAH 30 (93rd Ave) Reconstruction Project

Synchro Report – Emission Reduction

Existing conditions (PM Peak)

20: Central Avenue/Jefferson Highway & 93rd Avenue

Direction	All
Future Volume (vph)	1422
Total Delay / Veh (s/v)	16
CO Emissions (kg)	2.08
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48

Proposed conditions (PM Peak)

20: Central Avenue/Jefferson Highway & 93rd Avenue

Direction	All
Future Volume (vph)	1422
Total Delay / Veh (s/v)	16
CO Emissions (kg)	2.08
NOx Emissions (kg)	0.40
VOC Emissions (kg)	0.48

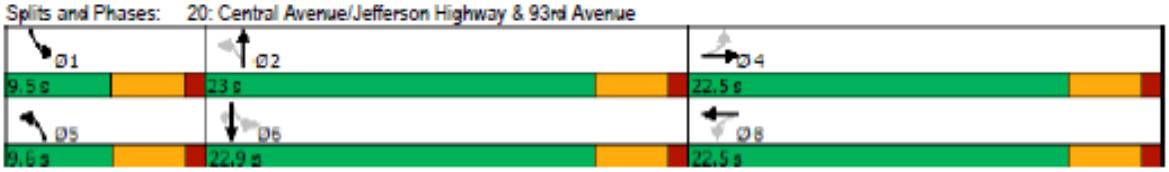
Synchro Report for existing conditions (PM Peak) CSAH 30 and Central Ave/ Jefferson Hwy

Timings
93rd Avenue - Existing PM Peak 11/21/2023

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	92	317	49	204	72	280	38	121	65
Future Volume (vph)	92	317	49	204	72	280	38	121	65
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.6	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	40.9%	17.5%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	14.2	14.2	14.2	14.2	22.6	20.8	21.7	19.1	19.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.47	0.44	0.46	0.40	0.40
v/c Ratio	0.41	0.72	0.31	0.57	0.12	0.44	0.08	0.18	0.10
Control Delay	20.1	23.3	19.4	17.2	7.4	13.5	7.2	13.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	23.3	19.4	17.2	7.4	13.5	7.2	13.0	1.6
LOS	C	C	B	B	A	B	A	B	A
Approach Delay		22.6		17.5		12.4		8.7	
Approach LOS		C		B		B		A	

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 47.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Central Avenue/Jefferson Highway & 93rd Avenue



Synchro Report for existing conditions (PM Peak) CSAH 30 and Central Ave/ Jefferson Hwy

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93rd Avenue - Build PM Peak 11/21/2023

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Lane Configurations									
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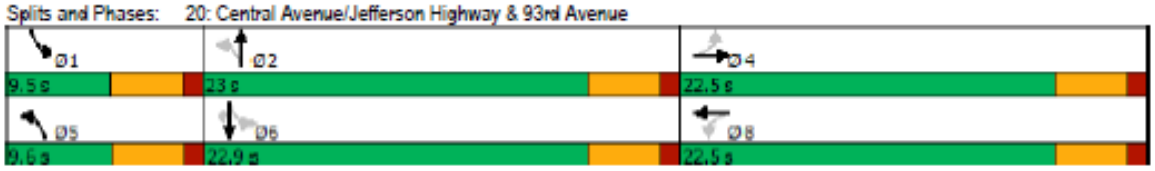
Future Volume (vph)	92	317	49	204	72	280	38	121	65
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	Perm
Protected Phases		4		8	5	2	1	6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	9.6	23.0	9.5	22.9	22.9
Total Split (%)	40.9%	40.9%	40.9%	40.9%	17.5%	41.8%	17.3%	41.6%	41.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max	Max
Act Effct Green (s)	14.2	14.2	14.2	14.2	22.6	20.8	21.7	19.1	19.1
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.47	0.44	0.46	0.40	0.40
v/c Ratio	0.41	0.72	0.31	0.57	0.12	0.44	0.08	0.18	0.10
Control Delay	20.1	23.3	19.4	17.2	7.4	13.5	7.2	13.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	23.3	19.4	17.2	7.4	13.5	7.2	13.0	1.6
LOS	C	C	B	B	A	B	A	B	A
Approach Delay		22.6		17.5		12.4		8.7	
Approach LOS		C		B		B		A	

Intersection Summary	
Cycle Length: 55	
Actuated Cycle Length: 47.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 20: Central Avenue/Jefferson Highway & 93rd Avenue



Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 30	**District**	Metro	**County**	Hennepin County
Begin RP	10.75	**End RP**	11.05	**Miles**	0.30
Location	From Wellington Ln to Revere Ln				

B. Project Description

Proposed Work	Resurface pavement and provide streetscaping via urban design		
Project Cost*	$12,190,000	**Installation Year**	2029
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 09300: Resurface Pavement (14.7% reduction)
	Serious Injury (A) Crashes		No CMF: Provide streetscaping via urban design (5% reduction)
	Moderate Injury (B) Crashes	**Crash Type**	CMF 09300: RE, SS, LT, RA, OR, & HO
0.81	**Possible Injury (C) Crashes**		No CMF: All Crashes
	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	Not Applicable
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	Not Applicable
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date 1/1/2020 **End Date** 12/31/2022 3 years

Data Source MnCMAT Version 2.0

Crash Severity	CMF 09300: RE, SS, LT, RA, OR, & HO No CMF: All Crashes	None
K crashes	0	0
A crashes	0	0
B crashes	0	0
C crashes	1	0
PDO crashes	0	0

F. Benefit-Cost Calculation

$160,094	**Benefit (present value)**
$12,190,000	**Cost**

B/C Ratio = 0.02

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	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate: 0.8% Default

Traffic Growth Rate: 0.5% **Revised**

Project Service Life: 20 years **Revised**

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	0.19	0.06	$8,233
PDO crashes	0.00	0.00	$0
			$8,233

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$8,233	$8,233
2030	$8,275	$8,209
2031	$8,316	$8,184
2032	$8,357	$8,160
2033	$8,399	$8,136
2034	$8,441	$8,112
2035	$8,483	$8,087
2036	$8,526	$8,063
2037	$8,568	$8,039
2038	$8,611	$8,015
2039	$8,654	$7,992
2040	$8,698	$7,968
2041	$8,741	$7,944
2042	$8,785	$7,920
2043	$8,829	$7,897
2044	$8,873	$7,873
2045	$8,917	$7,850
2046	$8,962	$7,827
2047	$9,007	$7,803
2048	$9,052	$7,780
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 = $160,094

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route CSAH 30 **District** Metro **County** Hennepin County

Begin RP 11.05 **End RP** 11.11 **Miles** 0.06

Location At Revere Ln

B. Project Description

Proposed Work No CMFs Proposed - No reported crashes from 2020-2022

Project Cost* $12,190,000 **Installation Year** 2029

Project Service Life 20 years **Traffic Growth Factor** 0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

Fatal (K) Crashes **Reference** No CMFs Proposed

Serious Injury (A) Crashes

Moderate Injury (B) Crashes **Crash Type** Not Applicable

Possible Injury (C) Crashes

Property Damage Only Crashes www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

Fatal (K) Crashes **Reference** Not Applicable

Serious Injury (A) Crashes

Moderate Injury (B) Crashes **Crash Type** Not Applicable

Possible Injury (C) Crashes

Property Damage Only Crashes www.CMFclearinghouse.org

E. Crash Data

Begin Date 1/1/2020 **End Date** 12/31/2022 3 years

Data Source MnCMAT Version 2.0

Crash Severity	None	None
K crashes	0	0
A crashes	0	0
B crashes	0	0
C crashes	0	0
PDO crashes	0	0

F. Benefit-Cost Calculation

$0 **Benefit (present value)**

$12,190,000 **Cost**

B/C Ratio = 0.00

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

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate: 0.8% Default

Traffic Growth Rate: 0.5% **Revised**

Project Service Life: 20 years **Revised**

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	0.00	0.00	$0
			$0

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$0	$0
2030	$0	$0
2031	$0	$0
2032	$0	$0
2033	$0	$0
2034	$0	$0
2035	$0	$0
2036	$0	$0
2037	$0	$0
2038	$0	$0
2039	$0	$0
2040	$0	$0
2041	$0	$0
2042	$0	$0
2043	$0	$0
2044	$0	$0
2045	$0	$0
2046	$0	$0
2047	$0	$0
2048	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $0

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route CSAH 30 **District** Metro **County** Hennepin County

Begin RP 11.11 **End RP** 11.54 **Miles** 0.43

Location From Revere Ln to Jefferson Hwy

B. Project Description

Proposed Work Resurface pavement and provide streetscaping via urban design
Introduce multi-use trail facility

Project Cost* $12,190,000 **Installation Year** 2029

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 09300: Resurface Pavement (14.7% reduction)
	Serious Injury (A) Crashes		No CMF: Provide streetscaping via urban design (5% reduction)
	Moderate Injury (B) Crashes	**Crash Type**	CMF 09300: RE, SS, LT, RA, OR, & HO
	Possible Injury (C) Crashes		No CMF: All Crashes
0.81	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	CMF 09250: Introduce multi-use trail facility (25% reduction)
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	CMF 09250: Bike Crashes
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date 1/1/2020 **End Date** 12/31/2022 3 years

Data Source MnCMAT Version 2.0

Crash Severity	CMF 09300: RE, SS, LT, RA, OR, & HO No CMF: All Crashes	CMF 09250: Bike Crashes
K crashes	0	0
A crashes	0	0
B crashes	0	0
C crashes	0	0
PDO crashes	3	0

F. Benefit-Cost Calculation

$55,417	**Benefit (present value)**	**B/C Ratio = 0.01**
$12,190,000	**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	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate: 0.8% Default

Traffic Growth Rate: 0.5% **Revised**

Project Service Life: 20 years **Revised**

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	0.57	0.19	$2,850
			$2,850

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$2,850	$2,850
2030	$2,864	$2,842
2031	$2,879	$2,833
2032	$2,893	$2,825
2033	$2,907	$2,816
2034	$2,922	$2,808
2035	$2,937	$2,799
2036	$2,951	$2,791
2037	$2,966	$2,783
2038	$2,981	$2,775
2039	$2,996	$2,766
2040	$3,011	$2,758
2041	$3,026	$2,750
2042	$3,041	$2,742
2043	$3,056	$2,734
2044	$3,071	$2,725
2045	$3,087	$2,717
2046	$3,102	$2,709
2047	$3,118	$2,701
2048	$3,133	$2,693
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 = $55,417

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 30	**District**	Metro	**County**	Hennepin County
Begin RP	11.54	**End RP**	11.6	**Miles**	0.06
Location	At Jefferson Hwy				

B. Project Description

Proposed Work Provide FYA Proected & Permitted Phasing and add primary signal head on east and west approaches

Project Cost*	$12,190,000	**Installation Year**	2029
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 07684: FYA prot/perm LT phasing (40.2% reduction)
	Serious Injury (A) Crashes		CMF 01414: Add primary sig heads on E/W app (28% reduction)
0.72	**Moderate Injury (B) Crashes**	**Crash Type**	CMF 07684: LT crashes involving EB/WB vehicles
0.43	**Possible Injury (C) Crashes**		CMF 01414: All crashes involving EB/WB vehicles
0.72	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	Not Applicable
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	Not Applicable
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date 1/1/2020 **End Date** 12/31/2022 3 years

Data Source MnCMAT Version 2.0

Crash Severity	CMF 07684: LT Crashes CMF 01414: All Crashes	None
K crashes	0	0
A crashes	0	0
B crashes	1	0
C crashes	1	0
PDO crashes	7	0

F. Benefit-Cost Calculation

$1,125,740	**Benefit (present value)**
$12,190,000	**Cost**

B/C Ratio = 0.10

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	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate: 0.8% Default

Traffic Growth Rate: 0.5% **Revised**

Project Service Life: 20 years **Revised**

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	0.28	0.09	$23,333
C crashes	0.57	0.19	$24,657
PDO crashes	1.98	0.66	$9,905
			$57,895

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$57,895	$57,895
2030	$58,184	$57,723
2031	$58,475	$57,551
2032	$58,768	$57,380
2033	$59,062	$57,209
2034	$59,357	$57,039
2035	$59,654	$56,869
2036	$59,952	$56,700
2037	$60,252	$56,531
2038	$60,553	$56,363
2039	$60,856	$56,195
2040	$61,160	$56,028
2041	$61,466	$55,861
2042	$61,773	$55,695
2043	$62,082	$55,529
2044	$62,392	$55,364
2045	$62,704	$55,199
2046	$63,018	$55,035
2047	$63,333	$54,871
2048	$63,650	$54,707
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 = $1,125,740

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route CSAH 30 **District** Metro **County** Hennepin County

Begin RP 11.6 **End RP** 11.98 **Miles** 0.38

Location From Jefferson Hwy to N Oaks Dr

B. Project Description

Proposed Work Introduce TWLTL along 2-lane roadway and provide streetscaping via urban design
Introduce multi-use trail facility

Project Cost* $12,190,000 **Installation Year** 2029

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 02338: Introduce TWLTL along 2-lane (31.4% reduction)
	Serious Injury (A) Crashes		CMF 09300: Resurface Pavement (14.7% reduction)
	Moderate Injury (B) Crashes	**Crash Type**	CMF 02338: All Crashes
	Possible Injury (C) Crashes		CMF 09300: RE, SS, LT, RA, OR, & HO
0.59	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	**Reference**	CMF 09250: Introduce multi-use trail facility (25% reduction)
	Serious Injury (A) Crashes		
	Moderate Injury (B) Crashes	**Crash Type**	CMF 09250: Bike Crashes
	Possible Injury (C) Crashes		
	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date 1/1/2020 **End Date** 12/31/2022 3 years

Data Source MnCMAT Version 2.0

Crash Severity	CMF 02338: All Crashes CMF 09300: RE, SS, LT, RA, OR, & HO	CMF 09250: Bike Crashes
K crashes	0	0
A crashes	0	0
B crashes	0	0
C crashes	0	0
PDO crashes	8	0

F. Benefit-Cost Calculation

$322,779	**Benefit (present value)**
$12,190,000	**Cost**

B/C Ratio = 0.03

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

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate: 0.8% Default

Traffic Growth Rate: 0.5% **Revised**

Project Service Life: 20 years **Revised**

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	3.32	1.11	$16,600
			$16,600

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$16,600	$16,600
2030	$16,683	$16,551
2031	$16,766	$16,501
2032	$16,850	$16,452
2033	$16,934	$16,403
2034	$17,019	$16,354
2035	$17,104	$16,306
2036	$17,190	$16,257
2037	$17,276	$16,209
2038	$17,362	$16,161
2039	$17,449	$16,113
2040	$17,536	$16,065
2041	$17,624	$16,017
2042	$17,712	$15,969
2043	$17,801	$15,922
2044	$17,890	$15,874
2045	$17,979	$15,827
2046	$18,069	$15,780
2047	$18,159	$15,733
2048	$18,250	$15,686
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

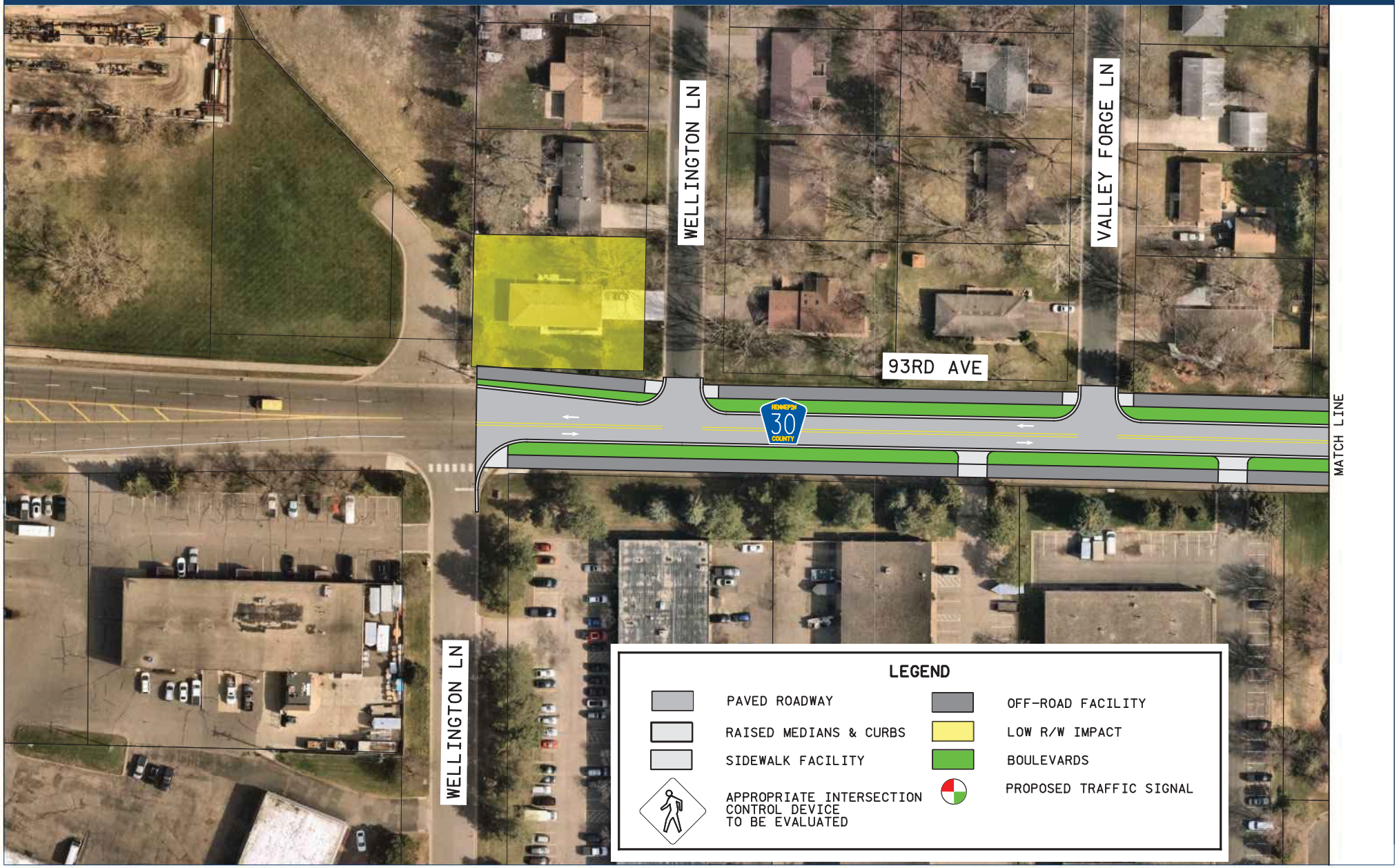
Total = $322,779

NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



0 50 100
SCALE IN FEET

Figure 1

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

0 50 100
SCALE IN FEET

N

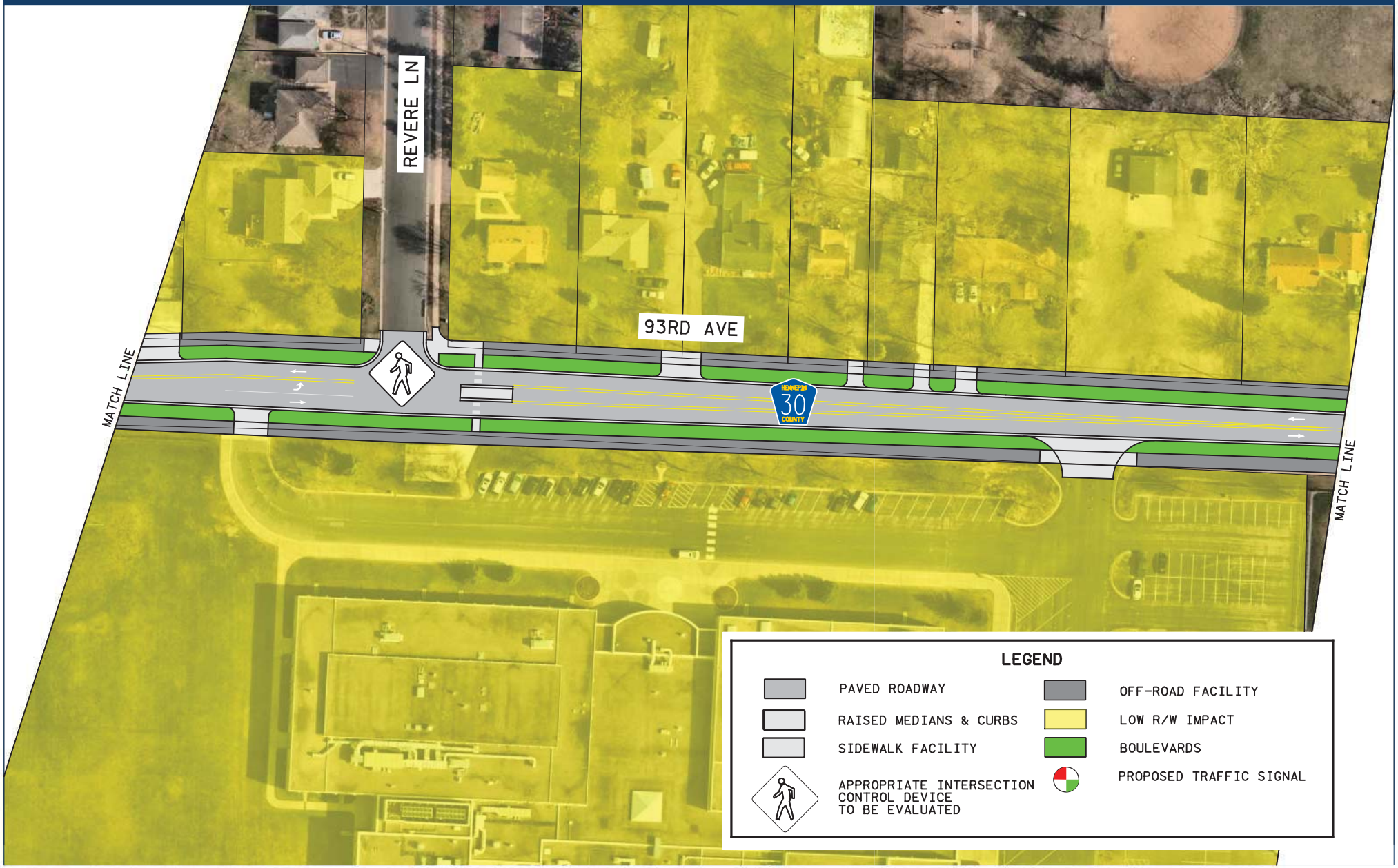
Figure 2

Job #16612
11/7/2023
H:\Projects\16000\16612\TechData\CADDesign\Graphics\CSAH 30 - 93rd Ave\16612_gr02_CSAH 30.dgn

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



0 50 100
SCALE IN FEET

Figure 3

Job #16612
11/7/2023
H:\Projects\16000\16612\TechData\CADDesign\Graphics\CSAH 30 - 93rd Ave\16612_gr03_CSAH 30.dgn

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

0 50 100
SCALE IN FEET

N

Figure 4

Job #16612
11/7/2023
H:\Projects\16000\16612\TechData\CADDesign\Graphics\CSAH 30 - 93rd Ave\16612_gr04_CSAH 30.dgn

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

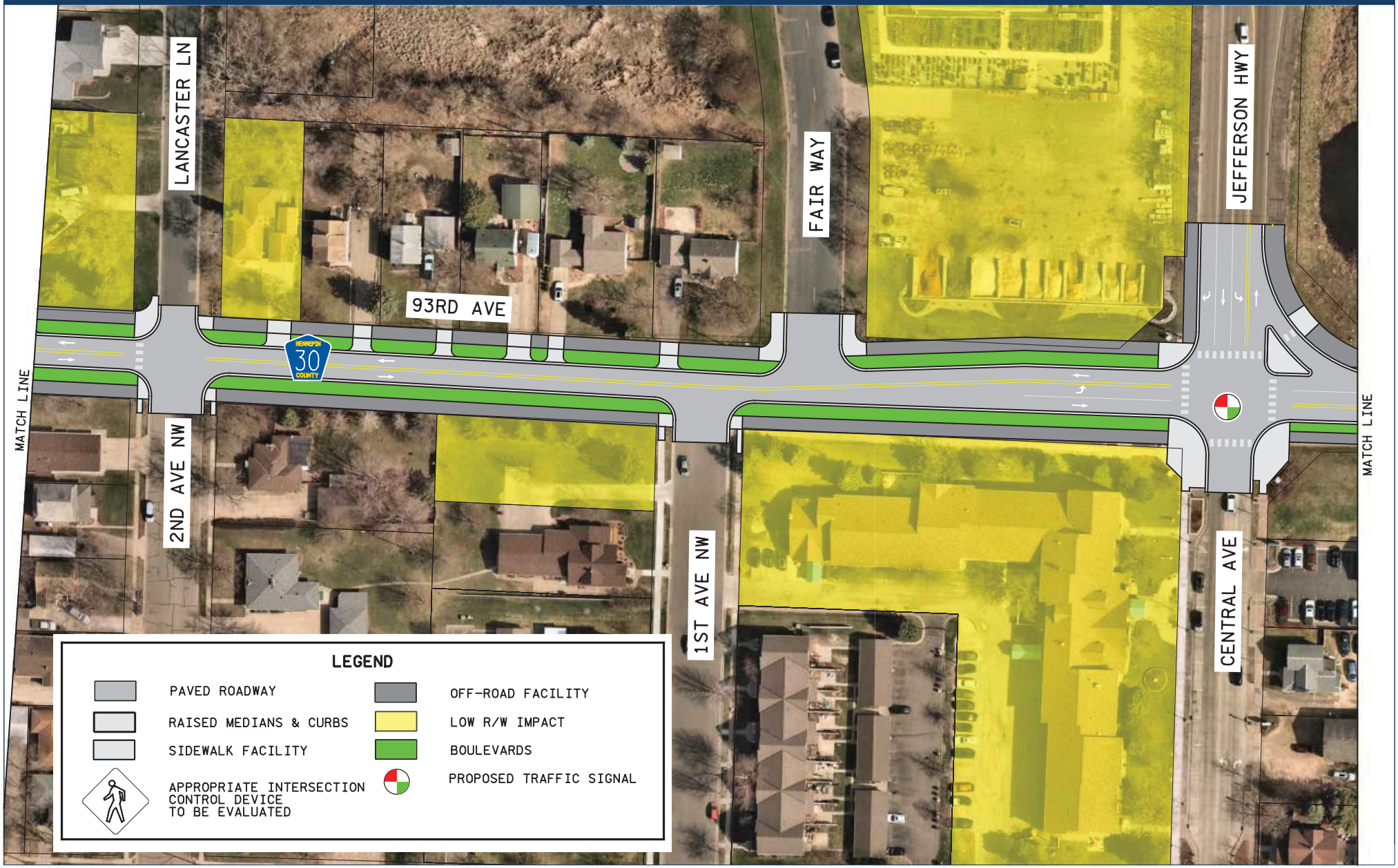


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Figure 5

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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Figure 6

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

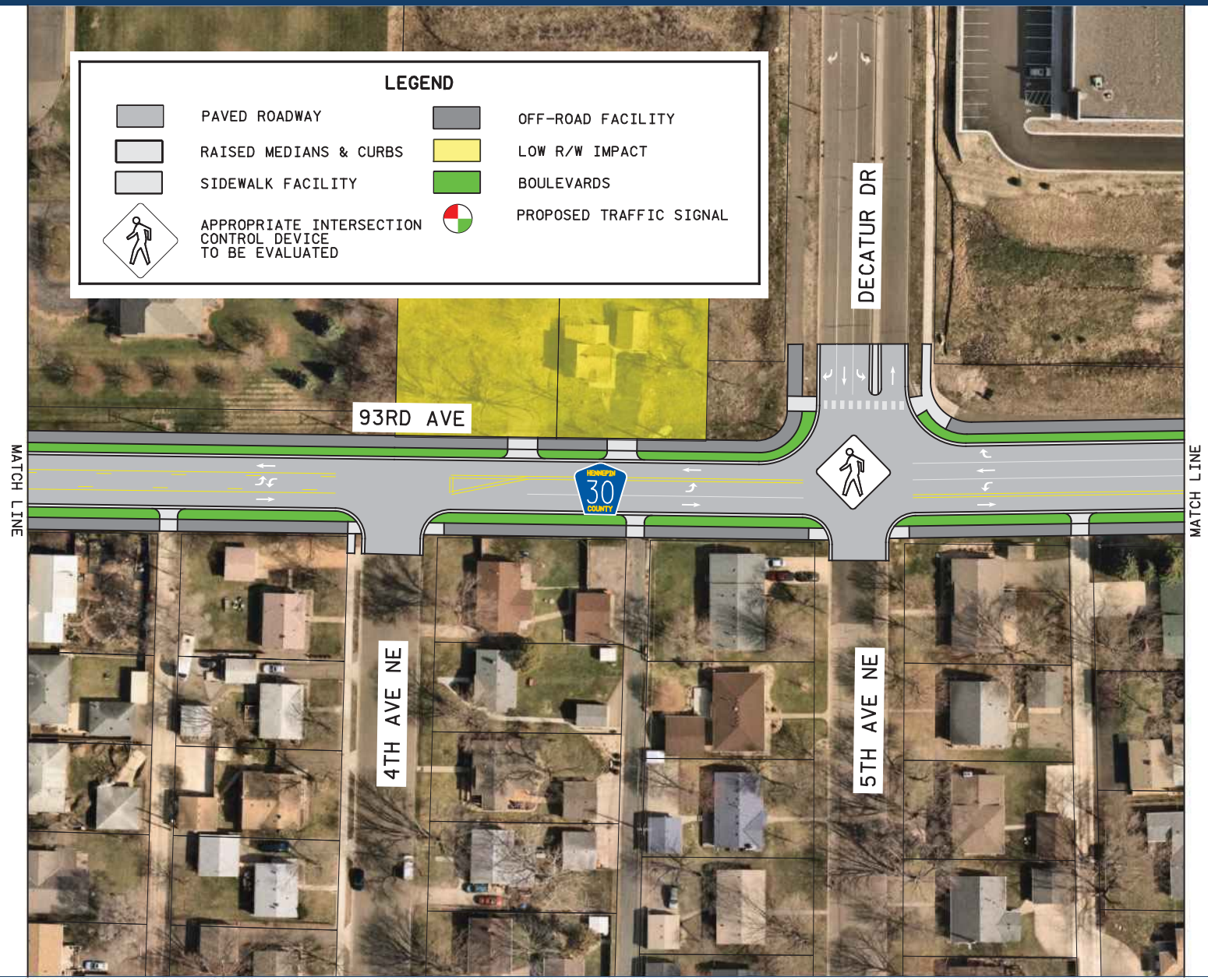

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Figure 7

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

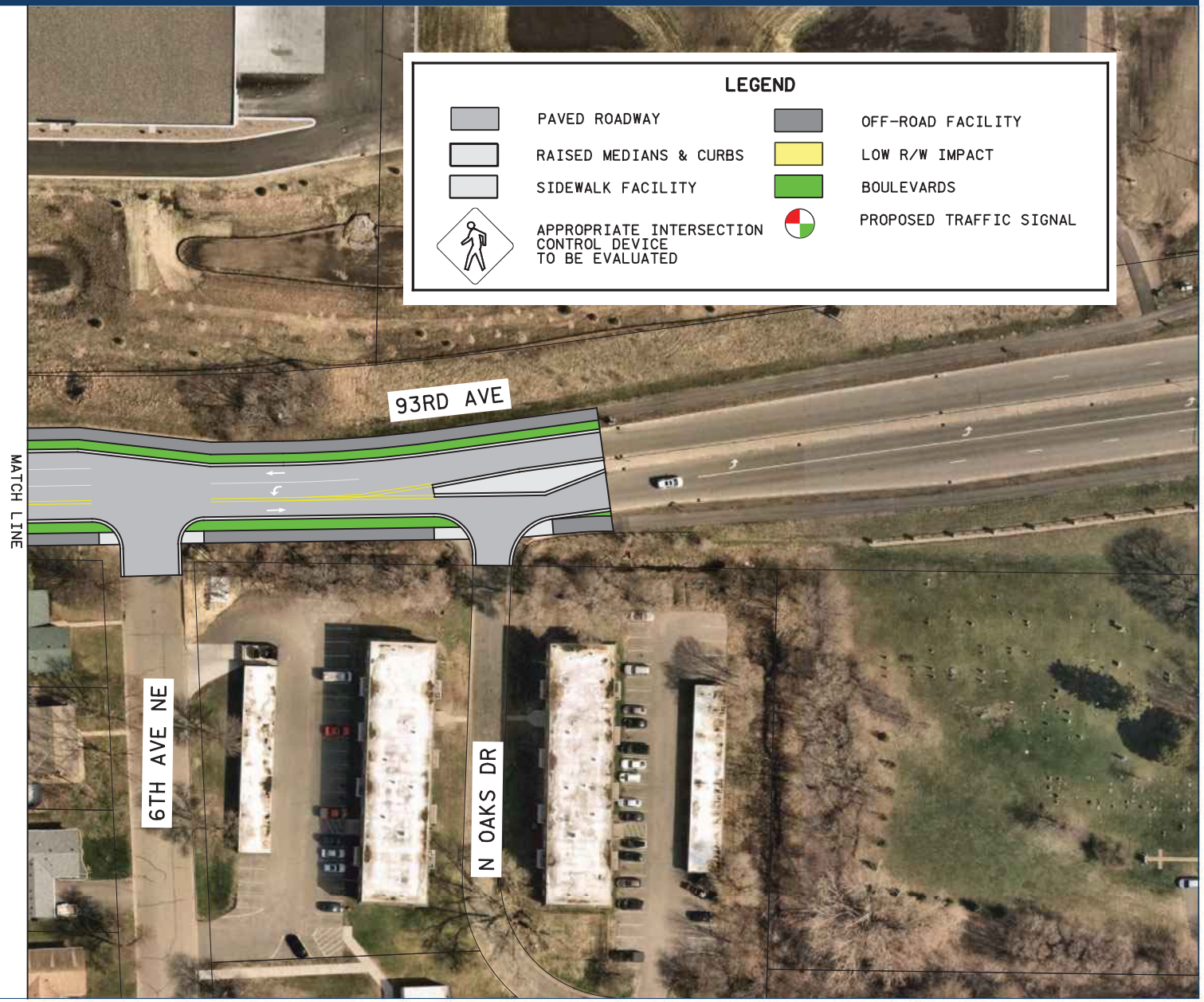

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Figure 8

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 00 | List of Attachments

1. Project Narrative
2. Project Location Map
3. Existing Condition Photos
4. Potential Typical Sections
5. Potential Concept
6. Blue Line Extension Planning for Community Connections
7. Hennepin County 2024 Transportation Work Plan
8. Disadvantaged Communities and Resources Map
9. Affordable Housing Access Map and Detail Summary
10. Hennepin County StreetLight Analysis
11. Crash Map and Detail Listing
12. Crash Modification Factors
13. Multimodal Connections Map
14. City of Brooklyn Park Support Letter
15. City of Maple Grove Support Letter
16. City of Osseo Support Letter

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name
93rd Ave (CSAH 30) Reconstruction Project

City(ies)
Brooklyn Park Maple Grove Osseo

Commisioner District(s)
1 7

Capital Project Number
Work Plan ID #2229832

Project Category
Roadway Reconstruction

Scoping Manager
Ashley Morello

Scoping Form Revision Dates
10/25/2023

Project Summary
Reconstruct 93rd Avenue (CSAH 30) from Wellington Lane to N Oaks Drive in the Cities of Brooklyn Park, Maple Grove, and Osseo.

Roadway History
The existing roadway (last reconstructed in 1951) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as chip seals and overlays) are no longer cost effective in preserving assets. The roadway involves a two-lane rural design that lacks curb and gutter for much of the corridor; leading to areas of localized flooding risk. Accommodations for people walking is generally limited to one side of the roadway - requiring a relatively high frequency of crossing access facilities. In addition, minimal pedestrian crossing enhancements (such as curb extensions, raised medians, and beacons) exist along the corridor.

Project Description and Benefits
The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. The feasibility of upgrading to a suburban typical section will be determined during project development in an effort to improve stormwater managment along the corridor. Also, further investigation will take place as part of the design process to determine the feasibility of extending accommodations for people biking as part of this project and opportunity to close gaps in the pedestrian route. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience and manage vehicle speeds.

Project Risks & Uncertainities
Further evaluation needed at the 93rd Avenue (CSAH 30) and Decatur Drive intersection to determine the recommended intersection control device.

Project Map

Initial Project Timeline

Scoping:	Q2 2023 - Q4 2025
Design:	Q1 2026 - Q4 2028
R/W Acquisition:	Q1 2027 - Q4 2028
Bid Advertisement:	Q1 2029
Construction:	Q2 2029 - Q4 2030

Project Delivery Responsibilities

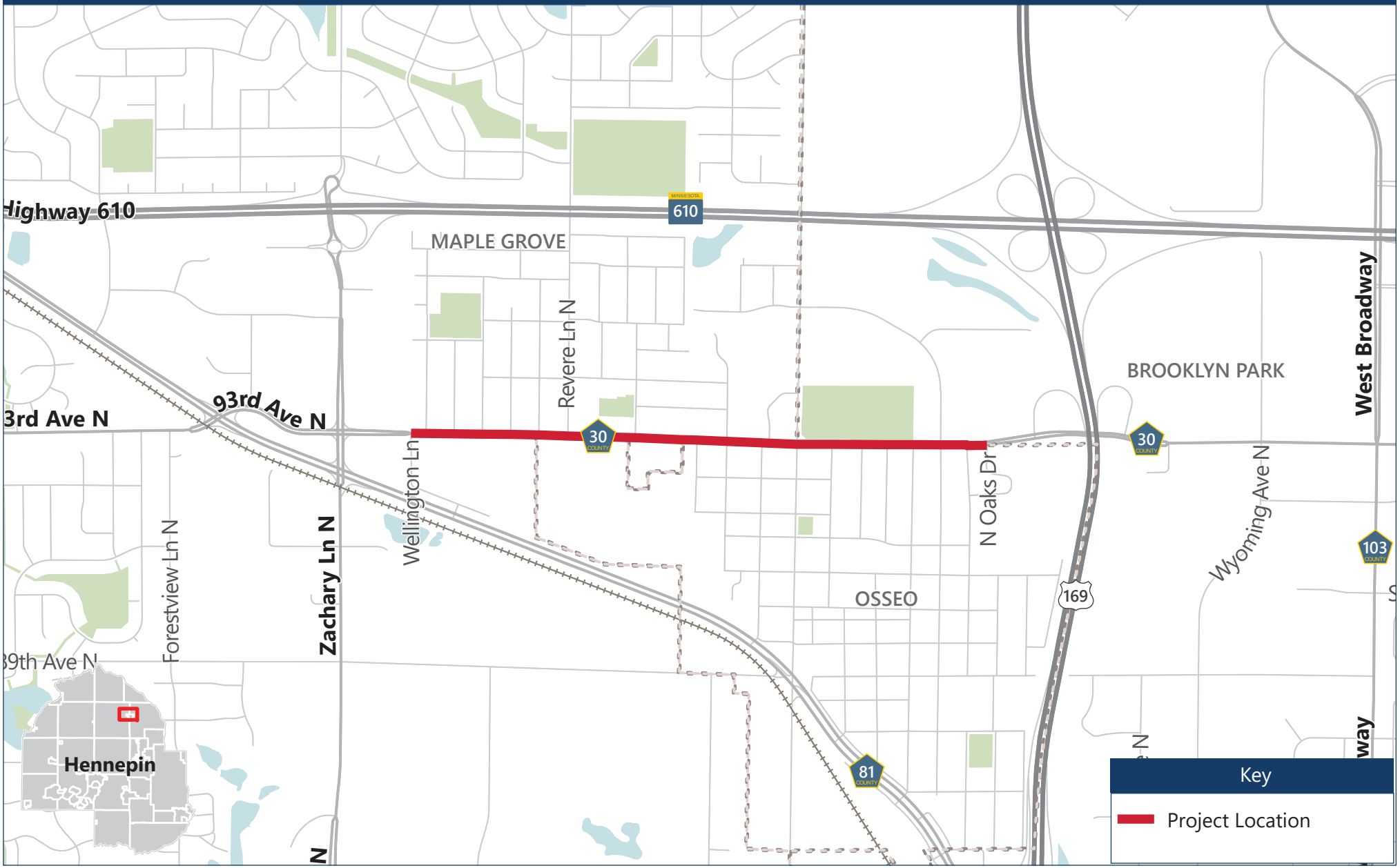
Preliminary Design:	Consultant
Final Design:	Consultant
Construction Services:	Consultant

Project Budget -	Project Level
Construction:	$ 9,380,000
Cost Estimate Year:	2023
Construction Year:	2029
Annual Inflation Rate:	2.0%
Inflated Construction:	$ 10,560,000
Design Services:	$ 2,110,000
R/W Acquisition:	$ 1,560,000
Other (Utility Burial):	$ -
Construction Services:	$ 840,000
Contingency:	$ 3,170,000
Total Project Budget:	**$ 18,240,000**

Funding Notes
Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the function classification of A-Minor Reliever.

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 02 | Project Location Map



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.

N

0 0.5 1 Miles

Publication date: 10/17/2023

Data sources (if applicable):

CSAH 030 (93rd Ave) Reconstruction Project

Attachment 03 | Existing Roadway Condition Photos

Intersection of 93rd Ave (CSAH 30) and Pilgrim Ln N pictured above. Many intersections along the corridor lack sufficient pedestrian infrastructure such as ramps and sidewalks.

Path and roadway deficiencies pose a barrier for people walking and rolling along and across the corridor.

Mid-block corridor crossing on 93rd Ave (CSAH 30) in front of Osseo Middle School at Revere Ln N.

Intersection of 93rd Ave (CSAH 30) and Central Ave pictured above. It is anticipated that this location will be used as a key crossing for people walking and biking along the multi-use trail.

Intersections along the corridor lack ADA compliant pedestrian ramps.

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

CSAH 030 (93rd Ave) Reconstruction Project

Attachment 03 | Existing Roadway Condition Photos

Aging pedestrian ramps are not compliant with the current ADA design guidelines.

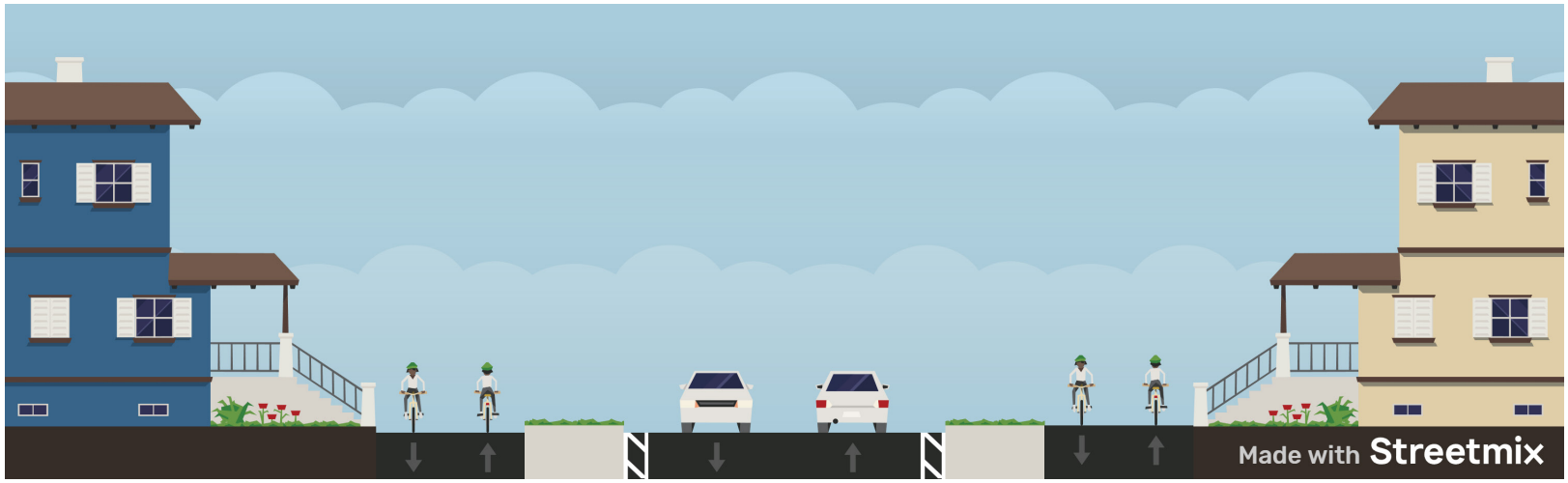
Pavement near intersections requires replacement.

93rd Ave N (CSAH 30) and 6th Ave is pictured above. Many intersections along the corridor lack facilities for people walking and biking. Warn path demonstrates pedestrian use of the shoulder.

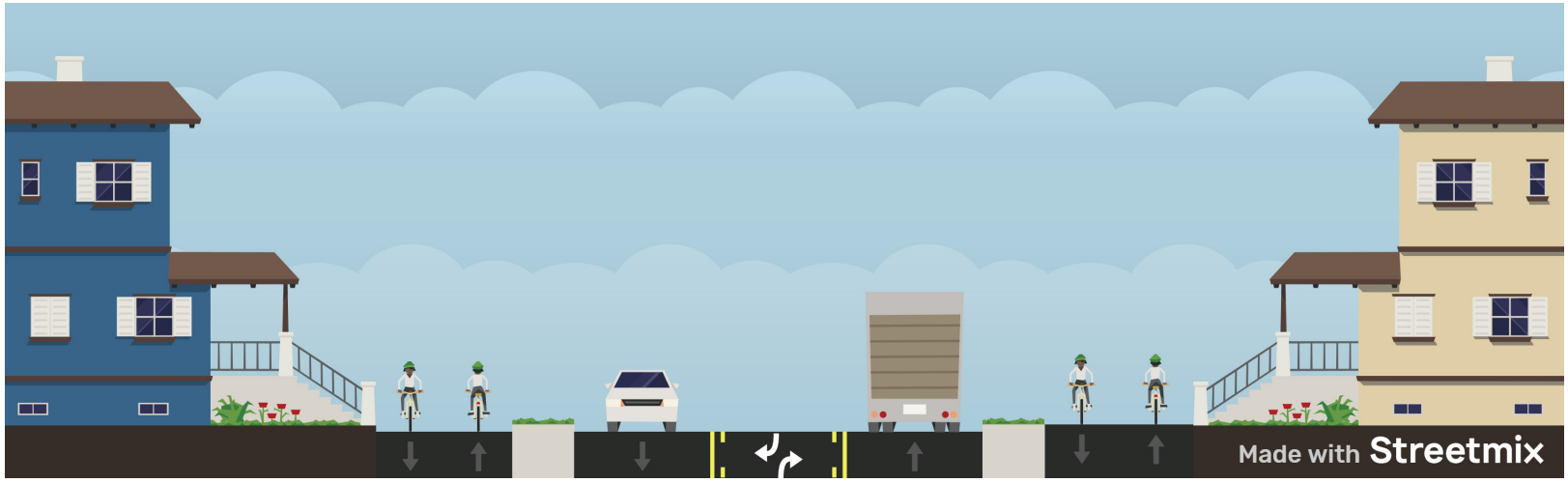
Hennepin

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 04 | Potential Typical Sections



Above: Potential typical section west of Jefferson Highway



Above: Potential typical section east of Jefferson Highway

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

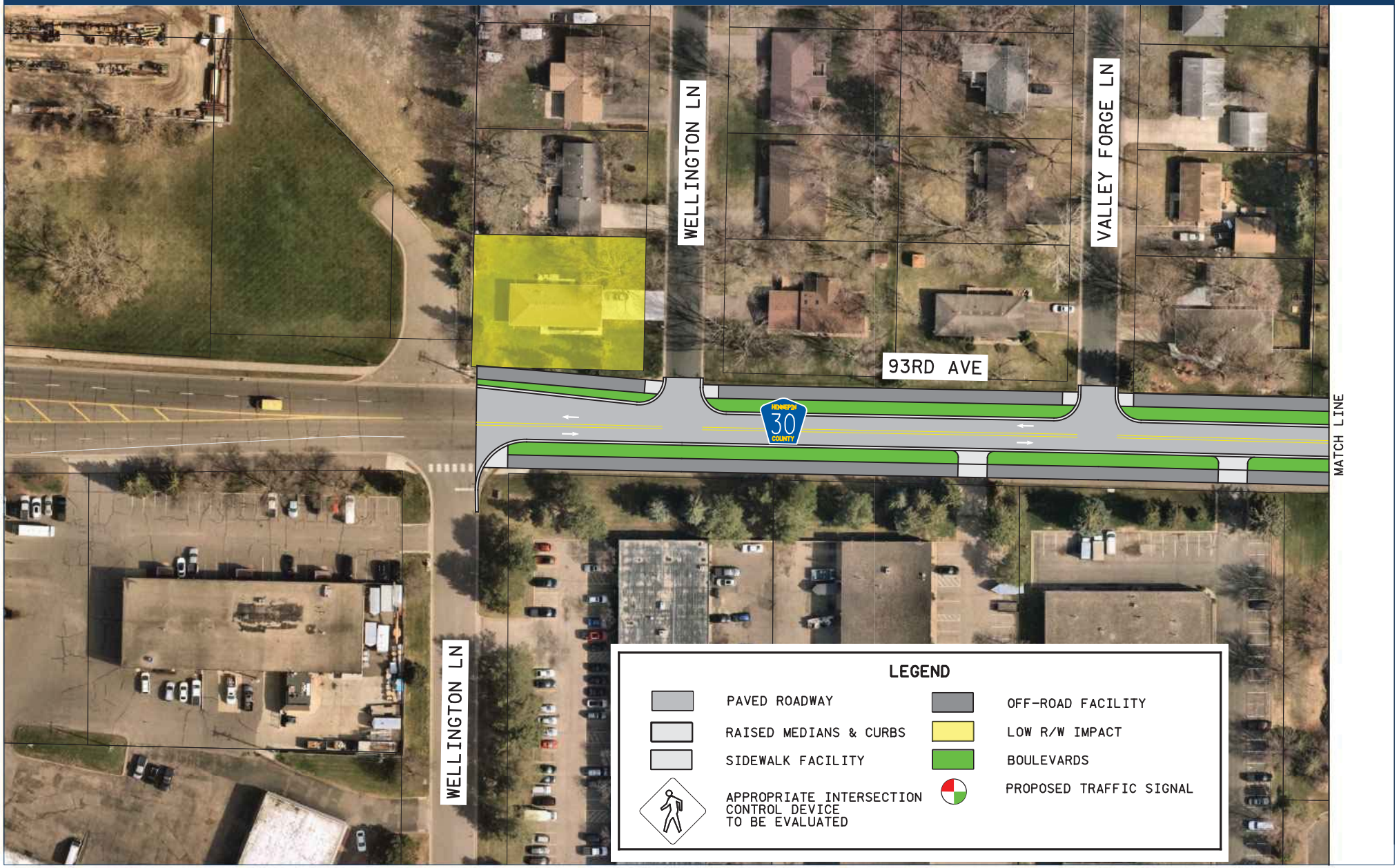


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Figure 1

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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SCALE IN FEET

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Figure 2

Job #16612
11/7/2023
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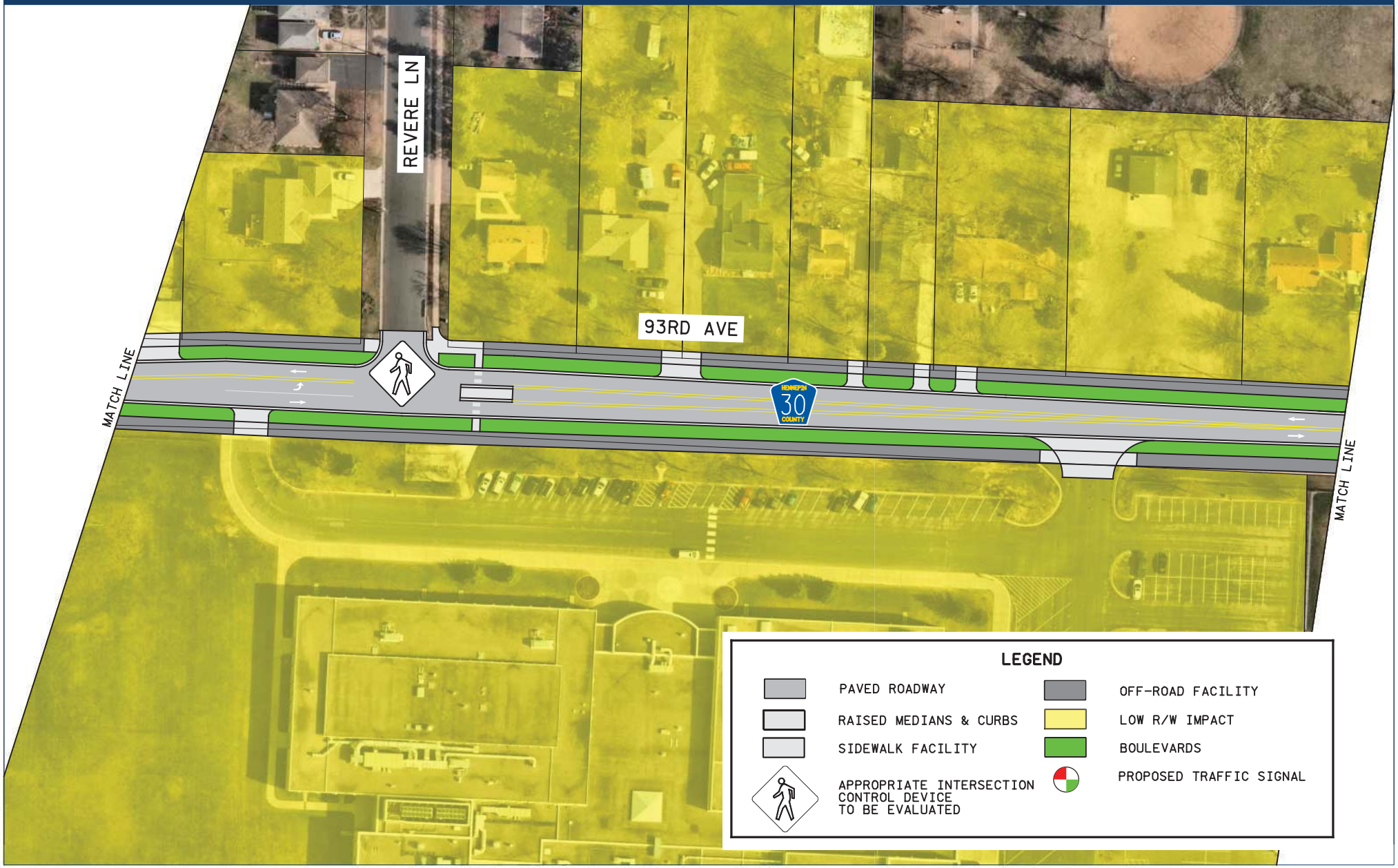
CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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SCALE IN FEET

Figure 3

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11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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SCALE IN FEET

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Figure 4

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

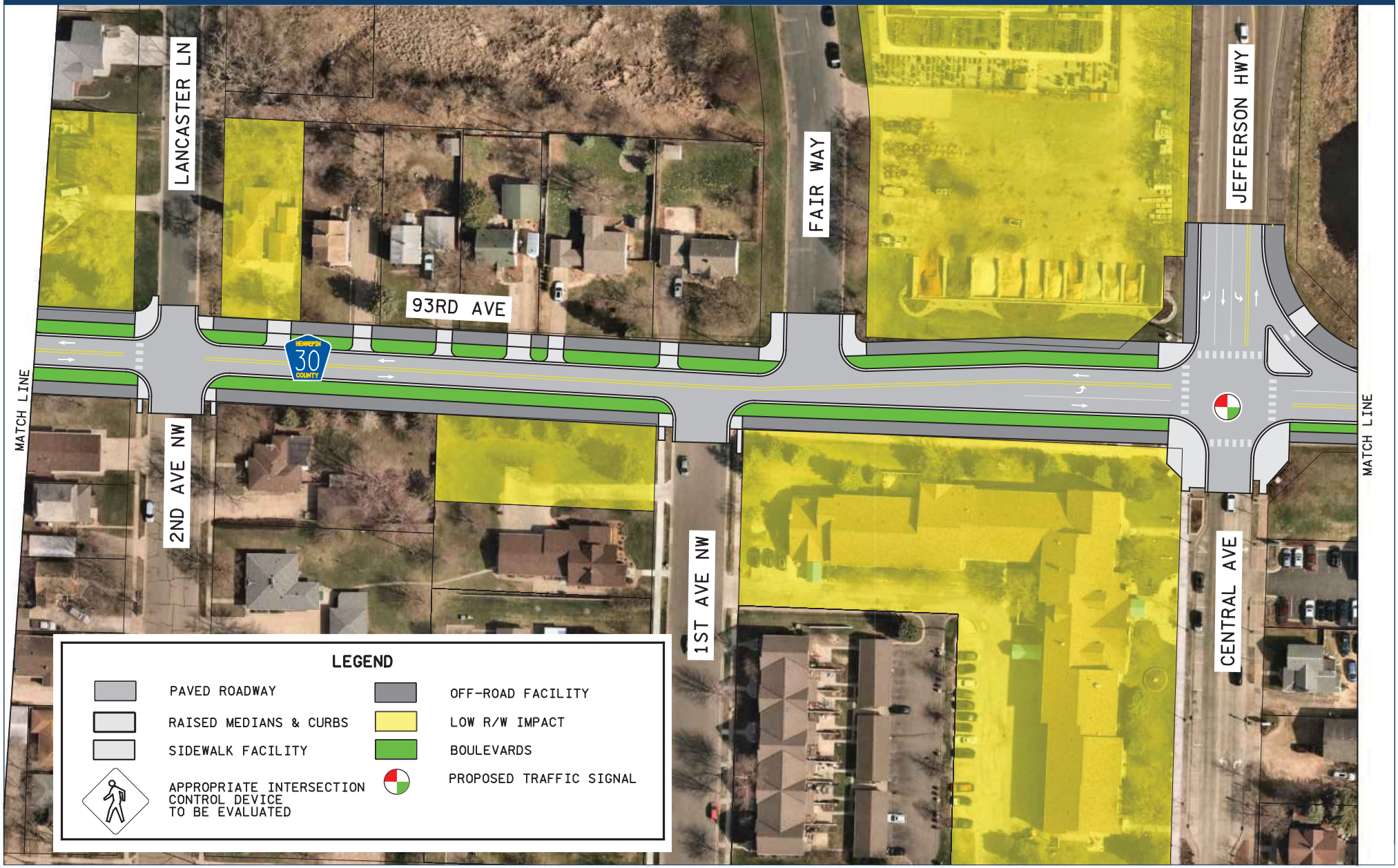

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Figure 5

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

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SCALE IN FEET

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Figure 6

Job #16612
11/7/2023
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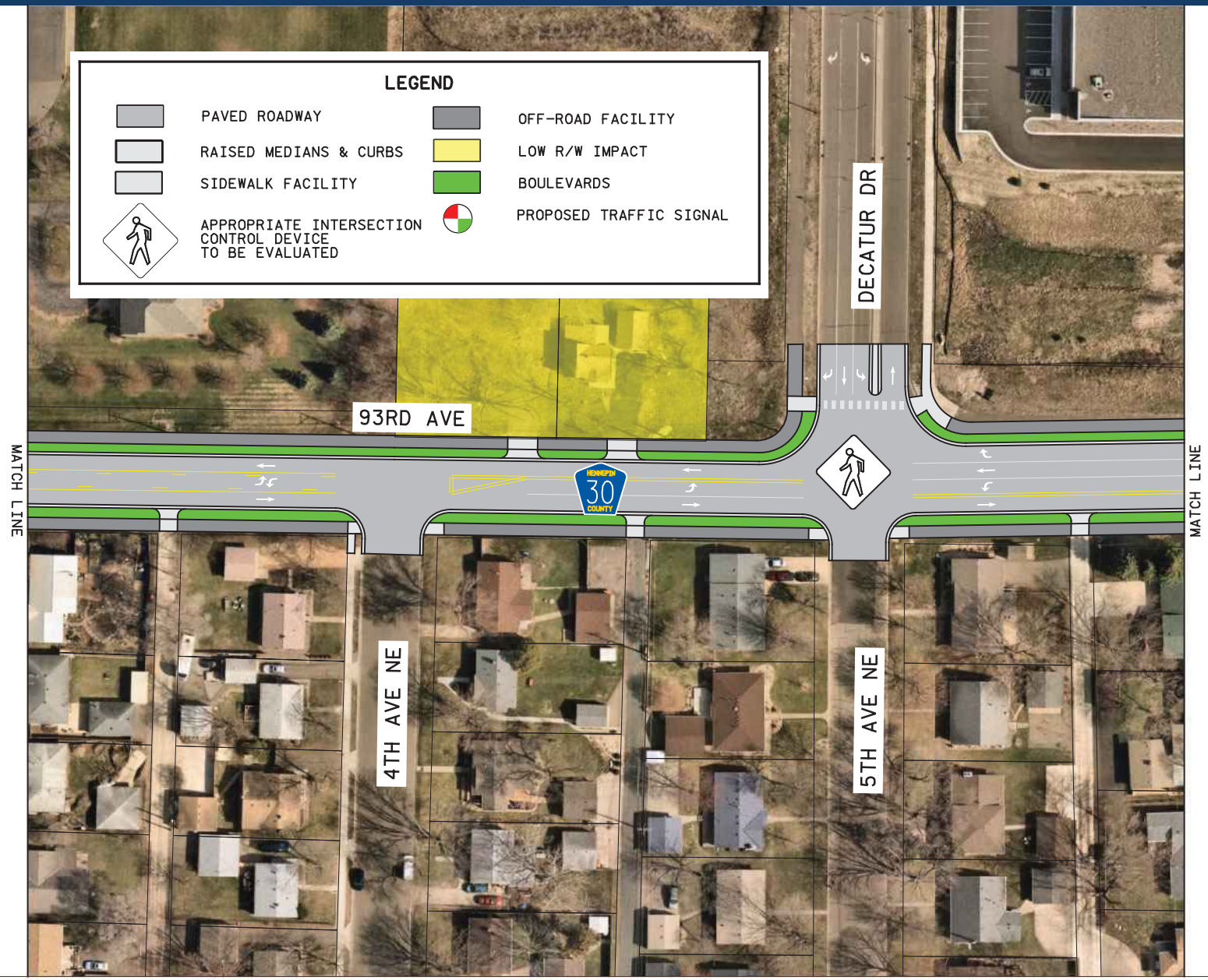
CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA



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SCALE IN FEET

Figure 7

Job #16612
11/7/2023
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CSAH 30 (93rd Ave) Reconstruction Project

Attachment 05 | Potential Concept

HENNEPIN COUNTY
MINNESOTA

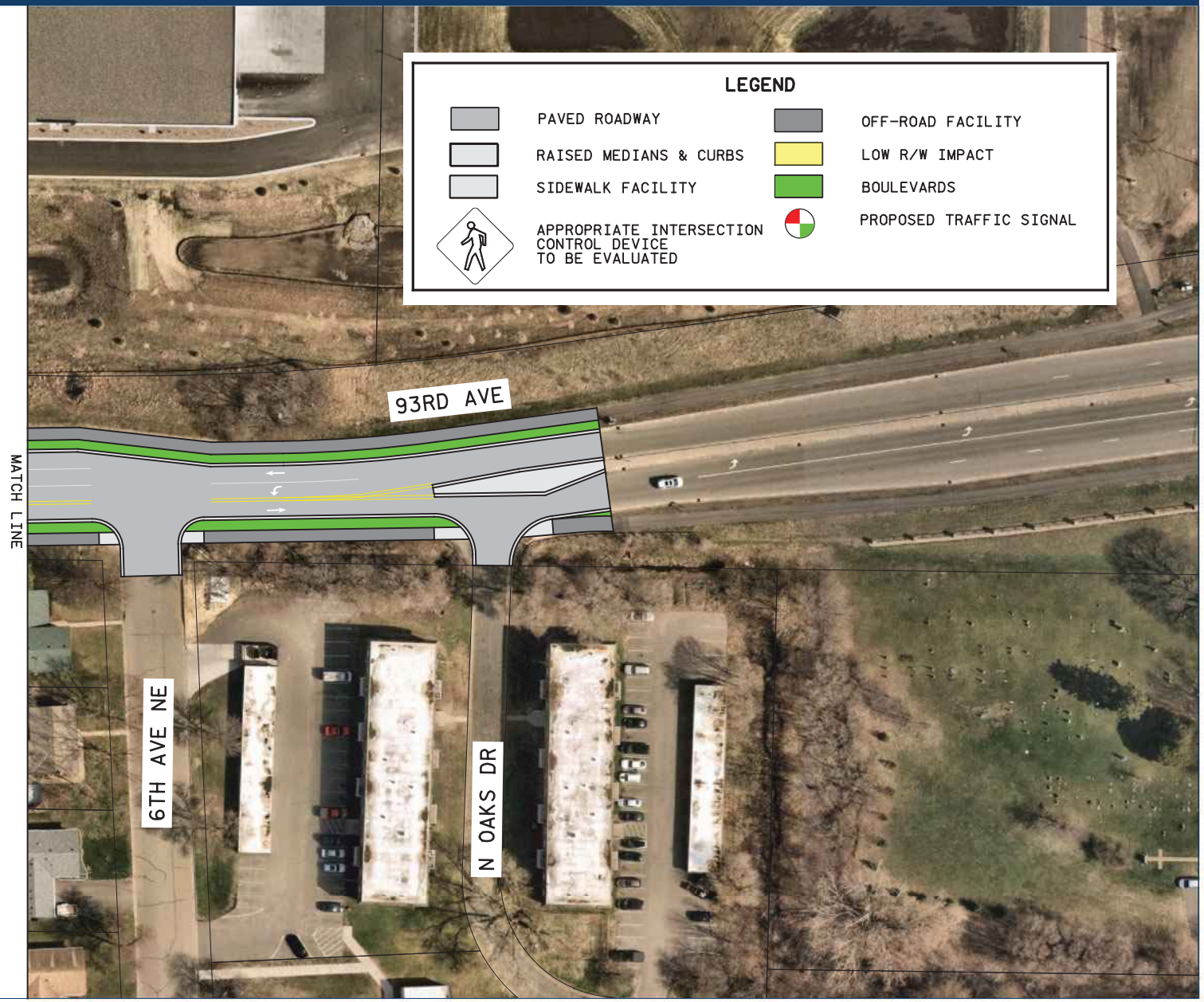

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Figure 8

Job #16612
11/7/2023
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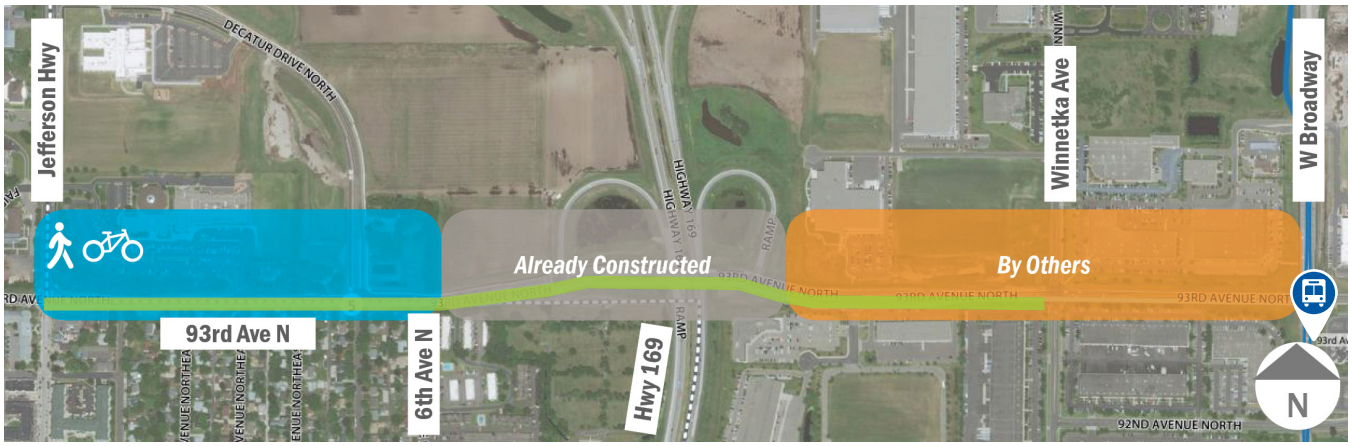
Bottineau Community Works

METRO Blue Line Extension Planning for Community Connections

The Hennepin County Bottineau Community Works program has been collaborating with cities and community partners in the Bottineau Corridor where the METRO Blue Line Extension will run to maximize community benefits of Light Rail Transit. This project focused on infrastructure enhancements to improve connections for people walking, biking, and rolling near planned light rail stations in the cities of Golden Valley, Robbinsdale, Crystal and Brooklyn Park. The following is one of ten projects selected from more than 450 potential bicycle and pedestrian projects. Design plans for the final ten projects have been developed at the 60 percent engineering level, including identifying potential implementation challenges and funding needs that will need to be addressed to move forward.

Project A: 93rd Avenue North

City of Brooklyn Park



Shared-use path along 93rd Avenue North creates a link between the planned LRT station at 93rd Avenue North and Jefferson Highway/Central Avenue (Osseo's main street). At less than two miles, this shared-use path creates a convenient bicycle connection between downtown Osseo and the planned METRO Blue Line Extension. It will connect to existing facilities over Highway 169 and planned facilities connecting to West Broadway to be constructed by other agencies as part of the LRT project.

Facility Type:
Shared-use path

Project Length:
0.4 miles

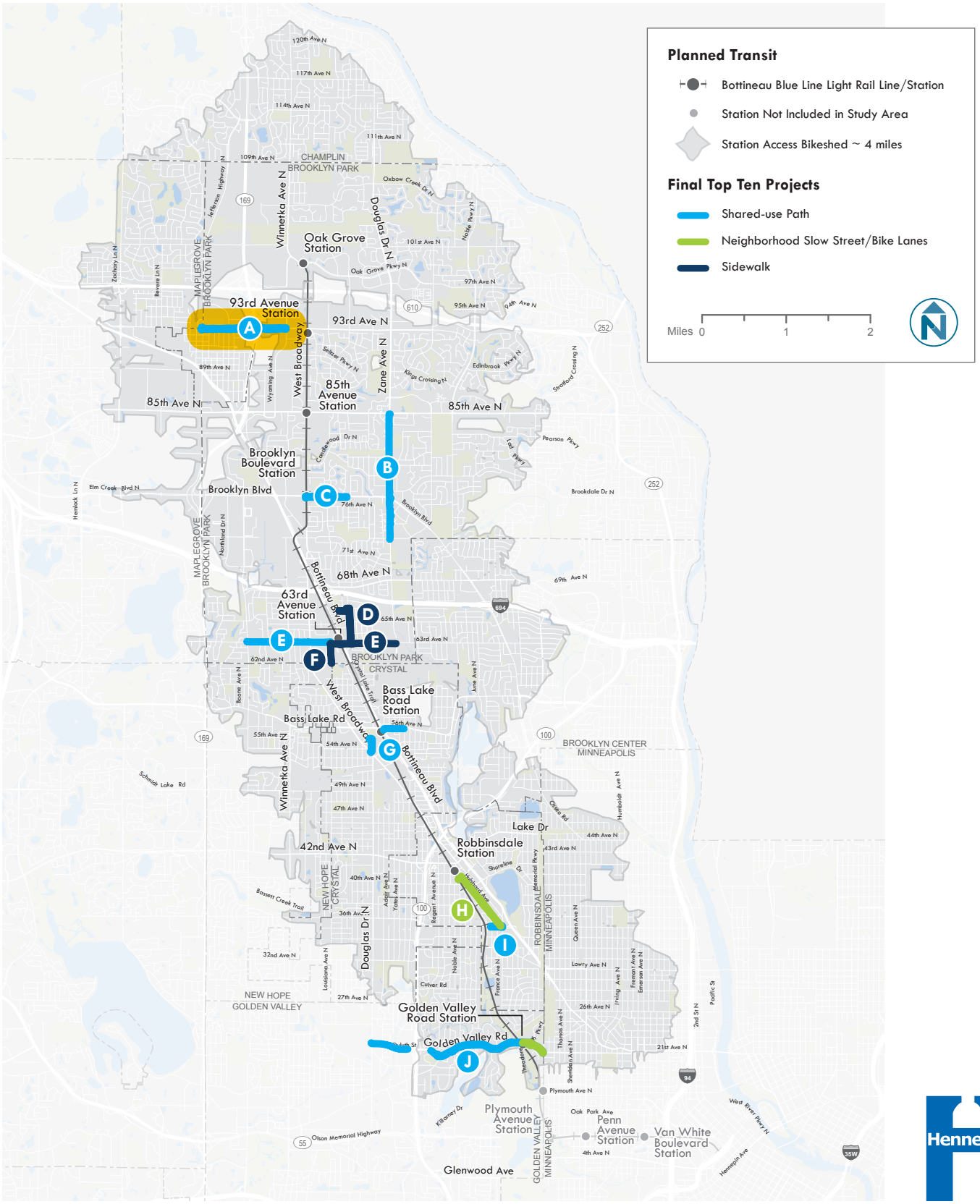
Estimated Cost:
$836,000

*Includes estimated construction costs, design and construction administration (Estimated construction in 2023)

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 06 | Blue Line Extension Planning for Community Connections

Final Ten Projects



Capital Budget and Capital Improvement Program

Board Approved Revenues by Project - Transportation Work Plan - Active

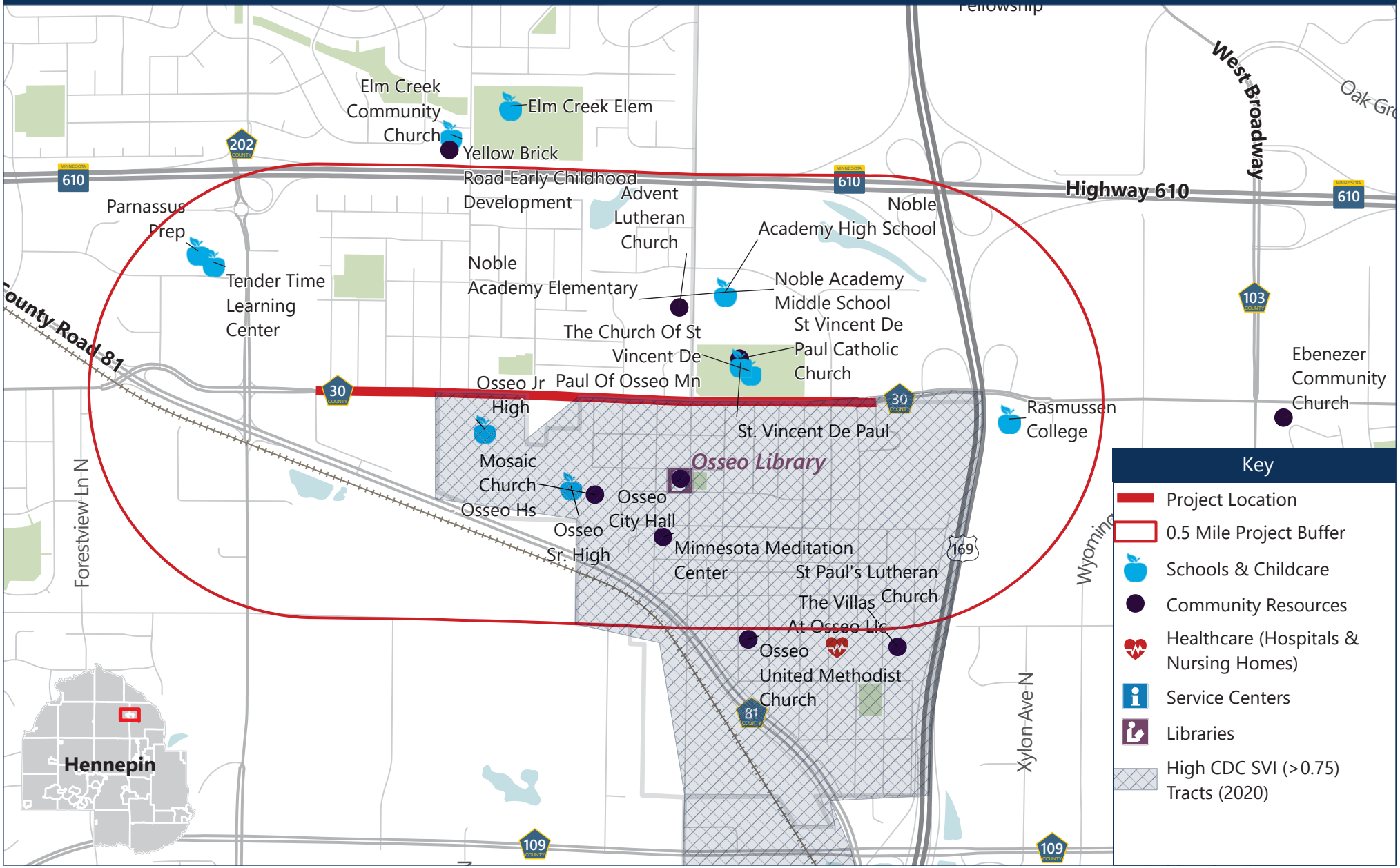
CSAH 30 (93rd Ave) Reconstruction Project

Attachment 07 | Hennepin County 2024 Transportation Work Plan

Project	Revenue Detail	Budget to Date	Exp & Enc to Date	Budget to Date Remaining	Dept Request 2024	Admin Rec 2024	CBTF Rec 2024	Co Board 2024	Co Board 2025	Co Board 2026	Co Board 2027	Co Board 2028	Co Board Beyond	Total Project Cost
2201768 CSAH 15 - Replace Bridge #27510 over Arcola Channel		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,260,000**	**685,000**	**13,620,000**	**15,565,000**
	Property Tax	0			0	0	0	0	0	0	0	0	100,000	100,000
	Federal - Other - Roads	0			0	0	0	0	0	0	0	0	7,000,000	7,000,000
	Mn/DOT State Aid - Regular	0			0	0	0	0	0	0	615,000	335,000	2,930,000	3,880,000
	Mn/DOT State Aid - Municipal	0			0	0	0	0	0	0	615,000	335,000	3,030,000	3,980,000
	Orono	0			0	0	0	0	0	0	30,000	15,000	560,000	605,000
2201724 CSAH 23 - Reconstruct Marshall fr Lowry to north county line		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,160,000**	**22,370,000**	**24,530,000**
	Property Tax	0			0	0	0	0	0	0	0	0	100,000	100,000
	Wheelage Tax	0			0	0	0	0	0	0	0	0	1,210,000	1,210,000
	Federal - Other - Roads	0			0	0	0	0	0	0	0	0	7,000,000	7,000,000
	Mn/DOT State Aid - Regular	0			0	0	0	0	0	0	0	2,090,000	11,255,000	13,345,000
	Minneapolis	0			0	0	0	0	0	0	0	70,000	2,805,000	2,875,000
2229832 CSAH 30 - Reconstruct 93rd fr Wellington to N Oaks		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,800,000**	**740,000**	**14,225,000**	**16,765,000**
	Property Tax	0			0	0	0	0	0	0	0	0	100,000	100,000
	Wheelage Tax	0			0	0	0	0	0	0	0	0	800,000	800,000
	Mn/DOT State Aid - Regular	0			0	0	0	0	0	0	1,635,000	595,000	5,885,000	8,115,000
	Mn/DOT State Aid - Municipal	0			0	0	0	0	0	0	105,000	85,000	4,715,000	4,905,000
	Brooklyn Park	0			0	0	0	0	0	0	15,000	20,000	690,000	725,000
	Maple Grove	0			0	0	0	0	0	0	30,000	30,000	1,380,000	1,440,000
	Osseo	0			0	0	0	0	0	0	15,000	10,000	655,000	680,000
2201719 CSAH 32 - Reconstruct Penn fr 66th to Crosstown		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10,390,000**	**10,390,000**
	Property Tax	0			0	0	0	0	0	0	0	0	100,000	100,000
	Mn/DOT State Aid - Regular	0			0	0	0	0	0	0	0	0	8,170,000	8,170,000
	Richfield	0			0	0	0	0	0	0	0	0	2,120,000	2,120,000
2229836 CSAH 32 - Reconstruct Penn fr CSAH 1 to 90th St		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20,930,000**	**20,930,000**
	Property Tax	0			0	0	0	0	0	0	0	0	100,000	100,000
	Wheelage Tax	0			0	0	0	0	0	0	0	0	1,020,000	1,020,000
	Mn/DOT State Aid - Regular	0			0	0	0	0	0	0	0	0	16,100,000	16,100,000
	Bloomington	0			0	0	0	0	0	0	0	0	3,710,000	3,710,000
2229837 CSAH 32 - Reconstruct Penn fr 90th to 82nd		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15,040,000**	**15,040,000**
	Property Tax	0			0	0	0	0	0	0	0	0	100,000	100,000
	Wheelage Tax	0			0	0	0	0	0	0	0	0	700,000	700,000
	Mn/DOT State Aid - Regular	0			0	0	0	0	0	0	0	0	11,550,000	11,550,000
	Bloomington	0			0	0	0	0	0	0	0	0	2,690,000	2,690,000
2229839 CSAHs 33 & 35 - Reconstruct fr I-94 to Wash Ave S		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,820,000**	**28,390,000**	**31,210,000**
	Property Tax	0			0	0	0	0	0	0	0	0	100,000	100,000

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 08 | Disadvantaged Communities and Resources Map



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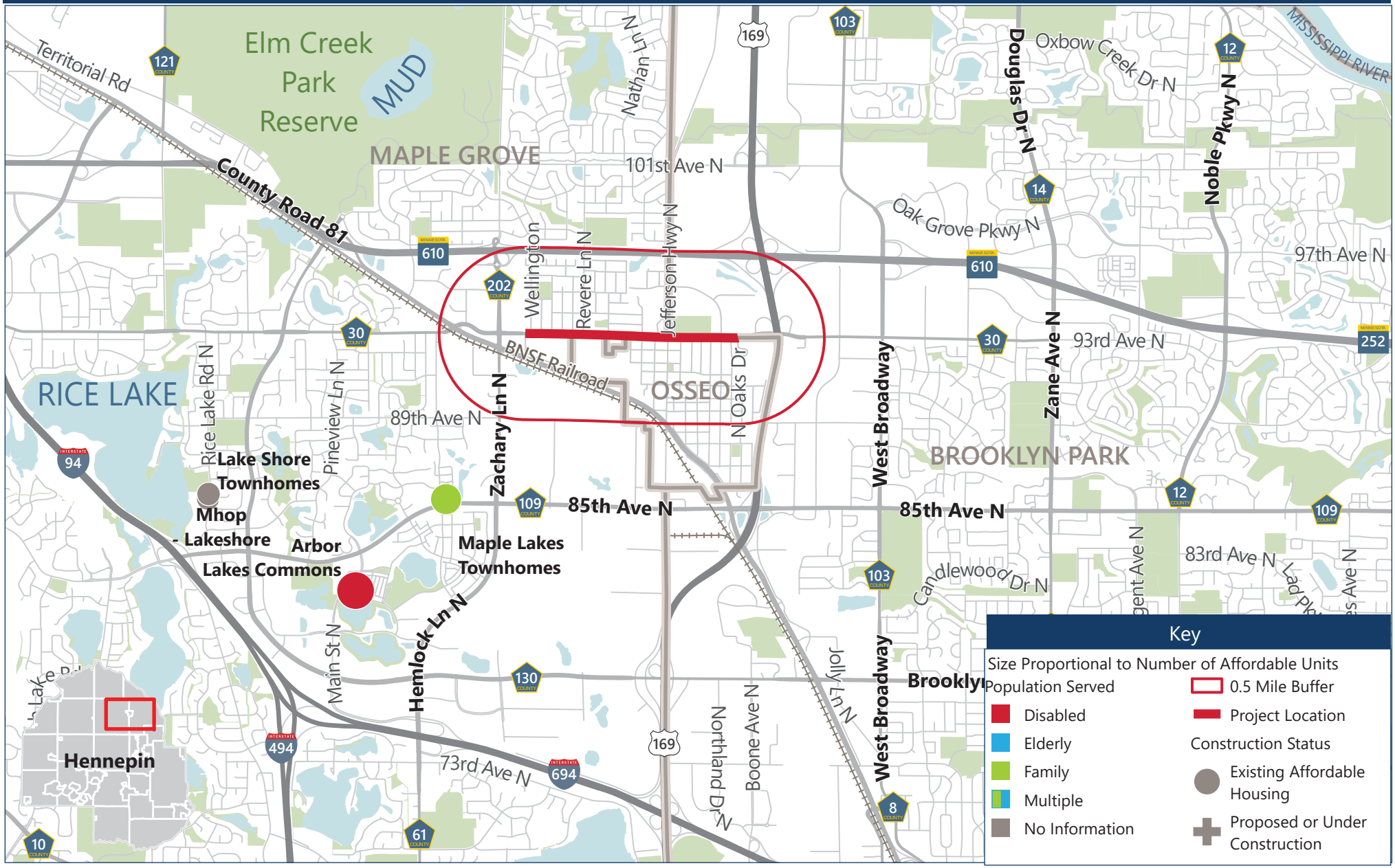
Publication date: 11/9/2023

Data sources (if applicable):

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 09 | Affordable Housing Access Map and Detail Summary



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Publication date: 11/6/2023

Data sources (if applicable):

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 09 | Affordable Housing Access Map and Detail Summary

Property ID	Property Name	Total Units	Affordable Units	30% AMI	50% AMI	60% AMI	0 BR	1 BR	2 BR	3 BR	4 BR
3154	Arbor Lakes Commons	50	49	0	49	0	0	49	0	0	0
4484	Maple Lakes Townhomes (fka Weaver Lake Th)	40	35	0	0	35	0	0	19	14	2
4901	Lake Shore Townhomes (fka Rice Lake Townhomes)	19	18	1	0	17	0	0	9	9	0
11221	Mhop - Lakeshore	19	19	19	0	0	0	0	0	0	0

AMI: Area Median Income

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 10 | Hennepin County StreetLight Analysis

Type of Travel	Zone Name	Truck - StL Truck Index	HCAADT to Index Ratio	**Estimated HCAADT**
Commercial	CSAH 005 & E of Louisiana Ave	2058	0.2910	**600**
Commercial	CSAH 023 & N of 28th Ave NE	11578	0.2910	**3350**
Commercial	CSAH 030 & W of Jefferson Hwy	1658	0.2910	**485**
Commercial	CSAH 152 & S of 36th St E	5993	0.2910	**1750**
Commercial	CSAH 153 & W of Stinson Pkwy	2512	0.2910	**730**

Example calculation: 2058*0.2910=600

Type of Travel	Zone Name	Truck - StL Truck Index	2021 HCAADT	HCAADT to Index Ratio
Commercial	H019	1383	270	0.1952
Commercial	H045	14065	2950	0.2097
Commercial	H052	6363	2750	0.4322
Commercial	H118	1182	330	0.2792
Commercial	H120	9342	750	0.0803
Commercial	H146	3240	770	0.2377
Commercial	H250	6116	500	0.0818
Commercial	H251	4374	2050	0.4687
Commercial	H302	28750	3250	0.1130
Commercial	H313	4876	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	5202	2700	0.5190
Commercial	H571	11759	1450	0.1233
Commercial	H610	10808	4100	0.3793
Commercial	H637	6878	1600	0.2326
Commercial	H649	2398	600	0.2502
Commercial	H745	8290	3350	0.4041
Commercial	H766	3945	1800	0.4563
Commercial	H807	13019	1900	0.1459

Average ratio **0.2910**

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 11 | Crash Map and Detail Listing

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N

0 0.33 0.65 Miles

Publication date: 6/22/2023

Data sources (if applicable):

CSAH 30 (93rd Ave) Reconstruction Project

Attachment 11 | Crash Map and Detail Listing

Segment A | From Wellington Ln to Revere Ln

Incident ID	Roadway	Month	Day	Year	Basic Type	Severity	Number K's	Number of Veh	Latitude	Longitude
01015971	93RD AVE N	4-Apr	5	2022	Angle	Possible Injury	0	2	45.12346	-93.41417
	Subtotal:	1								

Intersection B | At Revere Ln

Incident ID	Roadway	Month	Day	Year	Basic Type	Severity	Number K's	Number of Veh	Latitude	Longitude
No crashes reported within the Area of Influence for Intersection B										
	Subtotal:	0								

Segment C | From Revere Ln to Jefferson Hwy

Incident ID	Roadway	Month	Day	Year	Basic Type	Severity	Number K's	Number of Veh	Latitude	Longitude
01008575	93RD AVE N	2-Feb	23	2022	Rear End	Property Damage Only	0	2	45.12338	-93.40919
00869904	93RD AVE N	12-Dec	23	2020	Single Vehicle Run Off Road	Property Damage Only	0	1	45.12338	-93.40916
01011635	93RD AVE N	3-Mar	9	2022	Rear End	Property Damage Only	0	2	45.12325	-93.40235
	Subtotal:	3								

Intersection D | At Jefferson Hwy

Incident ID	Roadway	Month	Day	Year	Basic Type	Severity	Number K's	Number of Veh	Latitude	Longitude
00804748	93RD AVE N	3-Mar	20	2020	Sideswipe Same Direction	Property Damage Only	0	2	45.12325	-93.40210
00897937	93RD AVE N	3-Mar	27	2021	Angle	Property Damage Only	0	2	45.12325	-93.40208
01063796	93RD AVE N	12-Dec	7	2022	Left Turn	Property Damage Only	0	2	45.12325	-93.40207
00956550	93RD AVE N	10-Oct	13	2021	Left Turn	Possible Injury	0	2	45.12325	-93.40207
00913737	93RD AVE N	6-Jun	22	2021	Single Vehicle Run Off Road	Property Damage Only	0	1	45.12325	-93.40203
00986873	93RD AVE N	1-Jan	7	2022	Left Turn	Property Damage Only	0	2	45.12325	-93.40198
01057671	JEFFERSON HIGHWAY	11-Nov	14	2022	Rear End	Property Damage Only	0	2	45.12329	-93.40207
00815980	JEFFERSON HIGHWAY	6-Jun	23	2020	Angle	Minor Injury	0	2	45.12335	-93.40207
00847575	CENTRAL AVE	10-Oct	20	2020	Sideswipe Same Direction	Property Damage Only	0	2	45.12321	-93.40207
	Subtotal:	9								

Segment E | From Jefferson Hwy to North Oaks Dr

Incident ID	Roadway	Month	Day	Year	Basic Type	Severity	Number K's	Number of Veh	Latitude	Longitude
01018471	93RD AVE N	4-Apr	20	2022	Rear End	Property Damage Only	0	2	45.12325	-93.40054
00970263	93RD AVE N	10-Oct	30	2021	Single Vehicle Run Off Road	Property Damage Only	0	1	45.12327	-93.39454
01057796	DECATUR DR N	11-Nov	14	2022	Angle	Property Damage Only	0	2	45.12333	-93.39583
00942182	3RD AVE NW	9-Sep	20	2021	Angle	Property Damage Only	0	2	45.12329	-93.40651
00939501	3RD AVE NW	9-Sep	9	2021	Angle	Property Damage Only	0	2	45.12331	-93.40651
00942168	3RD AVE NW	9-Sep	22	2021	Rear End	Property Damage Only	0	2	45.12332	-93.40651
00780584	6TH AVE NE	1-Jan	17	2020	Rear End	Property Damage Only	0	2	45.12322	-93.39461
01049616	6TH AVE NE	10-Oct	4	2022	Rear End	Property Damage Only	0	2	45.12327	-93.39461
	Subtotal:	8								
	Grand Total:	21								

Reported Crashes Located Outside of the Project Area

Incident ID	Roadway	Month	Day	Year	Basic Type	Severity	Number K's	Number of Veh	Latitude	Longitude
~~00844962~~	~~93RD AVE N~~	~~10-Oct~~	~~7~~	~~2020~~	~~Single Vehicle Other~~	~~Property Damage Only~~	~~0~~	~~1~~	~~45.12346~~	~~-93.41314~~
	Subtotal:	1								

CRASH MODIFICATION FACTORS

CMF / CRF DETAILS

CMF ID: 9300

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:	0.853
Adjusted Standard Error:	
Unadjusted Standard Error:	0.074

Crash Reduction Factor (CRF)

Value:	14.7 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	7.4

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Street Type:	
Minimum Number of Lanes:	1
Maximum Number of Lanes:	4
Number of Lanes Direction:	
Number of Lanes Comment:	

Crash Weather:	Not specifie
Road Division Type:	
Minimum Speed Limit:	25
Maximum Speed Limit:	65
Speed Unit:	mph
Speed Limit Comment:	
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:	Before/after using comparison group
Sample Size (crashes):	1157 crashes before
Sample Size (sites):	195 sites before, 195 sites after
Sample Size (miles):	115.44 miles before, 115.44 miles after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun 17, 2018
Comments:	Second year after treatment implementation

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Table 22. Case study project elements versus before-after crash trends.

	Streetscape Project Elements														Before-After Crash Trends*			
Case No.	Curb & Gutter	Curb Extensions	Sidewalk Additions / Improvements	Landscape Buffer Next to Road & Sidewalk	Add Landscaping / Street Trees	Trees Removal / Relocation	Improve Roadside Grading/Ditch Removal	Relocate Utility Poles	Add or Enhance Street Lights	Bus Stops / Bays	Enhanced Pedestrian Crossings / Access	Median Islands / Raised Islands	Bicycle Lanes	Widening of Road > 8'	Frequency of All Crashes	Crash Rate	Frequency of Severe Crashes	Frequency of Single-Vehicle Crashes
CS-AZ-1	x		x	x	x		x				x	x			⇓	⇓	⇓	⇔
CS-AZ-2	x	x	x	x	x		x			x					⇑	⇑	⇔	⇑
CS-AZ-3	x	x	x	x											⇓	⇔	⇑	⇔
CS-CA-1	x		x		x		x						x		⇑	⇑	⇔	⇑
CS-CA-2	x		x				x					x			⇑	⇔	⇔	⇔
CS-CA-3	x		x	x	x			x	x			x		x	⇓	⇓	⇔	⇔
CS-MN-1	x		x	x	x							x		x	⇓	⇓	⇔	⇓
CS-MT-1	x		x	x											⇑	⇑	⇔	⇔
CS-MT-2	x	x	x		x						x				⇑	⇑	⇔	⇑
CS-NC-1	x		x	x	x							x			⇓	⇓	⇔	⇑
CS-NC-2	x		x	x	x	x		x					x	x	⇓	⇓	⇓	⇓
CS-NC-3	x		x									x			⇓	⇓	⇓	⇑
CS-NC-4	x		x	x		x		x	x				x		⇓	⇔	⇔	⇔
CS-NC-5	x		x	x	x							x			⇓	⇓	⇔	⇔
CS-NC-6	x		x	x	x							x	x	x	⇓	⇓	⇔	⇓
CS-NC-7	x		x									x			⇓	⇑	⇔	⇓
CS-OR-1	x		x	x			x					x			⇑	⇑	⇑	⇔
CS-OR-2	x		x	x	x			x			x	x			⇑	⇑	⇑	⇔
CS-OR-3		x			x						x				⇓	⇓	⇔	⇔
CS-OR-4		x									x				⇓	⇓	⇔	⇑
CS-OR-5	x	x	x		x				x			x			⇓	⇓	⇔	⇔
CS-OR-6		x	x		x						x				⇓	⇓	⇔	⇓
CS-OR-7		x			x					x	x		x		⇓	⇓	⇔	⇑
CS-UT-1		x	x								x				⇓	⇓	⇔	⇔
CS-UT-2	x		x												⇓	⇓	⇓	⇑
CS-UT-3	x		x								x				⇓	⇓	⇔	⇓
CS-UT-4	x		x								x				⇑	⇑	⇔	⇔

*Before-After symbols depict the following:

⇑ ≡ Crash frequencies increased by more than one crash per year; crash rates increased by more than 5 percent.

⇓ ≡ Crash frequencies decreased by more than one crash per year; crash rates decreased by more than 5 percent.

⇔ ≡ Crash frequencies for the "After" condition were within one crash per year of the "Before" condition; crash rates for the "After" condition were within 5 percent of the "Before" condition crash rates.

In Table 22, the before-after crash trends are represented by the four statistics:

- Frequency of all crashes at a site,
- Crash rate,
- Frequency of severe crashes at a site, and
- Frequency of single-vehicle crashes.

Ideally, a reduction in all four trend statistics would be observed, clearly demonstrating enhanced safety at a site; however, in many cases, an increase occurred for one before-after crash trend statistic while others remained constant or decreased. For all candidate improvement projects, a designer seeks to reduce the number of severe crashes at a site. Severe crashes, for the purposes of the values shown in the case study tables, generally include incapacitating injuries or fatalities. Only three of the case study sites exhibited an increase greater than one additional severe crash per year. All three of these case study sites included sidewalk improvements with buffer strips, but several similar improvement projects resulted in little change to a reduction in severe crashes.

Since the focus of this research effort is roadside crashes, and these frequently are single-vehicle crashes, an increase in these kinds of crashes may be of concern. Single-vehicle crashes increased by more than one crash at eight of the sites. In general, these sites included pedestrian enhancement improvements; however, as was the case with the sites of severe crashes discussed above, there were many pedestrian enhancement projects that resulted in reduced single-vehicle crashes.

Since inspection of the individual before-after crash trends provides confounding results, a more effective approach may be to examine all four before-after crash trends collectively.

CRASH MODIFICATION FACTORS

CMF / CRF DETAILS

CMF ID: 7684

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

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

PRIOR CONDITION: PERMISSIVE PHASING

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: *SAFETY EFFECTIVENESS OF FLASHING YELLOW ARROW: EVALUATION OF 222 SIGNALIZED INTERSECTIONS IN NORTH CAROLINA*, SIMPSON AND TROY, 2015

Star Quality Rating:	★★★☆☆ [VIEW SCORE DETAILS]
Rating Points Total:	75

Crash Modification Factor (CMF)

Value:	0.598
Adjusted Standard Error:	
Unadjusted Standard Error:	0.105

Crash Reduction Factor (CRF)

Value:	40.2 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	10.5

Applicability

Crash Type:	Left turn
Crash Severity:	All
Roadway Types:	Not specified
Street Type:	
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	

Crash Weather:	Not specified
Road Division Type:	
Minimum Speed Limit:	35
Maximum Speed Limit:	55
Speed Unit:	mph
Speed Limit Comment:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 7000 to Maximum of 49000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 600 to Maximum of 17000 Annual Average Daily Traffic (AADT)
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	2003 to 2013
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	Other before/after
Sample Size (crashes):	31 crashes before, 23 crashes after
Sample Size (sites):	30 sites before, 30 sites after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov 01, 2015
Comments:	Target crashes are defined as "left-turn same roadway crashes with the left-turner on an approach treated with FYA a occurring during the time of day when FYA is in operation".

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CRASH MODIFICATION FACTORS

CMF / CRF DETAILS

CMF ID: 1414

ADD SIGNAL (ADDITIONAL PRIMARY HEAD)

DESCRIPTION:

PRIOR CONDITION: INTERSECTION HAS ONE PRIMARY SIGNAL HEAD PER APPROACH

CATEGORY: INTERSECTION TRAFFIC CONTROL

STUDY: *SAFETY BENEFITS OF ADDITIONAL PRIMARY SIGNAL HEADS*, FELIPE ET AL., 1998

Star Quality Rating:	CANNOT BE RATED (INSUFFICIENT INFORMATION)
Rating Points Total:	

Crash Modification Factor (CMF)

Value:	0.72
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	28 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Street Type:	
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	

Crash Weather:	Not specified
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
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:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details

Date Range of Data Used:	
Municipality:	Richmond, British Columbia
State:	notusa
Country:	Canada
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (sites):	8 sites after

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	The authors state that "three year of data were used for this analysis" (p. 7). This statement does not indicate if the be was 3 years, the after period was 3 years, both were 3 years, or the total time period was 3 years (i.e. 1.5 years for bef and 1.5 years for after period).

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CRASH MODIFICATION FACTORS

CMF / CRF DETAILS

CMF ID: 2338

INSTALL TWLTL (TWO-WAY LEFT TURN LANE) ON TWO LANE ROAD

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: ROADWAY

STUDY: *SAFETY EVALUATION OF INSTALLING CENTER TWO-WAY LEFT-TURN LANES ON TWO-LANE ROADS*, LYON ET AL., 2008

Star Quality Rating:	[VIEW SCORE DETAILS]
Rating Points Total:	120

Crash Modification Factor (CMF)

Value:	0.686
Adjusted Standard Error:	
Unadjusted Standard Error:	0.057

Crash Reduction Factor (CRF)

Value:	31.4 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	5.7

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Street Type:	
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	

Crash Weather:	Not specified
Road Division Type:	Divided by TWLTL
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All

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:	1991 to 2004
Municipality:	
State:	CA
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

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CRASH MODIFICATION FACTORS

CMF / CRF DETAILS

CMF ID: 9250

INSTALL SHARED PATH

DESCRIPTION:

PRIOR CONDITION: NO SHARED PATH PRESENT

CATEGORY: BICYCLISTS

STUDY: *STATEWIDE ANALYSIS OF BICYCLE CRASHES*, ALLURI ET AL., 2017

Star Quality Rating:	★★☆☆☆ [VIEW SCORE DETAILS]
Rating Points Total:	50

Crash Modification Factor (CMF)

Value:	0.75
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)

Value:	25 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

Crash Type:	Vehicle/bicycle
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Street Type:	
Minimum Number of Lanes:	6
Maximum Number of Lanes:	6
Number of Lanes Direction:	
Number of Lanes Comment:	

Crash Weather:	Not specifie
Road Division Type:	Divided by Median
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	Minimum of 5700 to Maximum of 98500 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	42085 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:	2011 to 2014
Municipality:	
State:	FL
Country:	
Type of Methodology Used:	Regression cross-section
Sample Size (crashes):	2049 crashes
Sample Size (miles):	1209 miles

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun 17, 2018
Comments:	Minor arterial, major collector, and minor collector facility types were also included.

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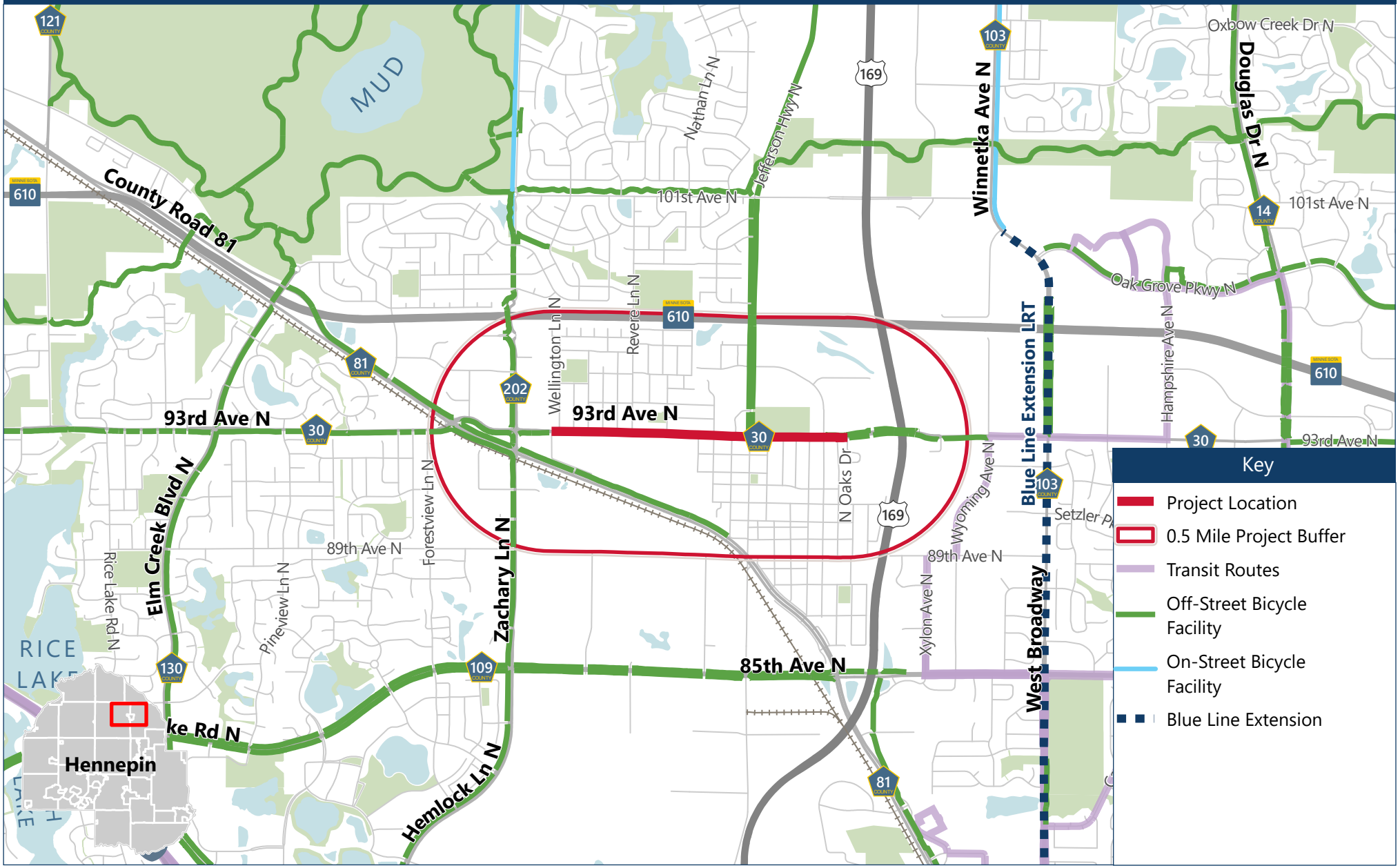
CSAH 30 (93rd Ave) Reconstruction Project

Attachment 13 | Multimodal Connections Map



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.

N

0 0.75 1.5 Miles

Publication date: 10/23/2023

Data sources (if applicable):

CSAH 30 (93rd Ave) Reconstruction Project
Attachment 14 | City of Brooklyn Park Support Letter

City of Brooklyn Park
City Hall
5200 85th Ave. N.
Brooklyn Park, MN 55443
763-424-8000
www.brooklynpark.org

November 2, 2023

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 Brooklyn Park hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the reconstruction of CSAH 30 (93rd Ave N) from Wellington Ln to N Oaks Dr in the Cities of Brooklyn Park, Maple Grove, and Osseo.

This project is anticipated to upgrade the roadway to an urban design with curb, stormwater structures, off-road multimodal facilities, and ADA accommodations. In addition, the existing pavement and traffic signal systems will be replaced to address aging assets. The preferred typical section will be determined as part of the project development process based on characteristics of the project area, values of the community, as well as the infrastructure, safety, and user needs. It is anticipated that these proposed improvements will provide additional accessibility, safety, and mobility for people walking, biking, and driving; thereby enhancing the livability and quality of life for Brooklyn Park, Maple Grove, Osseo and Hennepin County residents.

The City of Brooklyn Park acknowledges that the city will likely be requested to participate in the cost of 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. Additionally, if new off-road multimodal facilities are constructed within the city limits, the City of Brooklyn Park agrees to consider maintaining the off-road multimodal facilities year-round in accordance with the current Hennepin County Cost Participation and Maintenance Policies.

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.

Jesse Struve, City Engineer

City of Maple Grove
12800 Arbor Lakes Parkway
Maple Grove, MN 55369-7064
763-494-6000
maplegrovemn.gov

December 1, 2023

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

Subject: Letter of Support for the 2024 Regional Solicitation Program: CSAH 30 Reconstruction (Hennepin County, MN)

Dear Ms. Stueve:

The City of Maple Grove hereby expresses its support for Hennepin County's 2024 Regional Solicitation federal funding application for the reconstruction of CSAH 30 (93rd Avenue N) from Wellington Lane to N Oaks Drive in the Cities of Brooklyn Park, Maple Grove, and Osseo.

This project is anticipated to upgrade the roadway to an urban design with curb, stormwater structures, off-road multimodal facilities, and ADA accommodations. In addition, the existing pavement and traffic signal systems will be replaced to address aging assets. The preferred typical section will be determined as part of the project development process based on characteristics of the project area, values of the community, as well as the infrastructure, safety, and user needs. It is anticipated that these proposed improvements will provide additional accessibility, safety, and mobility for people walking, biking, and driving; thereby enhancing the livability and quality of life for Brooklyn Park, Maple Grove, Osseo and Hennepin County residents.

The City of Maple Grove supports this funding application and agrees to maintain the off-road multimodal facilities year-round in accordance with the current Hennepin County Cost Participation and Maintenance Policies, if they are constructed along CSAH 30 with the city limits. At this time, the City of Maple Grove has no funding programmed in its 2024-2028 Capital Improvement Program (CIP) for this project. The city has other priority projects on the county system that city CIP resources are currently directed towards. Therefore, the city is currently unable to commit to cost participation in this project.

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,

Mark Steffenson
Mayor, Maple Grove

City of Osseo
415 Central Avenue
Osseo, MN 55369-1195
P 763.425.2624 **F** 763.425.1111

November 15, 2023

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 Osseo hereby expresses its support for Hennepin County's Regional Solicitation federal funding application for the reconstruction of CSAH 30 (93rd Ave N) from Wellington Ln to N Oaks Dr in the Cities of Brooklyn Park, Maple Grove, and Osseo.

This project is anticipated to upgrade the roadway to an urban design with curb, stormwater structures, off-road multimodal facilities, and ADA accommodations. In addition, the existing pavement and traffic signal systems will be replaced to address aging assets. The preferred typical section will be determined as part of the project development process based on characteristics of the project area, values of the community, as well as the infrastructure, safety, and user needs. It is anticipated that these proposed improvements will provide additional accessibility, safety, and mobility for people walking, biking, and driving; thereby enhancing the livability and quality of life for Brooklyn Park, Maple Grove, Osseo and Hennepin County residents.

The City of Osseo acknowledges that the city will likely be required to cost participate in this project as outlined in the county's cost participation policy. Specific details regarding cost participation and maintenance responsibilities are anticipated to be determined during the design process as project development is advanced. Additionally, if new off-road multimodal facilities are constructed within the city limits, the City of Osseo agrees to maintain the off-road multimodal facilities year-round in accordance with the current Hennepin Cost Participation and Maintenance Policies.

Thank you for making us aware of this application and project, and the opportunity to provide support. The Osseo City Council approved this letter of support at their meeting on November 13, 2023. The city looks forward to working with you on this project.

Sincerely,

Riley Grams
City Administrator
City of Osseo