Application

19837 - 2024 Roadway Spot Mobility
20374 - Bloomington Old Shakopee Road at Old Cedar Avenue Intersection Improvement Project
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/14/2023 9:23 PM

Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

Organization Information

Name: BLOOMINGTON,CITY OF
Jurisdictional Agency (if different):
Organization Type: City
Organization Website:
Address: 1700 W 98TH STREET

* BLOOMINGTON (City) Minnesota (State/Province) 55431 (Postal Code/Zip)

County: Hennepin
Phone:* 952-563-8700 (Ext.)

Fax:
PeopleSoft Vendor Number 0000026809A5

Project Information

Project Name CSAH 1 and Old Cedar Avenue Intersection Safety Improvements
Primary County where the Project is Located Hennepin
Cities or Townships where the Project is Located: Bloomington
Jurisdictional Agency (If Different than the Applicant):

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

The intersection of CSAH (County State Aid Highway) 1 (East Old Shakopee Road) and Old Cedar Avenue is a four-legged signalized intersection. CSAH 1 is classified as a Minor Arterial with an Average Annual Daily Traffic (AADT) volume of 12,890 vehicles per day (vpd). Old Cedar Avenue is classified as a Major Collector north of CSAH 1 with an AADT of 6,264 vpd. South of CSAH 1, Old Cedar Avenue is classified as a local roadway. CSAH 1 has channelized right-turn lanes for both eastbound and westbound. Pedestrian crossings are marked on all approaches and there is a regional trail (Nokomis-Minnesota River Regional Trail) along Old Cedar Avenue that extends through the west leg of the intersection and goes south to the Long Meadow Lake Bridge. The east leg of CSAH 1 has entrance and exit ramps to northbound and southbound Highway 77. CSAH 1 is a diversion route for I-494 that extends from Highway 169 through I-35W over to Highway 77 and into the South Loop District.

Sixty percent of all crashes at the CSAH 1 and Old Cedar Avenue intersection are left turn type crashes. To address the issue, the project will include left-turn lanes for the eastbound and westbound approaches. Flashing Yellow Arrow (FYA) signal phasing will also be added for all legs which will replace the existing permissive only phasing. These signal heads provide the opportunity to operate these movements as protected/permissive or protected-only, and the ability to adjust the phasing mode throughout the day to match traffic conditions. This is expected to reduce left-turn and head type crashes. A right-turn lane will also be added for the eastbound leg to facilitate more efficient traffic operations for this heavy movement. Rear end, left turn, and angle crashes are expected to decrease with the addition of turn lanes at the intersection as well.

Pedestrian safety is also expected to improve compared to the existing condition. The current pork chop islands will still facilitate right turn movements due to the skew angle of the intersection. However, they will be smaller than the existing ones and designed to be more pedestrian friendly through the implementation of tighter geometry and/or truck aprons. Other pedestrian safety features include:

-Six-foot sidewalks with buffer zone

-Additional sidewalk to fill current gaps along the corridor

-Center medians

-High visibility marked crosswalks

-Access consolidation

(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.

RECONSTRUCT CSAH 1 AND OLD CEDAR AVENUE INTERSECTION. ADD RIGHT AND LEFT TURN LANES. CONSTRUCT SIDEWALK. REPLACE SIGNAL AND ADD FYA.

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)

0.5

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	$2,747,824.00
Match Amount	$686,956.00
Minimum of 20% of project total	
Project Total	$3,434,780.00

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

Match Percentage 20.0%

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

Source of Match Funds Local funds and State Aid 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

Preferred Program Year

Select one: 2028, 2029

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

Additional Program Years:

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

Project Information: Roadway Projects

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 City of Bloomington

Functional Class of Road A Minor Expander and Major Collector

Road System CSAH

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

Road/Route No. 1

i.e., 53 for CSAH 53

Name of Road East Old Shakopee Road

Example; 1st ST., MAIN AVE

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

From:
Road System

Road/Route No.

i.e., 53 for CSAH 53

Name of Road

Example; 1st ST., MAIN AVE

To:
Road System

DO NOT INCLUDE LEGAL DESCRIPTION

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)

OR:

At:
Road System Old Cedar Avenue

(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)

Road/Route No.

i.e., 53 for CSAH 53

Name of Road Old Cedar Avenue

Example; 1st ST., MAIN AVE

In the City/Cities of: Bloomington

(List all cities within project limits)

PROJECT LENGTH

Miles 0.5

(nearest 0.1 miles)

Primary Types of Work (check all the apply)

New Construction

Reconstruction Yes

Resurfacing

Bituminous Pavement

Concrete Pavement

Roundabout

New Bridge

Bridge Replacement

Bridge Rehab	
New Signal	Yes
Signal Replacement/Revision	
Bike Trail	
Other (do not include incidental items)	GRADE, PED RAMPS, BIT BASE, BIT SURF, CURB AND GUTTER, SIDEWALK, AGG BASE, STORM SEWER, LIGHTING, SIGNALS

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	55425
Approximate Begin Construction Date	05/01/2028
Approximate End Construction Date	10/31/2028
Miles of Trail (nearest 0.1 miles)	0
Miles of Sidewalk (nearest 0.1 miles)	0.4
Miles of trail on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Is this a new trail?	No

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:

Goal A: Transportation System Stewardship; Objective A: Efficiently preserve and maintain the regional transportation system in a state of good repair; Strategy A2 (Page 2.6): Regional transportation partners should regularly review planned maintenance preservation and reconstruction projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, MnPASS, strategic capacity, transit, bicycle, and pedestrian facilities.

Goal B: Safety and Security; Objective A: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport; Strategy B1 (Page 2.7): Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation. Strategy B4 (Page 2.7): Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.

Goal C: Access to Destinations; Objective A: Increase the availability of multimodal travel options, especially in congested highway corridors Strategy C2 (Page 2.9): The Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations. Strategy C2 (Page 2.9): Regional transportation partners will manage access to principal and A-minor arterials to preserve and enhance their safety

and capacity. The Council will work with MnDOT to review interchange requests for the principal arterial system.

Goal D: Competitive Economy; The regional transportation system supports the economic

competitiveness, vitality, and prosperity of the region and state. Strategy D1 (2-11) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users.

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.

Old Shakopee Road is also identified in the City's Active Transportation Action Plan completed in August 2023. The plan specifically calls out the need to "address barriers for active transportation users walking, biking, rolling along and across Old Shakopee Road."

The Old Cedar Avenue Traffic & Intersection Study was completed in November 2022. The project is consistent with the recommendations included in this document.

This project is located in Hennepin County in the city of Bloomington. The proposed safety improvements are consistent with those identified in the Hennepin County Road Safety Plan (CRSP).

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: 02/28/2022

Link to plan: https://www.bloomingtonmn.gov/eng/ada-transition-plan-public-right-way

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)	$132,000.00
Removals (approx. 5% of total cost)	$211,000.00
Roadway (grading, borrow, etc.)	$317,200.00
Roadway (aggregates and paving)	$913,080.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$277,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$213,000.00
Traffic Control	$132,000.00
Striping	$79,000.00
Signing	$22,500.00
Lighting	$0.00
Turf - Erosion & Landscaping	$138,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$405,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$312,000.00
Other Roadway Elements	$0.00
Totals	**$3,151,780.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$198,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$70,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$15,000.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$283,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00
Other Costs - Administration, Overhead,etc.	$0.00

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:

The CSAH 1 and Old Cedar Avenue Intersection Safety Improvements project will incorporate elements that will increase the resiliency of the transportation system network within the CSAH 1 and Old Cedar Avenue Intersection area. The project provides transportation benefits by making the CSAH 1 and Old Cedar Avenue Intersection more resilient to endure current and future severe weather events and natural disasters. The project will reduce long-term, life cycle infrastructure costs by preventing future damage, maintenance, and reconstruction. Project element improvements that are eligible to receive PROTECT funds include the following: Storm sewer systems will be designed to current standards to include high intensity rainfall events and installed to remove rainwater from surface transportation facilities; Flood detention basins will be installed for a 100-year design event to prevent the intrusion of floodwaters into surface transportation systems; Riprap installation at storm sewer and culvert outlets for erosion protection; The number of drainage structures on the roadway surface will be increased to meet current standards; Native seed mixtures will be used following MnDOT standards. Weed control will be used during establishment. These are vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide wildfire and erosion control.

Totals

Total Cost	$3,434,780.00
Construction Cost Total	$3,434,780.00
Transit Operating Cost Total	$0.00

Congestion within Project Area:

Free-Flow Travel Speed:	37
The free-flow travel speed is the black number	
Peak Hour Travel Speed:	29
The peak hour travel speed is the red number	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	21.62%
Upload the "Level of Congestion" map:	1702593245158_1_LevelofCongestion.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	I-494
Adjacent Parallel Corridor Start and End Points:	

Start Point:	CSAH 35 (Portland Avenue)
End Point:	12th Avenue
Free-Flow Travel Speed:	64
The Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	42
The Peak-Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	34.38%
Upload the "Level of Congestion" map:	1702593245158_1_LevelofCongestion.pdf

Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:

(70 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(65 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(60 Points)

Not listed as a priority in the study: Yes

(0 Points)

Congestion Management and Safety Plan IV:

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

(70 Points)

Not listed as a CMSP priority location: Yes

(0 Points)

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: 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:

According to the EPA's EJScreen Community Report, with in a ½ mile buffer of the project area there are 3,243 people, 53 percent of whom are people of color comprised of Hispanic (22 percent), Black (20 percent), Asian (seven percent) and two or more races (three percent). The project area is located within a Regional Environmental Justice Area, with a per capita income of $36,249. Fourteen percent of the population have a disability.

The Old Cedar Avenue Traffic and Intersection Study was completed in November 2022 and included a public involvement strategy to understand the existing intersection conditions. The strategy involved engaging transit users, walkers, bikers, and vehicle drivers throughout Bloomington. The team collaborated with the Bloomington Community Outreach and Engagement Division (COED) to develop an outreach plan that targeted the diverse stakeholders in the project area. A community profile analysis was completed to understand specifics on the surrounding community and helped to inform the engagement strategy.

The team used the City's Lets Talk Bloomington site (letstalk.bloomingtonmn.gov/oca_study) which included an interactive map and survey as well as study results, alternatives and information about the project.

The following in-person events were held:

- Open House at Wrights Lake Park (May 10, 2022)

- Bloomington Planning Commission Meetings (May 12 and September 8, 2022)

- Bloomington City Council Meetings (May 23 and September 12, 2022)

The open house provided the opportunity to vote on cross-section designs and alternatives. Informational boards were also available to highlight the existing traffic and safety issues along the corridor which identify the project's purpose and need. Residents overwhelmingly chose the alternative included as part of this funding request. Updates and meeting materials were posted to the Lets Talk Bloomington study page. A promotional postcard was sent to nearby businesses and residents promoting the May 10 open house. The public meeting was also promoted via the study page, social media and through city notification channels. Feedback from the open house was shared at the subsequent Planning Commission and City Council meetings.

The City also completed an Active Transportation Action Plan in 2023. The plan also prioritized addressing equity by engaging BIPOC, youth, elderly, and low-income populations through multiple meetings, walk workshops, online engagement, interactive mapping, and pop-up shops. They reported that CSAH 1 lacked proper pedestrian infrastructure, having narrow sidewalks, lack of connectivity to nearby open spaces and discomfort while walking, biking, or rolling along the corridor.

(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:

This project will provide direct safety, public health, transportation, and access benefits to motorized and non-motorized low-income populations, persons with disabilities, and BIPOC populations. Benefits include:

Pedestrian and Bicycle Safety Improvements: According to the City of Bloomington's Partnerships for Healthy Communities, 55 percent of residents walk or bike instead of drive more than once a month. The new signalization system will offer more flexibility to those who rely on non-motorized modes of transportation, and it will provide additional improvements for pedestrians and cyclists. For instance, the new signal system would have the flexibility to incorporate protected left-turn phasing to reduce vehicle/pedestrian conflicts or a leading pedestrian interval, which will give pedestrians an extra three to seven seconds to enter the crosswalk before vehicles receive a green signal. According to FHWA, the inclusion of this signalization will reduce pedestrian-vehicle crashes by 13 percent.

Travel Time Improvements: Traffic congestion costs the Twin Cities region $2.6 billion annually. The addition of FYA phasing can improve traffic flow and will reduce the delay for Bloomington low-income residents who are trying to connect to jobs and potential employment opportunities. Furthermore, having the flexibility to use protected phasing during peak hours will provide the driver with more opportunities to make a left turn.

Public Health: According to the EPA's EJ screening tool, the CSAH 1 and Old Cedar Avenue Intersection has a population residing in a Regional Environmental Justice area with higher levels of diesel particulate matter (PM) than the state average, falling within the 90th percentile. PM is the exhaust emitted from trucks, single-occupancy vehicles, and other motor vehicles, and it contributes to various health issues, including lung diseases and cancers. With improved pedestrian facilities, communities can decrease the number of single-occupancy vehicle travel during the morning and evening commuter peak hours by making the best use of non-motorized options, helping to alleviate the amount of PM emitted.

As with any construction project, there will be construction activities that will directly impact the traveling public and nearby residents and businesses. However, these construction impacts will be temporary. Project construction will incorporate proper noise, storm water management, traffic management mitigation, and access management for motorists, bicyclists, and pedestrians as well as planned detour routes to consider the needs of property owners and stakeholders.

(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:

As identified on the Socio-Economic Conditions map, 814 subsidized units exist in census tracts within ½ miles of the project. The Equity and Affordable Housing (supplemental) map confirms the availability of affordable housing options within the project area as follows:

-Winston Apts (79 units)

-Cedar Glen

-Cedar Cliff Village (81 units)

-Cedar Cliff Apts (141 units)

-Cedar Court Apts (60 units)

-Cedar Crest (30 units)

-Cedar Manor Apts (24 units)

-Cedar Court West Apts (36 units)

-Cedar Gate Apartments

-Cedar Commons Apartments

-Metropolitan Towers

The project will address these sidewalk gaps in the project area by constructing new six-foot sidewalks along both corridors. The project also includes ADA-complaint pedestrian curb ramps, high visibility crosswalk markings, reconstruction of the channelized right-turn lanes to be more pedestrian friendly, reduction in the crossing distance, new medians and pedestrian refuges islands which will facilitate safer and easier crossing for pedestrians and bicyclists. This will enable affordable housing residents to connect transit and destinations in the project area. Several destinations, including Hana Asian Market, Hope Healthcare, and Running Park, are within walking distance of Cedar Glen Apartments, and upgrades to the sidewalk network would allow for direct access, as well as provide a more comfortable and safe experience. With improved access, benefits will include access to economic opportunities, increased physical activity, and decrease in the potential of pedestrian injuries and fatalities.

Transportation costs can be a significant burden for households with low incomes, resulting in difficulties in paying their rent or other expenses, but by improving the sidewalk network, residents can access the Metro Transit Route 539 which has stops along CSAH 1 and Old Cedar Avenue. The transit route provides connections to Mall of America, places of worship, and educational and childcare opportunities, including Indian Mounds Elementary School, Kindercare, and Normandale Community College.

The project provides safety enhancements for residents driving to destinations. Sixty percent of crashes at the intersection of CSAH 1 and Old Cedar Avenue are left turn related. The project will add dedicated left-turn lanes, which will reduce delays for left-turning vehicles. Left-turn lanes also reduce total crashes by 28 to 48 percent, according to FHWA. Additionally, FYA signal phasing will improve traffic flow and allow drivers the opportunity to make more left turn opportunities, while improving safety when compared to the existing permissive signal phasing that requires drivers to wait for safe gaps in oncoming traffic before turning.

(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):	Yes
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	
Upload the ?Socio-Economic Conditions? map used for this measure.	1702593572914_2_SocioEconomic_OSR_OC.pdf

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
18.0	18.0	0	2090	2090	37620.0	37620.0	0	n/a	1702593760720_3_Traffic OSR_OC.pdf
						37620			

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	Total Peak Hour Delay Reduced	Delay Reduced Total

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):
3.71	3.68	0.03
4	**4**	**0**

Total

Total Emissions Reduced:	0.03
Upload Synchro Report	1702593874739_3_Traffic OSR_OC.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: Benefit of Crash Reduction

Crash Modification Factor Used:

CMF1 of 0.73 for all crash types for installation of left-turn lanes on both major road approaches.

CMF2 of 0.25 for injury type crashes and 0.36 for property damage only type crashes for left-turn and right angle crashes only for change from permissive only to flashing yellow arrow permissive only.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

The project includes adding FYA phasing to all legs and adding left-turn lanes for eastbound and westbound, the major approaches.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$3,390,201.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	6
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:	4
Worksheet Attachment	1702593933529_4_OSR_OC_Safety Analysis.pdf

Upload Crash Modification Factors and B/C Worksheet in PDF form

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:

There are several sidewalk gaps along CSHA 1 and Old Cedar Avenue forcing pedestrians to share the road with vehicular traffic, which increases the risk of conflict. Constructing pedestrian facilities will help reduce the number of crashes involving pedestrians traveling along both corridors. According to the FHWA Office of Safety Proven Safety Countermeasures, there is a reduction in crashes involving pedestrians walking along roadways by 88 percent with the installation of sidewalks which is included with the project.

There was a pedestrian fatality at the western end of the project near the intersection at 17th Avenue South and CSAH 1 in 2023. Improving pedestrian crossings at the signalized intersection of CSAH 1 and Old Cedar Avenue and constructing sidewalk gaps along CSAH 1 will provide safety improvements that will have an affected area beyond the project area by reducing the number of pedestrians crossing at unsafe locations.

The project design includes other PEDSAFE countermeasures that have safety benefits for pedestrians and bicyclist navigating the intersection:

- Using curb ramps with marked crosswalks improves orientation for visually impaired pedestrians and allows people using wheelchairs, strollers, or walkers to navigate the crossing.

- Providing crossing/pedestrian refuge islands which FHWA notes that a median with a marked crosswalk can reduce pedestrian crashes by 46 percent.

- Crosswalk visibility enhancements will be incorporated into the project through the implementation of upgraded lighting, signing, pavement markings and high-visibility continental crosswalk markings. FHWA notes that high-visibility crosswalks can reduce pedestrian injury crashes up to 40 percent and intersection lighting can reduce pedestrian crashes up to 42 percent.

-Reconstruction of the right-turn slip lanes to create a safer pedestrian environment is identified as a PEDSAFE Countermeasure for improving pedestrian safety.

- Providing new protected left turn phasing provides a green arrow for left-turning vehicles while stopping parallel pedestrian crossings to eliminate conflicts. This provides pedestrian safety benefits with the ability to reduce vehicle-pedestrian conflicts that occur with the current permissive left-turn phasing.

Lastly, the shortening of the north approach crosswalk will also enhance pedestrian and bike safety at the intersection. The shorter crossing distance will decrease the amount of time it takes for a pedestrian or bicyclist to cross the intersection. This will result in a reduction of time the pedestrian or bicyclist will be exposed to vehicles and thus will improve the pedestrian and bicyclist safety at the intersection.

(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:

(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: 1

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

Response:

The crossing distance will actually be shortened for the northbound approach which will decrease the time it takes for pedestrians to cross the intersection. For the eastbound and westbound approaches the crossing distance will be increasing with the addition of left-turn lanes, however center median islands will be provided to allow for pedestrians and bicycles to cross safely. The right-turn lane being added for the westbound approach does not affect the pedestrian crossing distance as it ends before the intersection.

(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: n/a

(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: n/a

(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 project includes adding center median islands and narrowing pedestrian crossing distance both of which are strategies to help motorist drive slower. Additionally, a six-foot sidewalk will be constructed along both corridors thereby separating pedestrians from vehicle traffic.

(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 posted speed limit on both CSAH 1 and Old Cedar Avenue is 35-40 miles per hour. The speed limit is not anticipated to change with the proposed project.

(Limit 1,400 characters; approximately 200 words)

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

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

Existing road configuration is a One-way, 3+ through lanes

or

Existing road configuration is a Two-way, 4+ through lanes Yes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more Yes

Existing road has AADT of greater than 15,000 vehicles per day

List the AADT

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.) Yes

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays.)

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

If checked, please describe:

Hana Asian Market, Richfield Bloomington Eagles Club, Shell Station, BP Station, Gyros Grill, and Twin City Telephone are adjacent on the CSAH 1 southwestern leg, while All-American Recreation is directly adjacent on the CSAH 1 northeastern leg.

(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:

There are several affordable housing apartments within ½ mile of the intersection. Furthermore, within the 500-foot radius, at the corner of East 91st Street and 17th Avenue, is Blooming Tots Childcare. Just outside of the 500-foot radius (a little over 1,000 feet to the north) there are two places of worship: Redeeming Cross Community Church and MCC Al Rahman Mosque.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

RTBN Tier 1 alignments run along both CSAH 1 and Old Cedar Avenue. These alignments enhance connectivity between the Nokomis-Minnesota River Regional Trail and the Minnesota Valley National Refuge along Old Cedar Avenue. The CSAH 1 Tier 1 alignment connects to a Tier 1 corridor southwest of the project area, which connects to regional destinations such as Hyland-Bush-Anderson Lakes Park and Normandale Community College and also goes over Long Meadow Lake (a Regional Bicycle Barrier) via the Old Cedar Avenue Bridge. Northeast of the project area, there are regional destinations including the Mall of America and Minneapolis?Saint Paul International Airport.

The Nokomis-Minnesota River Regional Trail, which is a seven-mile trail, runs along the west side of Old Cedar Avenue, north of the project area and extends through the west leg of the intersection and goes south to the Long Meadow Lake Bridge. This trail has essential regional connections to Nine Mile Creek Regional Trail, the Minnesota Valley National Wildlife Refuge, and Minneapolis-Saint Paul International Airport. According to the Hennepin County 2040 Bicycle Transportation Plan, an off-street bike corridor that traverses through the project area will be built on Old Cedar Avenue, connecting the Nokomis-Minnesota River Regional Trail to the River Crossing Regional Trail. The project includes safety elements that reduce the risks and conflicts between bicyclists, pedestrians, transit, and vehicles, making the environment safer for all modes of traffic to travel along and through the intersection.

The City's Active Transportation Plan identified CSAH 1 as a Priority Project to Advance Active Transportation Network. The required action is to address the current barriers for users walking, biking, and rolling along and across the corridor. This project will address these barriers with newly constructed medians, ADA accessible ramps, pedestrian refuge islands, high visibility crosswalks, new sidewalks some of which address existing gaps.

The construction of sidewalks provides significant benefits to transit users who walk or roll for first or last mile connections. The proposed facility aims to improve pedestrian access to bus stops. There are five bus stops within the project area, but poor sidewalk conditions sidewalk and gaps in the route leave users in the project area without direct access or safe connections to these stops. By improving the sidewalk network, residents will be able to access the Metro Transit Route 539, which has local connections such as the Mall of America and Normandale Community College.

(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.

Yes

100%

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

50%

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

50%

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

25%

No outreach has led to the selection of this project.

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:

The Old Cedar Avenue Traffic and Intersection Study was completed in November 2022 and included a public involvement strategy to understand the existing intersection conditions. The strategy involved engaging transit users, walkers, bikers, and vehicle drivers throughout Bloomington. The team collaborated with the Bloomington Community Outreach and Engagement Division (COED) to develop an outreach plan that targeted the diverse stakeholders in the project area. A community profile analysis was completed to understand specifics on the surrounding community and helped to inform the engagement strategy.

The team used the City's Lets Talk Bloomington site (letstalk.bloomingtonmn.gov/oca_study) which included an interactive map and survey as well as study results, alternatives and information about the project.

The following in-person events were held:

- Open House at Wrights Lake Park (May 10, 2022)

- Bloomington Planning Commission Meetings (May 12 and September 8, 2022)

- Bloomington City Council Meetings (May 23 and September 12, 2022)

The open house provided the opportunity to vote on cross-section designs and alternatives. Informational boards were also available to highlight the existing traffic and safety issues along the corridor which identify the project?s purpose and need. Residents overwhelmingly chose the alternative included as part of this funding request. Updates and meeting materials were posted to the Lets Talk Bloomington study page. A promotional postcard was sent to nearby businesses and residents promoting the May 10 open house. The public meeting was also promoted via the study page, social media and through city notification channels. Feedback from the open house was shared at the subsequent Planning Commission and City Council meetings.

The City also completed an Active Transportation Action Plan in 2023. The plan also prioritized addressing equity by engaging BIPOC, youth, elderly, and low-income populations through multiple meetings, walk workshops, online engagement, interactive mapping, and pop-up shops. They reported that CSAH 1 lacked proper pedestrian infrastructure, having narrow sidewalks, lack of connectivity to nearby open spaces and discomfort while walking, biking, or rolling along the corridor.

(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	1702594769275_7_Layout_OSR-OC.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

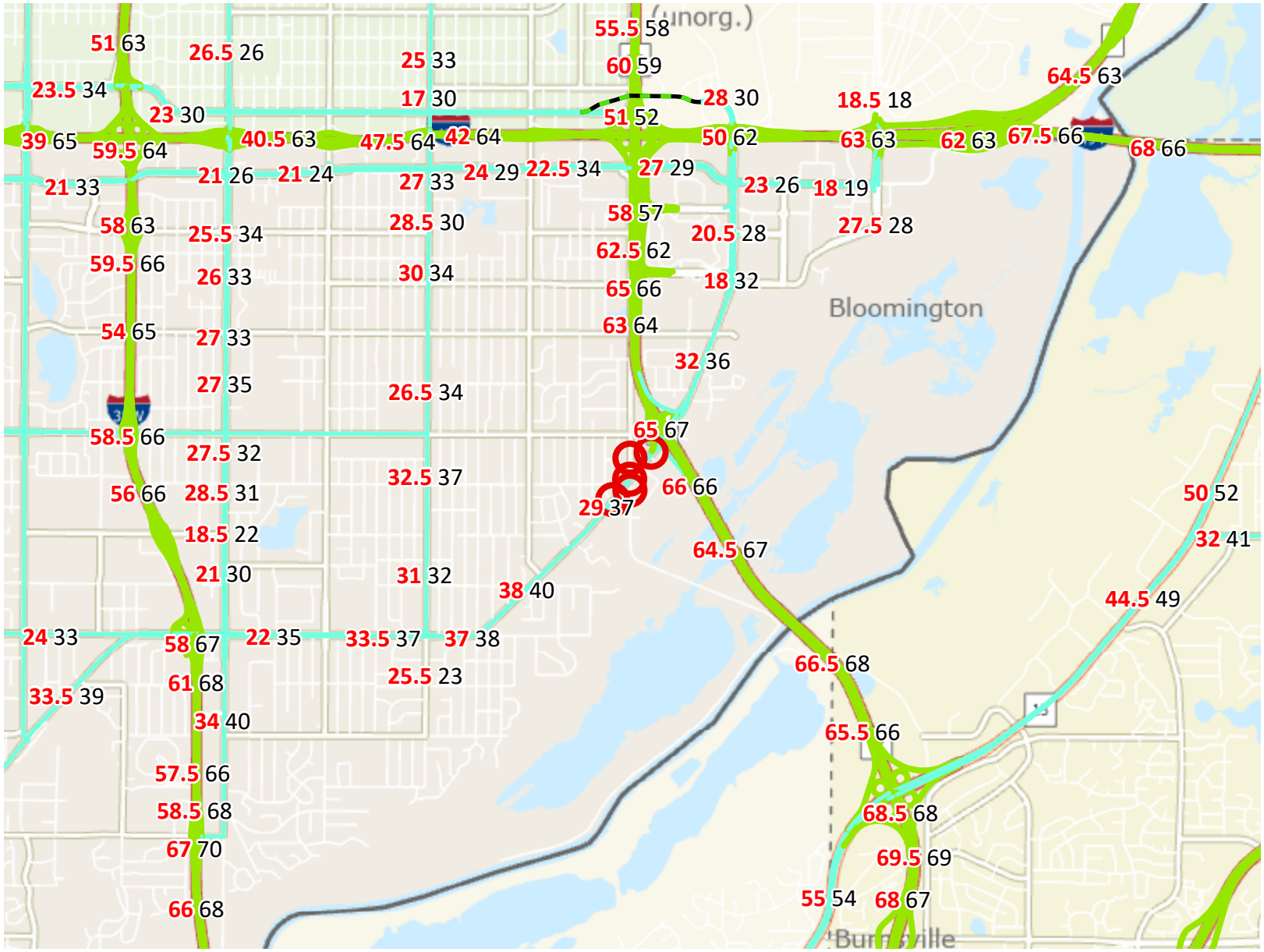
Total Project Cost (entered in Project Cost Form):	$3,434,780.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$3,434,780.00
Enter amount of any outside, competitive funding:	$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
OtherAttach_ActiveTransportation.pdf	Pages from Bloomington's Active Transportation Plan	1.1 MB
OtherAttach_CityRes_OSR-OC.pdf	City Resolution	291 KB
OtherAttach_CountyLOS_OSR-OC.pdf	County Letter of Support	84 KB
OtherAttach_CSAH1_OldCedarAve_Onepager_Final.pdf	Project Summary	280 KB
OtherAttach_HC_CRSP.pdf	Pages from Hennepin County Road Safety Plan	186 KB

Level of Congestion

Roadway Spot Mobility & Safety Project: East Old Shakopee/Old Cedar Avenue Intersection Safety Impro | Map ID: 1700566650079



Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

0 0.45 0.9 1.8 2.7 3.6 Miles

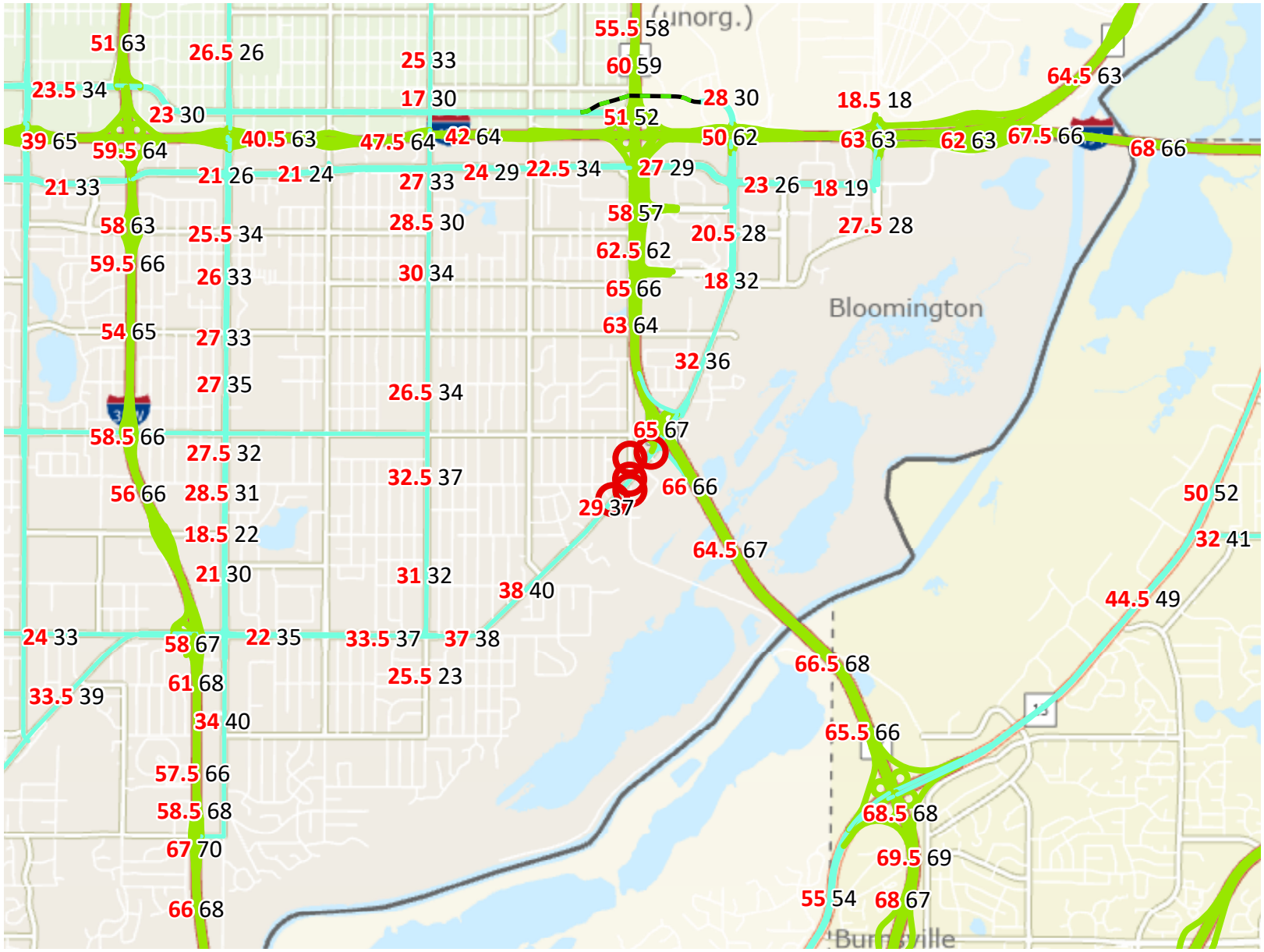
Created: 11/21/2023
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion

Roadway Spot Mobility & Safety Project: East Old Shakopee/Old Cedar Avenue Intersection Safety Impro | Map ID: 1700566650079



Project Points

A Minor Arterials

A Minor Arterials Planned

Principal Arterials

Principal Arterials Planned

0 0.45 0.9 1.8 2.7 3.6 Miles

Created: 11/21/2023
LandscapeRSA1

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

METROPOLITAN COUNCIL

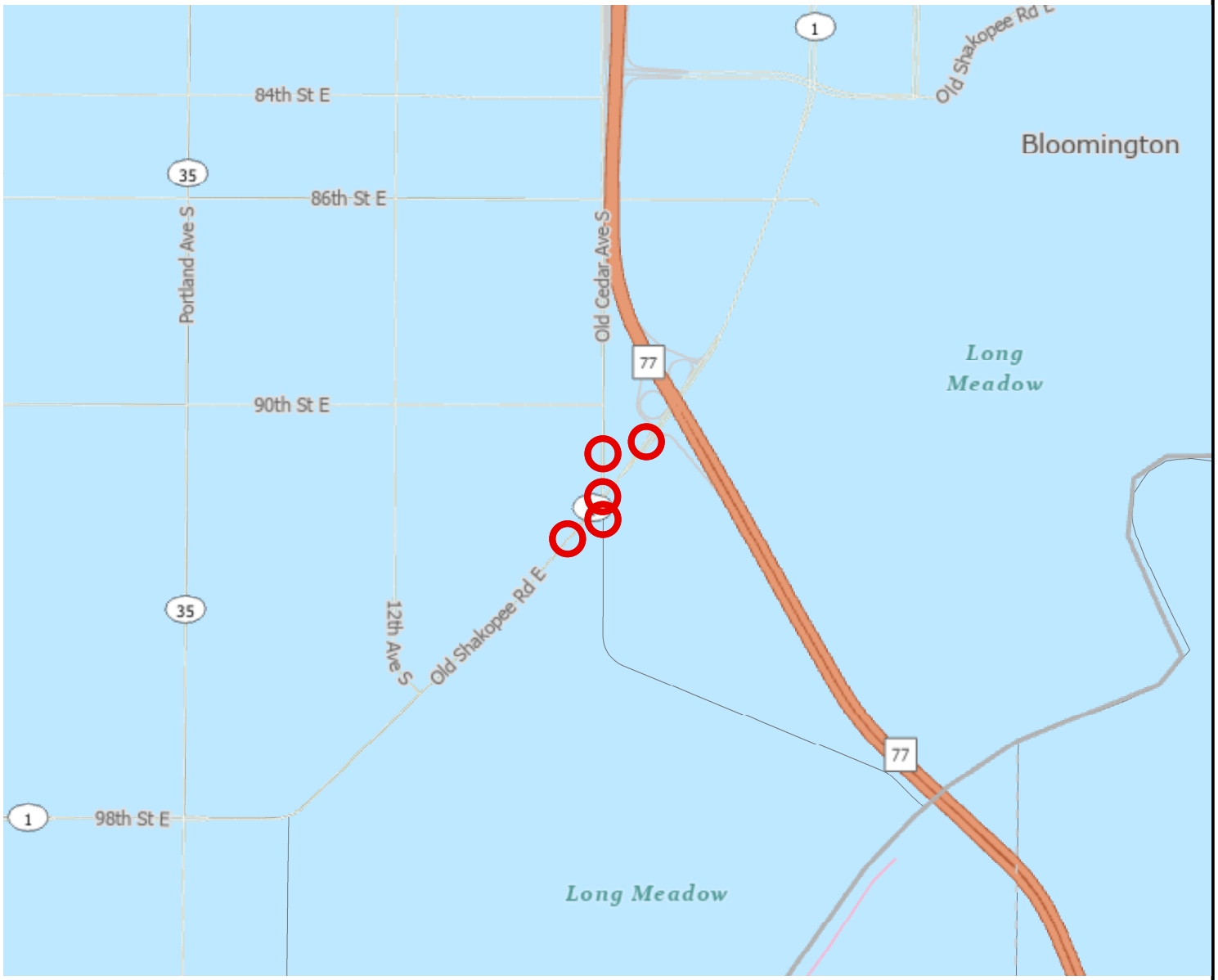
Socio-Economic Conditions

Roadway Spot Mobility & Safety Project: East Old Shakopee/Old Cedar Avenue Intersection Safety Impro | Map ID: 17005666

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 814

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



Points

Regional Environmental Justice Area

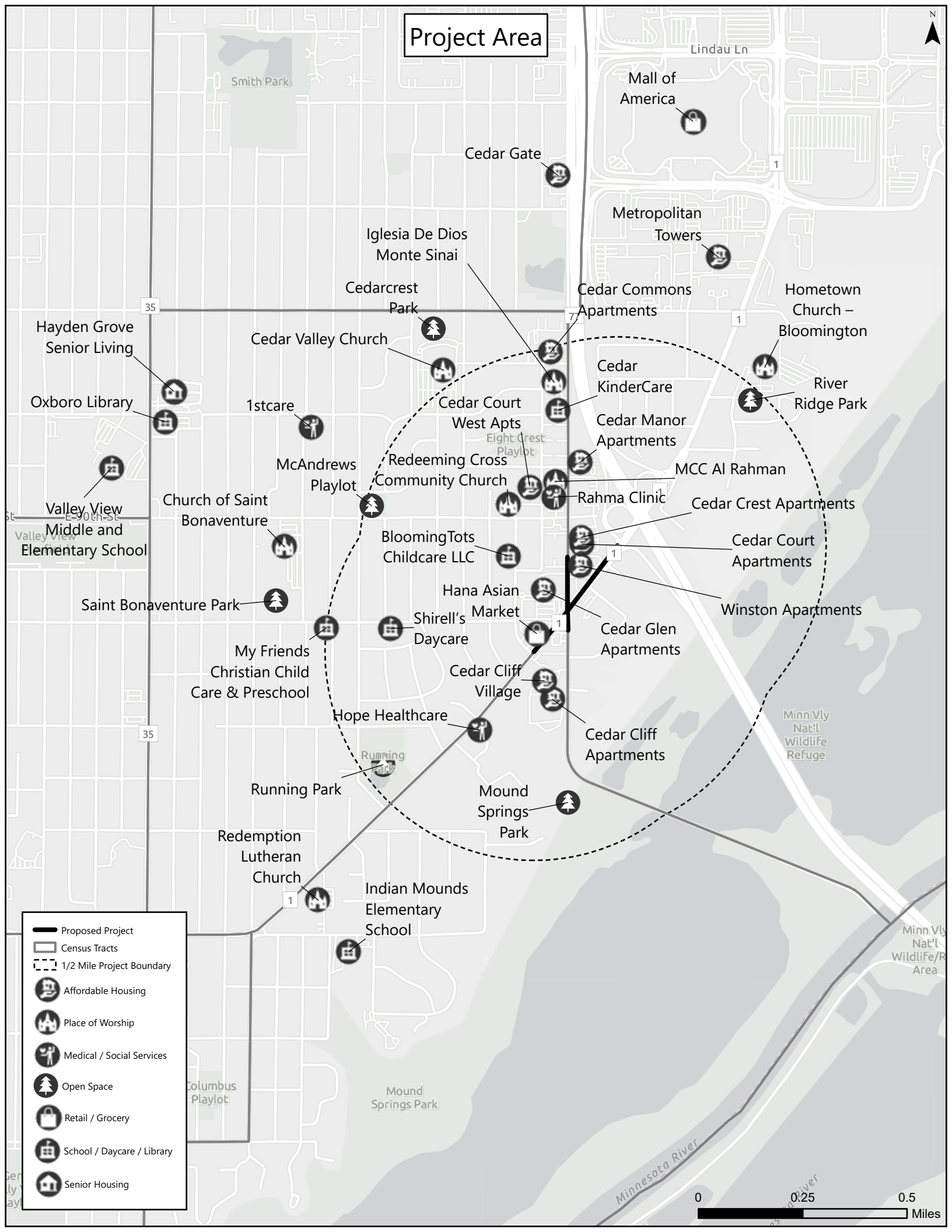
Area of Concentrated Poverty

0 0.225 0.45 0.9 1.35 1.8 Miles

Created: 11/21/2023
LandscapeRSA2

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

METROPOLITAN COUNCIL


Project Area
N
Lindau Ln
Smith Park
Mall of America
Cedar Gate
Metropolitan Towers
Iglesia De Dios Monte Sinai
Cedarcrest Park
Cedar Commons Apartments
Hometown Church – Bloomington
Hayden Grove Senior Living
Cedar Valley Church
Cedar KinderCare
River Ridge Park
Oxboro Library
1stcare
Cedar Court West Apts
Eight Crest Playlot
Cedar Manor Apartments
McAndrews Playlot
Redeeming Cross Community Church
MCC Al Rahman
Rahma Clinic
Valley View Middle and Elementary School
Church of Saint Bonaventure
Cedar Crest Apartments
BloomingTots Childcare LLC
Cedar Court Apartments
Saint Bonaventure Park
Hana Asian Market
Winston Apartments
Shirell's Daycare
Cedar Glen Apartments
My Friends Christian Child Care & Preschool
Cedar Cliff Village
Hope Healthcare
Cedar Cliff Apartments
Minn Vly Nat'l Wildlife Refuge
Running Park
Mound Springs Park
Redemption Lutheran Church
Indian Mounds Elementary School
Columbus Playlot
Minnesota River
Proposed Project
Census Tracts
1/2 Mile Project Boundary
Affordable Housing
Place of Worship
Medical / Social Services
Open Space
Retail / Grocery
School / Daycare / Library
Senior Housing
0
0.25
0.5
Miles

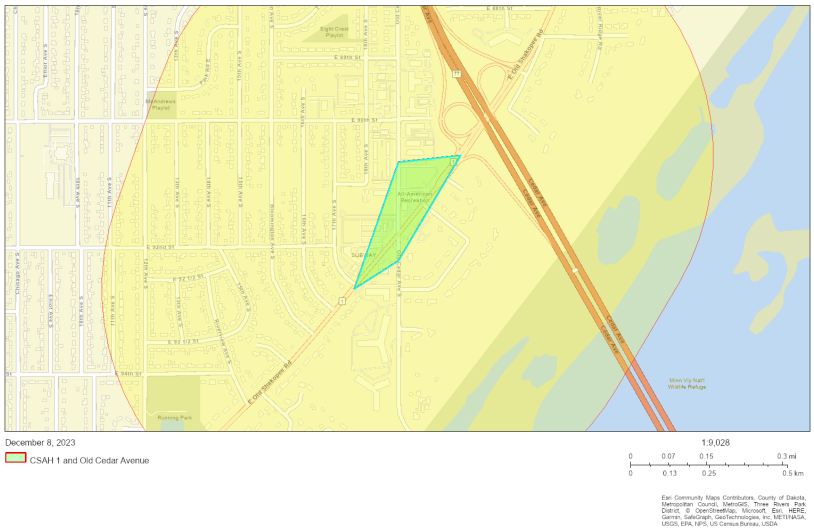
EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

Bloomington, MN

.5 miles Ring around the Area
Population: 3,243
Area in square miles: 1.17

A3 Landscape



LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	70%
Spanish	15%
Other Indo-European	1%
Chinese (including Mandarin, Cantonese)	2%
Vietnamese	2%
Other Asian and Pacific Island	4%
Other and Unspecified	5%
Total Non-English	30%

COMMUNITY INFORMATION

- Low income: 34 percent
- People of color: 53 percent
- Less than high school education: 11 percent
- Limited English households: 9 percent
- Unemployment: 10 percent
- Persons with disabilities: 14 percent
- Male: 48 percent
- Female: 52 percent
- 81 years — Average life expectancy
- $36,249 — Per capita income
- Number of households: 1,343
- Owner occupied: 51 percent

BREAKDOWN BY RACE

- White: 47%
- Black: 20%
- American Indian: 0%
- Asian: 7%
- Hawaiian/Pacific Islander: 0%
- Other race: 1%
- Two or more races: 3%
- Hispanic: 22%

BREAKDOWN BY AGE

From Ages 1 to 4	6%
From Ages 1 to 18	21%
From Ages 18 and up	79%
From Ages 65 and up	16%

LIMITED ENGLISH SPEAKING BREAKDOWN

Speak Spanish	60%
Speak Other Indo-European Languages	7%
Speak Asian-Pacific Island Languages	2%
Speak Other Languages	31%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race.
Source: U.S. Census Bureau, American Community Survey (ACS) 2017 -2021. Life expectancy data comes from the Centers for Disease Control.

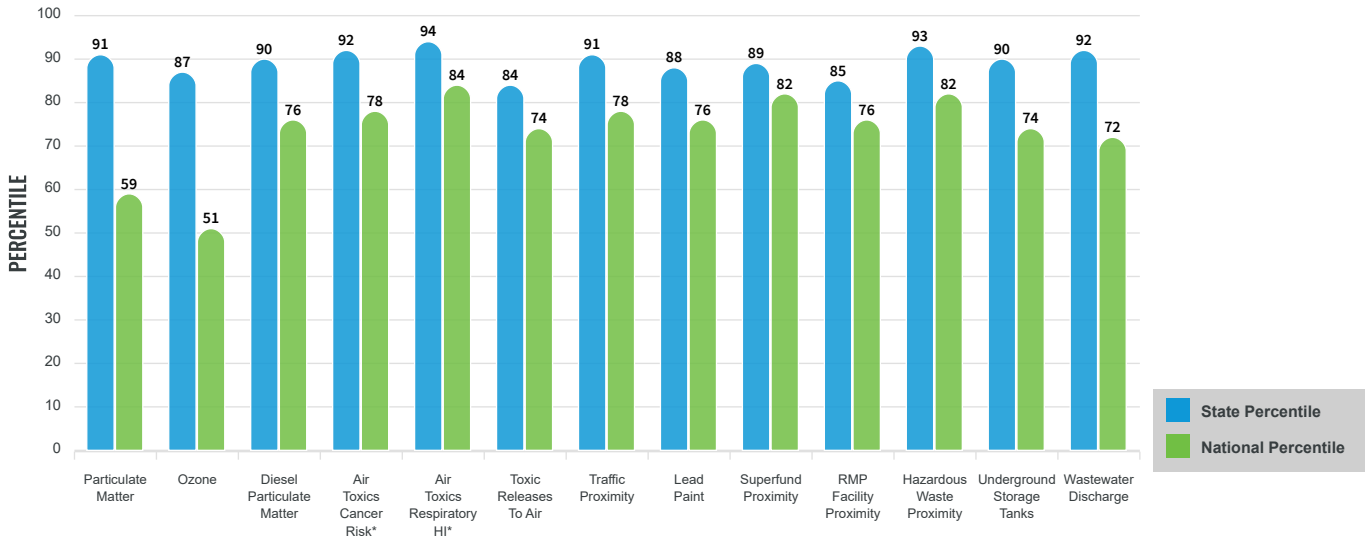
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the EJScreen website.

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

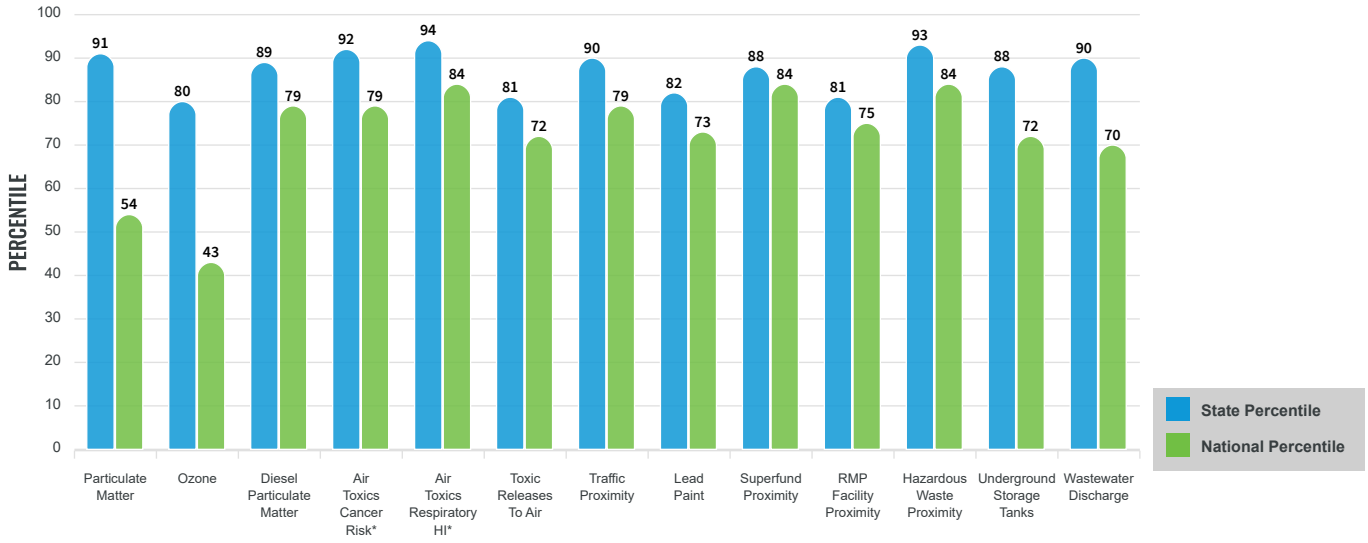
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for .5 miles Ring around the Area

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter (µg/m^3)	7.7	6.78	78	8.08	37
Ozone (ppb)	58.6	58.2	51	61.6	28
Diesel Particulate Matter (µg/m^3)	0.304	0.21	73	0.261	69
Air Toxics Cancer Risk* (lifetime risk per million)	30	22	69	25	52
Air Toxics Respiratory HI*	0.39	0.26	50	0.31	31
Toxic Releases to Air	880	1,500	52	4,600	57
Traffic Proximity (daily traffic count/distance to road)	260	140	86	210	80
Lead Paint (% Pre-1960 Housing)	0.38	0.33	62	0.3	64
Superfund Proximity (site count/km distance)	0.17	0.19	72	0.13	81
RMP Facility Proximity (facility count/km distance)	0.34	0.48	60	0.43	69
Hazardous Waste Proximity (facility count/km distance)	4	1.3	91	1.9	86
Underground Storage Tanks (count/km^2)	2.5	1.8	76	3.9	63
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0024	0.19	78	22	56
SOCIOECONOMIC INDICATORS					
Demographic Index	43%	22%	88	35%	68
Supplemental Demographic Index	16%	11%	86	14%	67
People of Color	53%	20%	90	39%	68
Low Income	34%	23%	77	31%	61
Unemployment Rate	10%	4%	89	6%	80
Limited English Speaking Households	10%	2%	94	5%	84
Less Than High School Education	11%	7%	81	12%	59
Under Age 5	6%	6%	57	6%	60
Over Age 64	16%	17%	49	17%	51
Low Life Expectancy	17%	17%	45	20%	28

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: https://www.epa.gov/haps/air-toxics-data-update.

Sites reporting to EPA within defined area:

Superfund 0
Hazardous Waste, Treatment, Storage, and Disposal Facilities 0
Water Dischargers 0
Air Pollution 0
Brownfields 0
Toxic Release Inventory 0

Other community features within defined area:

Schools 0
Hospitals 0
Places of Worship 3

Other environmental data:

Air Non-attainment ..... No
Impaired Waters ..... Yes

Selected location contains American Indian Reservation Lands* ..... No
Selected location contains a "Justice40 (CEJST)" disadvantaged community ..... No
Selected location contains an EPA IRA disadvantaged community ..... Yes

Report for .5 miles Ring around the Area

EJScreen Environmental and Socioeconomic Indicators Data

HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	17%	17%	45	20%	28
Heart Disease	5.6	5.6	52	6.1	39
Asthma	9	9	55	10	25
Cancer	6.3	6.4	47	6.1	52
Persons with Disabilities	14.3%	11.4%	77	13.4%	61

CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	6%	8%	47	12%	50
Wildfire Risk	16%	4%	93	14%	82

CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	13%	11%	63	14%	57
Lack of Health Insurance	6%	5%	76	9%	47
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	No	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for .5 miles Ring around the Area

Old Shakopee Road

1

Old Cedar Avenue		
Existing Volume	2090	vehicles
Existing Delay	18	sec/veh
Existing Total Delay	37620	seconds
Future Volume	2090	vehicles
Future Delay	18	sec/veh
Future Total Delay	37620	seconds
Total Delay Reduction	0	seconds

Total Network Delay Reduction	**0**	**seconds**

Emissions

Existing	1	Total
CO	2.6	2.6
NO	0.51	0.51
VOC	0.6	0.6
Network Total		3.71

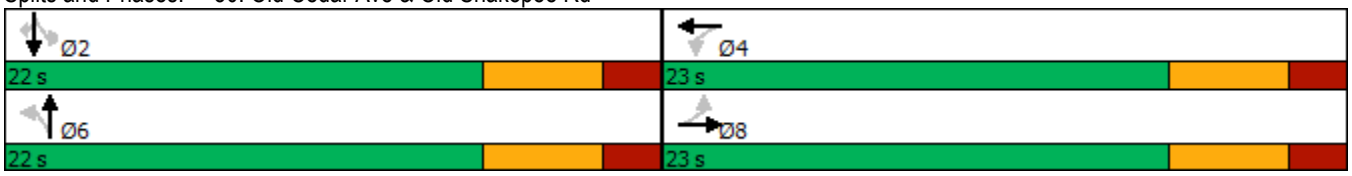
Build	1	Total
CO	2.58	2.58
NO	0.5	0.5
VOC	0.6	0.6
Network Total		3.68

Reduction	**0.03**

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	40	634	34	622	30	27	316	26	50
Future Volume (vph)	40	634	34	622	30	27	316	26	50
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		8		4		6		2	
Permitted Phases	8		4		6		2		2
Detector Phase	8	8	4	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	23.0	23.0	23.0	23.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	51.1%	51.1%	51.1%	51.1%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		15.9		15.9	14.3	14.3	14.3	14.3	14.3
Actuated g/C Ratio		0.38		0.38	0.34	0.34	0.34	0.34	0.34
v/c Ratio		0.72		0.81	0.07	0.12	0.78	0.05	0.09
Control Delay		16.1		17.4	10.2	6.2	28.3	9.8	3.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.1		17.4	10.2	6.2	28.3	9.8	3.0
LOS		B		B	B	A	C	A	A
Approach Delay		16.1		17.4		7.4		23.8	
Approach LOS		B		B		A		C	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 42.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 50: Old Cedar Ave & Old Shakopee Rd



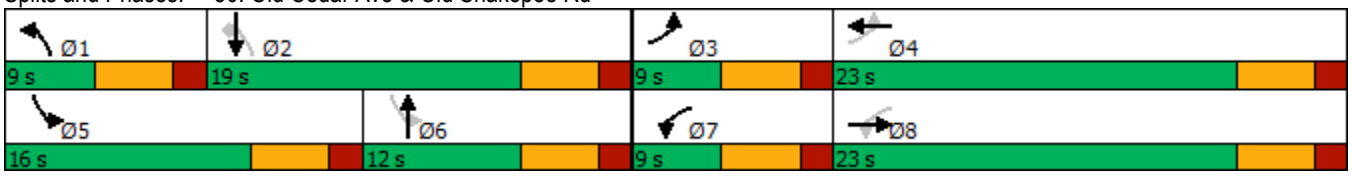
50: Old Cedar Ave & Old Shakopee Rd

Direction	All
Future Volume (vph)	2090
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.60
NOx Emissions (kg)	0.51
VOC Emissions (kg)	0.60

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	40	634	34	622	30	27	316	26	50
Future Volume (vph)	40	634	34	622	30	27	316	26	50
Turn Type	D.P+P	NA	D.P+P	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	3	8	7	4	1	6	5	2	
Permitted Phases	4		8		2		6		2
Detector Phase	3	8	7	4	1	6	5	2	2
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	9.0	23.0	9.0	23.0	9.0	12.0	16.0	19.0	19.0
Total Split (%)	15.0%	38.3%	15.0%	38.3%	15.0%	20.0%	26.7%	31.7%	31.7%
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.2	16.9	18.2	16.9	15.5	6.5	14.6	14.2	14.2
Actuated g/C Ratio	0.38	0.36	0.38	0.36	0.33	0.14	0.31	0.30	0.30
v/c Ratio	0.15	0.57	0.12	0.76	0.07	0.27	0.64	0.05	0.09
Control Delay	10.9	16.6	10.6	19.7	11.6	16.1	19.8	16.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	16.6	10.6	19.7	11.6	16.1	19.8	16.5	0.3
LOS	B	B	B	B	B	B	B	B	A
Approach Delay		16.3		19.4		14.7		17.1	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 47.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 50: Old Cedar Ave & Old Shakopee Rd



50: Old Cedar Ave & Old Shakopee Rd

Direction	All
Future Volume (vph)	2091
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.58
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.60

Old Shakopee Road

1

Old Cedar Avenue		
Existing Volume	2090	vehicles
Existing Delay	18	sec/veh
Existing Total Delay	37620	seconds
Future Volume	2090	vehicles
Future Delay	18	sec/veh
Future Total Delay	37620	seconds
Total Delay Reduction	0	seconds

Total Network Delay Reduction	**0**	**seconds**

Emissions

Existing	1	Total
CO	2.6	2.6
NO	0.51	0.51
VOC	0.6	0.6
Network Total		3.71

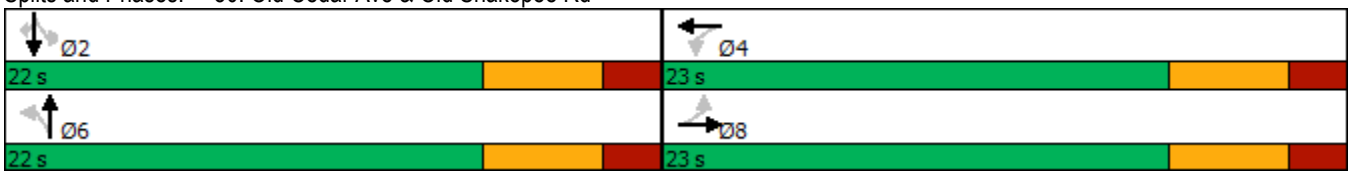
Build	1	Total
CO	2.58	2.58
NO	0.5	0.5
VOC	0.6	0.6
Network Total		3.68

Reduction	**0.03**

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	40	634	34	622	30	27	316	26	50
Future Volume (vph)	40	634	34	622	30	27	316	26	50
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		8		4		6		2	
Permitted Phases	8		4		6		2		2
Detector Phase	8	8	4	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	23.0	23.0	23.0	23.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	51.1%	51.1%	51.1%	51.1%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		15.9		15.9	14.3	14.3	14.3	14.3	14.3
Actuated g/C Ratio		0.38		0.38	0.34	0.34	0.34	0.34	0.34
v/c Ratio		0.72		0.81	0.07	0.12	0.78	0.05	0.09
Control Delay		16.1		17.4	10.2	6.2	28.3	9.8	3.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.1		17.4	10.2	6.2	28.3	9.8	3.0
LOS		B		B	B	A	C	A	A
Approach Delay		16.1		17.4		7.4		23.8	
Approach LOS		B		B		A		C	

Intersection Summary	
Cycle Length: 45	
Actuated Cycle Length: 42.4	
Natural Cycle: 45	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 50: Old Cedar Ave & Old Shakopee Rd



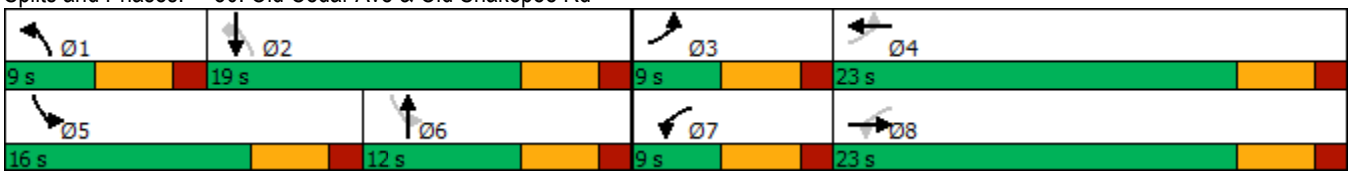
50: Old Cedar Ave & Old Shakopee Rd

Direction	All
Future Volume (vph)	2090
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.60
NOx Emissions (kg)	0.51
VOC Emissions (kg)	0.60

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	40	634	34	622	30	27	316	26	50
Future Volume (vph)	40	634	34	622	30	27	316	26	50
Turn Type	D.P+P	NA	D.P+P	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	3	8	7	4	1	6	5	2	
Permitted Phases	4		8		2		6		2
Detector Phase	3	8	7	4	1	6	5	2	2
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0
Total Split (s)	9.0	23.0	9.0	23.0	9.0	12.0	16.0	19.0	19.0
Total Split (%)	15.0%	38.3%	15.0%	38.3%	15.0%	20.0%	26.7%	31.7%	31.7%
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
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)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	18.2	16.9	18.2	16.9	15.5	6.5	14.6	14.2	14.2
Actuated g/C Ratio	0.38	0.36	0.38	0.36	0.33	0.14	0.31	0.30	0.30
v/c Ratio	0.15	0.57	0.12	0.76	0.07	0.27	0.64	0.05	0.09
Control Delay	10.9	16.6	10.6	19.7	11.6	16.1	19.8	16.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.9	16.6	10.6	19.7	11.6	16.1	19.8	16.5	0.3
LOS	B	B	B	B	B	B	B	B	A
Approach Delay		16.3		19.4		14.7		17.1	
Approach LOS		B		B		B		B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 47.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 17.7	Intersection LOS: B
Intersection Capacity Utilization 65.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 50: Old Cedar Ave & Old Shakopee Rd



50: Old Cedar Ave & Old Shakopee Rd

Direction	All
Future Volume (vph)	2091
Total Delay / Veh (s/v)	18
CO Emissions (kg)	2.58
NOx Emissions (kg)	0.50
VOC Emissions (kg)	0.60

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	Old Shakopee Road	**District**	Metro	**County**	Hennepin
Begin RP		**End RP**		**Miles**	
Location	Old Shakopee Road and Old Cedar Avenue				

B. Project Description

Proposed Work	Addition of turn lanes and left-turn phasing		
Project Cost*	$3,434,780	**Installation Year**	2028
Project Service Life	20 years	**Traffic Growth Factor**	0.5%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.73	**Fatal (K) Crashes**	**Reference**	CMF Clearing House
0.73	**Serious Injury (A) Crashes**		
0.73	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.73	**Possible Injury (C) Crashes**		
0.73	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor

0.25	**Fatal (K) Crashes**	**Reference**	CMF Clearing House
0.25	**Serious Injury (A) Crashes**		
0.25	**Moderate Injury (B) Crashes**	**Crash Type**	Left-Turn
0.25	**Possible Injury (C) Crashes**		
0.36	**Property Damage Only Crashes**		www.CMFclearinghouse.org

E. Crash Data

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

Data Source

Crash Severity	All	Left-Turn
K crashes	0	0
A crashes	0	0
B crashes	0	2
C crashes	1	1
PDO crashes	1	1

Note that all crashes include left-turn crashes so that the dual CMFs can be applied to those crash types.

F. Benefit-Cost Calculation

$3,390,201	**Benefit (present value)**
$3,434,780	**Cost**

B/C Ratio = 0.99

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:	0.7%	**Revised**
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	1.49	0.50	$124,205
C crashes	1.02	0.34	$43,993
PDO crashes	0.91	0.30	$4,532
			$172,731

H. Amortized Benefit

Year	Crash Benefits	Present Value
2028	$172,731	$172,731
2029	$173,594	$172,388
2030	$174,462	$172,045
2031	$175,335	$171,703
2032	$176,211	$171,362
2033	$177,092	$171,022
2034	$177,978	$170,682
2035	$178,868	$170,343
2036	$179,762	$170,005
2037	$180,661	$169,667
2038	$181,564	$169,331
2039	$182,472	$168,994
2040	$183,384	$168,659
2041	$184,301	$168,324
2042	$185,223	$167,989
2043	$186,149	$167,656
2044	$187,080	$167,323
2045	$188,015	$166,990
2046	$188,955	$166,659
2047	$189,900	$166,328
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 = $3,390,201

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

CMF / CRF Details

CMF ID: 3018

Installation of left-turn lanes on both major road approaches

Description:

Prior Condition: unsignalized 4-leg intersection with no left-turn lanes on major road

Category: Intersection geometry

Study: *The Group Least Absolute Shrinkage and Selection Operator "GLASSO" Technique: Application in Variable Selection and Crash Prediction at Unsignalized Intersections*, Haleem and Abdel-Aty, 2010

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

Crash Modification Factor (CMF)	
Value:	0.73
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	27 *(This value indicates a **decrease** in crashes)*

Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability

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

If countermeasure is intersection-based

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

Development Details

Date Range of Data Used:	2003 to 2006
Municipality:	

State:	FL
Country:	U.S.A.
Type of Methodology Used:	7
Sample Size Used:	1735 Sites

Other Details

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

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 7701

Change from permissive only to flashing yellow arrow permissive only

Description: Change from permissive only to FYA - permissive only

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]

Crash Modification Factor (CMF)	
Value:	0.349
Adjusted Standard Error:	
Unadjusted Standard Error:	0.139

Crash Reduction Factor (CRF)	
Value:	65.1 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	13.9

Applicability

Crash Type:	Left turn
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	20-55
Area Type:	Not specified
Traffic Volume:	
Time of Day:	Not specified

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:	3500 to 39000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	500 to 14500 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	2003 to 2013
Municipality:	
State:	NC

Country:	
Type of Methodology Used:	4
Sample Size Used:	

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 and occurring during the time of day when FYA is in operation".

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 7700

Change from permissive only to flashing yellow arrow permissive only

Description: Change from permissive only to FYA - permissive only

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]

Crash Modification Factor (CMF)	
Value:	0.498
Adjusted Standard Error:	
Unadjusted Standard Error:	0.145

Crash Reduction Factor (CRF)	
Value:	50.2 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	14.5

Applicability

Crash Type:	Left turn
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	20-55
Area Type:	Not specified
Traffic Volume:	
Time of Day:	Not specified

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:	3500 to 39000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	500 to 14500 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	2003 to 2013
Municipality:	
State:	NC

Country:	
Type of Methodology Used:	4
Sample Size Used:	

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 and occurring during the time of day when FYA is in operation".

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INCIDENTII	RTESYSCOI	RTENUMBE	MEASURE	COUNTY_S	CITY_NAME	TOWNSHIP	MNDOT_DI	STATE_PATI
928099	04-CSAH	1	15.573	Hennepin	Bloomington		D-METRO	Oakdale
1030324	04-CSAH	1	15.575	Hennepin	Bloomington		D-METRO	Oakdale
933300	04-CSAH	1	15.576	Hennepin	Bloomington		D-METRO	Oakdale
974845	04-CSAH	1	15.577	Hennepin	Bloomington		D-METRO	Oakdale
1031935	04-CSAH	1	15.583	Hennepin	Bloomington		D-METRO	Oakdale
1052423	10-MUN	1141	0.57	Hennepin	Bloomington		D-METRO	Oakdale

TRIBAL_GO	LOCALID	ACCIDENT_	CRASH_MC	CRASH_DA	CRASH_YE/	CRASH_DA	CRASH_HC	DIVIDEDRD
	21006378	2.12E+08	7-Jul	14	2021	04-Wed	14	
	22005938	2.22E+08	6-Jun	21	2022	03-Tues	16	Not Applica
	21007268	2.12E+08	8-Aug	10	2021	03-Tues	07	
	BP210106S	2.13E+08	11-Nov	20	2021	07-Sat	17	
	22006385	2.22E+08	7-Jul	03	2022	01-Sun	14	
	BP220101S	2.23E+08	10-Oct	18	2022	03-Tues	15	Not Applica

CRASHSEV	NUMBERKI	NUMBEROI	MANNEROI	FIRSTHARM	RELATIVE_L	RELATIONT	LIGHTCON	WEATHERP
Possible Inj	0	2	Angle	Motor Vehic	On Roadwa	Four-Way Ir	Daylight	Rain
Property Da	0	1		Other Post,	On Roadwa	Four-Way Ir	Daylight	Clear
Possible Inj	0	2	Angle	Motor Vehic	On Roadwa	Four-Way Ir	Daylight	Clear
Minor Injury	0	2	Angle	Motor Vehic	On Roadwa	Four-Way Ir	Dark (Str Li	Clear
Minor Injury	0	2	Angle	Motor Vehic	On Roadwa	Four-Way Ir	Daylight	Cloudy
Property Da	0	2	Sideswipe -	Motor Vehic	On Roadwa	Four-Way Ir	Daylight	Clear

WEATHERS	RDWYSURF	WORKZONI	ROADWAY_	INTERSECT	ROUTE_ID	BASIC_TYP	UNITTYPEU	VEHICLETY
	Wet	NOT APPLI(	E OLD SHAKOPEE RD		040000659	Left Turn	Motor Vehi(	Sport Utility
	Dry	NOT APPLI(	E OLD SHA	OLD SHAK(	040000659	Single Vehi	Hit-And-Ru	Sport Utility
	Dry	NOT APPLI(	E OLD SHAKOPEE RD		040000659	Angle	Motor Vehi(	Passenger
	Dry	NOT APPLI(	E OLD SHA	OLD CEDAF	040000659	Left Turn	Motor Vehi(	Sport Utility
	Dry	NOT APPLI(	E OLD SHA	OLD CEDAF	040000659	Angle	Motor Vehi(	Passenger
	Dry	NOT APPLI(	OLD CEDAR AVE		100002394	Sideswipe (	Hit-And-Ru	Passenger

DIRECTION	PRECRASH	AGEU1	SEXU1	PHYSICALC	CONTRIBF/	CONTRIBF/	NONMOTO	NONMOTO
Westbound	Turning Left	32	Female	Apparently	Failure to Yield Right-of-Way			
Southboun	Backing	22	Female	Apparently	Improper B	Operated Motor Vehicle: Careless/I		
Westbound	Moving For	55	Male	Apparently	Ran Red Light			
Eastbound	Turning Left	32	Female	Apparently	Failure to Yield Right-of-Way			
Northboun	Turning Left	21	Male	Apparently	Failure to Yield Right-of-Way			
Southboun	Turning Left	28	Male	Unknown	Unknown			

RDWYDESI	TRAFFICCC	SPEEDLIMI	ALIGNMEN	GRADEU1	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASH
Two-Way, N	Traffic Cont	35	Straight	Level	Motor Vehi	Passenger	Eastbound	Moving For
Two-Way, N	Traffic Cont	35						
Two-Way, N	Traffic Cont	40	Straight	Level	Motor Vehi	Sport Utility	Southboun	Turning Lef
Two-Way, N	Traffic Control	Signal	Curve Left	Level	Motor Vehi	Sport Utility	Westbound	Moving For
Two-Way, N	Traffic Cont	35	Straight	Level	Motor Vehi	Sport Utility	Northboun	Moving For
Two-Way, D	Traffic Cont	30	Straight	Level	Motor Vehi	Passenger	Southboun	Moving For

AGEU2	SEXU2	PHYSICALC	CONTRIBF/	CONTRIBF/	NONMOTO	NONMOTO	RDWYDESI	TRAFFICCC
69	Female	Apparently	No Clear Contributing	Action			Two-Way, N	Traffic Cont
22	Female	Apparently	No Clear Contributing	Action			Two-Way, N	Traffic Cont
27	Female	Apparently	No Clear Contributing	Action			Two-Way, N	Traffic Cont
18	Female	Apparently	No Clear Contributing	Action			Two-Way, N	Traffic Cont
42	Female	Apparently	No Clear Contributing	Action			Two-Way, D	Traffic Cont

SPEEDLIMI	ALIGNMEN	GRADEU2	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASH	AGEU3	SEXU3
35	Straight	Level						
40	Straight	Level						
35	Curve Right	Level						
35	Straight	Level						
40	Straight	Level						

PHYSICALC CONTRIBFA CONTRIBFA NONMOTO NONMOTO RDWYDESI TRAFFICCC SPEEDLIMI ALIGNMEN

GRADEU3	UNITTYPEU	VEHICLETY	DIRECTION	PRECRASH	AGEU4	SEXU4	PHYSICALC	CONTRIBFA

CONTRIBFA	NONMOTO	NONMOTO	RDWYDESI	TRAFFICCC	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX
								480407.92
								480409.55
								480411.18
								480412.65
								480417.43
								480407.68

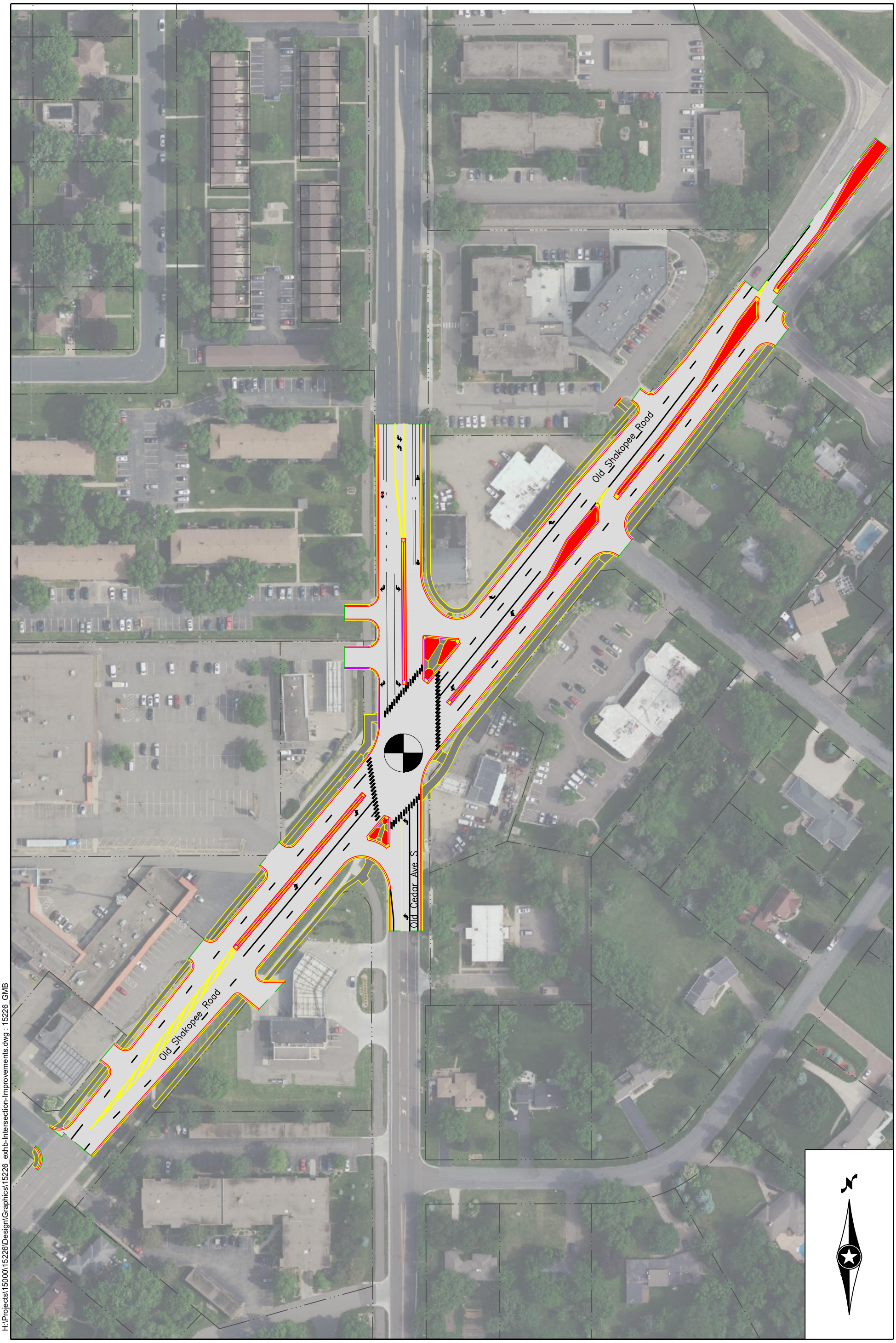
UTMY	LATITUDE	LONGITUDI	CRASH_DA	STATUS	STATUS_NC	AGENCY_O	AGENCY_O	NARRATIVE
4964926.5	44.83749	-93.2479	########	Accepted	Reportable	Bloomingto	Police	Unit 1 was
4964928.4	44.8375	-93.2479	########	Accepted	Reportable	Bloomingto	Police	On
4964930.4	44.83752	-93.2478	########	Accepted	Reportable	Bloomingto	Police	Unit 1 was
4964932.2	44.83754	-93.2478	########	Accepted	Reportable	Bloomingto	Police	On
4964938.0	44.83759	-93.2478	########	Accepted	Reportable	Bloomingto	Police	2 vehicle
4964922.2	44.83745	-93.2479	########	Accepted	Reportable	Bloomingto	Police	Unit 2 trave

ling northbound at intersection on green light (right of way). Unit 1 traveling southbound Old Cedar and turn

ing eastbound onto Old Shakopee Rd and collided with Unit 2's driver side. Moderate disabling damage to U

Unit 2. Driver of Unit 1 left the scene failing to stop. Unit 1 located nearby, unoccupied. Driver never located.

No injuries to driver of Unit 2. Unknown injuries to driver of Unit 1.



H:\Projects\15000\15226\Design\Graphics\15226_exhb-Intersection-Improvements.dwg : 15226_GMB

SRF

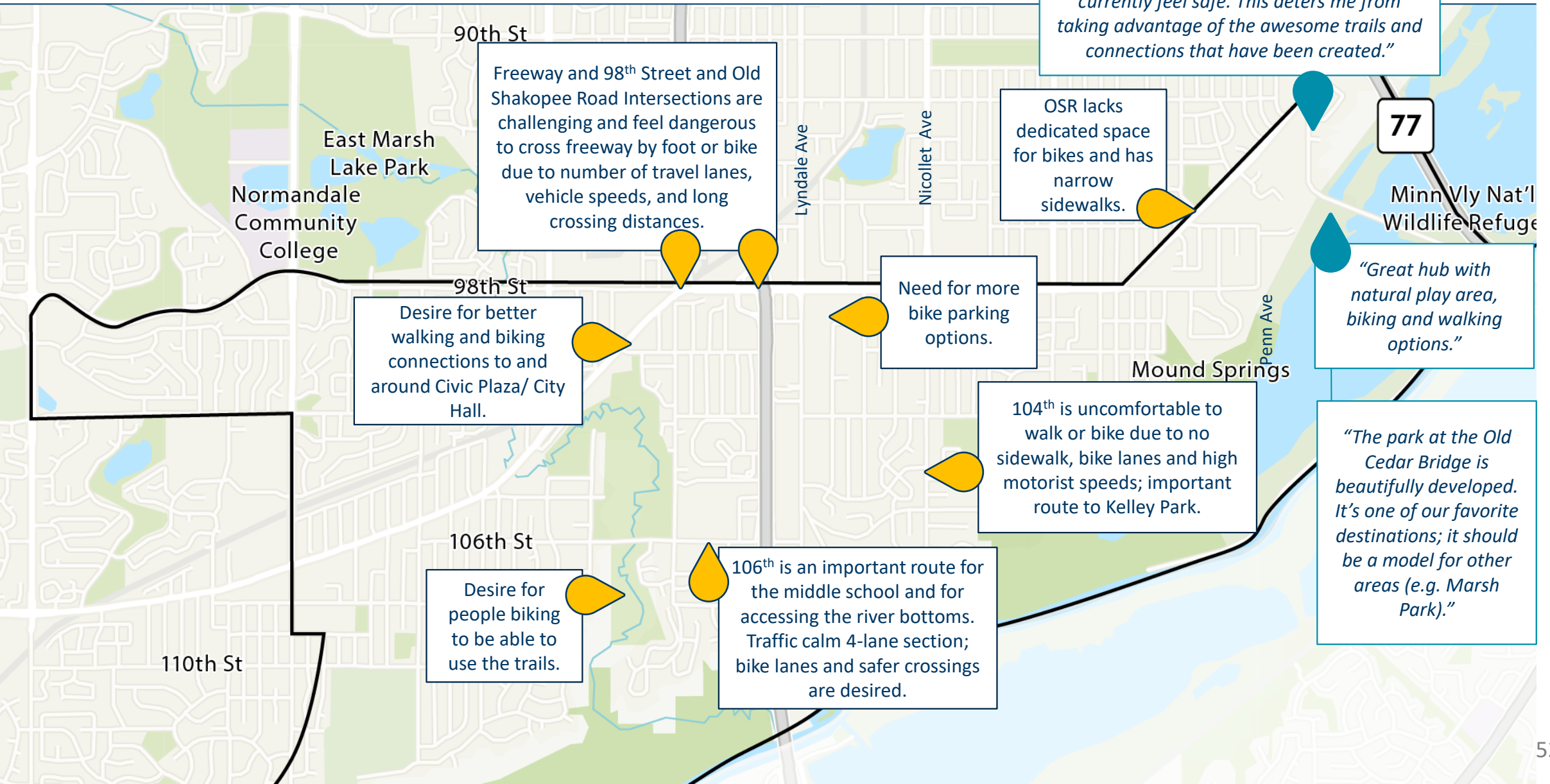
Job 15226
11/17/2022 - 2:56PM

Old Cedar Ave and Old Shakopee Road

Intersection Improvements

Figure 1

District 1


90th St
East Marsh Lake Park
Normandale Community College
98th St
106th St
110th St
Lyndale Ave
Nicollet Ave
Penn Ave
77
Minn Vly Nat'l Wildlife Refuge
Mound Springs
Freeway and 98th Street and Old Shakopee Road Intersections are challenging and feel dangerous to cross freeway by foot or bike due to number of travel lanes, vehicle speeds, and long crossing distances.
"I would love to more easily get to the bike trails over here, but doing so would require me to bike along OSR, which does not currently feel safe. This deters me from taking advantage of the awesome trails and connections that have been created."
OSR lacks dedicated space for bikes and has narrow sidewalks.
"Great hub with natural play area, biking and walking options."
Need for more bike parking options.
Desire for better walking and biking connections to and around Civic Plaza/ City Hall.
104th is uncomfortable to walk or bike due to no sidewalk, bike lanes and high motorist speeds; important route to Kelley Park.
"The park at the Old Cedar Bridge is beautifully developed. It's one of our favorite destinations; it should be a model for other areas (e.g. Marsh Park)."
106th is an important route for the middle school and for accessing the river bottoms. Traffic calm 4-lane section; bike lanes and safer crossings are desired.
Desire for people biking to be able to use the trails.

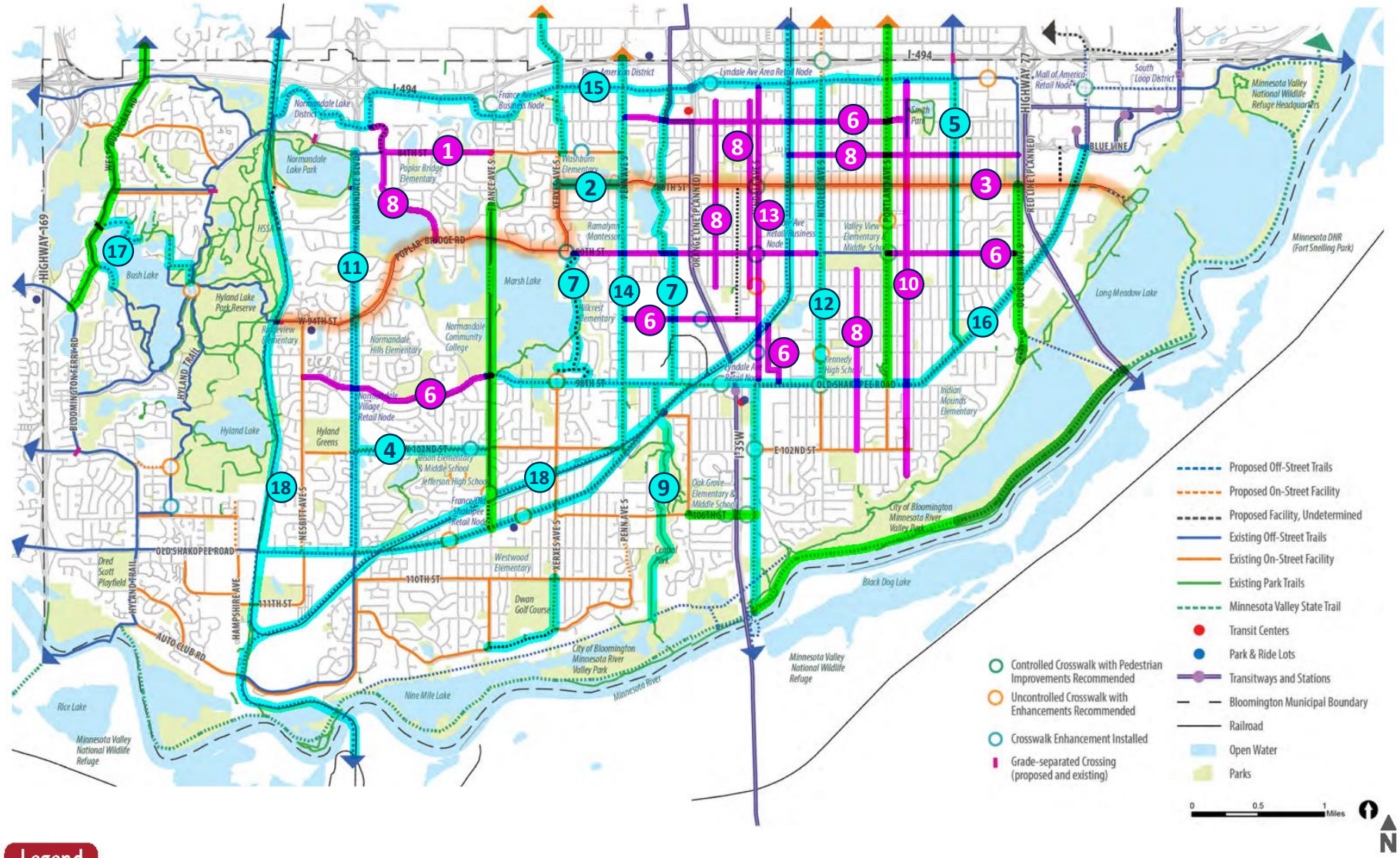
PRIORITY NETWORK

Active Transportation Routes

The priority routes identified in this planning process, build on the 2016 Alternative Transportation System Plan by identifying

- Completed projects
- Re-affirming projects
- Funded and designed projects
- New projects

to help Bloomington come closer to realizing the network identified in 2016.



Priority Projects to Advance Active Transportation Network

# on Map	Route	Action	Next Steps	Short-Term	Mid-Term	Long-Term
16	Old Shakopee Road	Address barriers for active transportation users walking, biking and rolling along and across Old Shakopee Road.	• Work with Hennepin County to perform a safety analysis to identify strategies to improve crossings and travel conditions along corridor for active transportation users. • Develop a corridor vision.		✓	
17	West Bush Lake Road	Close the gaps in Bush Lake Park trails missing links: south/west side of lake, north bay and north side. *As noted in the 2016 Alternative Transportation Plan, "the trail segment on the south/west side of the lake is a higher priority because it currently is a gap in the recreation and transportation system and there is no existing sidewalk or trail in this segment for pedestrians or cyclists to use."*	• Given the curve, typography and proximity to private property makes the trail connection on the south/west side of lake more complex. Continue to work to identify short- to long-term solutions.		✓	
18	Rail Corridors	Identify strategies for a rail-with-trail greenway corridor.	• Continue the conversation with partners like MnDOT, Hennepin County, rail authority, legislators to further seed the idea			✓

Short-Term = 0-3 years | Mid-Term = 4-6 years | Long-Term = 7+ years

RESOLUTION NO. 2023-218

RESOLUTION OF SUPPORT OF A SPOT MOBILITY PROJECT,
OLD SHAKOPEE ROAD AT OLD CEDAR AVENUE INTERSECTION IMPROVEMENT
FY 2028-29 METROPOLITAN COUNCIL REGIONAL SOLICITATION APPLICATION
BLOOMINGTON, MINNESOTA

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington, Minnesota ("City"); and

WHEREAS, the City of Bloomington places a high value on providing a safe and convenient multi-modal transportation network for its residents; and

WHEREAS, the Regional Solicitation Program provides federal transportation funding for projects as part of the Metropolitan Council's federally-required continuing, comprehensive, and cooperative transportation planning process for the 7-County Twin Cities metropolitan area; and

WHEREAS, the Metropolitan Council is accepting candidate projects for the Fiscal Years (FY) 2028-2029 and providing up to 80 percent of the project construction cost for transportation projects; and

WHEREAS, Old Shakopee Road (CSAH 1) is a critical corridor for the City of Bloomington serving as both a local and regional connecting roadway, running continuously between Interstate 494 (I-494) and the Minnesota River that continuously connects the major highways of 169, I-35W, 77/Cedar Avenue, and I-494; and,

WHEREAS, the City has identified safety concerns for the motorized and non-motorized public at the intersection of Old Cedar Avenue and Old Shakopee Road; and

WHEREAS, the City completed the Old Cedar Avenue Corridor and Intersection Study in 2022 to identify a preferred intersection layout that will best address the safety improvement goals for the intersection and address the needs of the neighborhood; and

WHEREAS, once funded and constructed, the Old Shakopee Road at Old Cedar Avenue Intersection Improvement Project (Project) will reconstruct the signalized intersection adding eastbound/westbound left and westbound right turn lanes on Old Shakopee Road, as well as left-turn phasing and modification to the pedestrian crossings. The intersection improvements will improve vehicle mobility and safety with the addition of the turn lanes and signal modifications and will improve pedestrian safety with shortened crosswalks, dedicated pedestrian phases and improved multi-modal off-road facilities in the project area; and,

WHEREAS, Hennepin County, the local road authority, has shown support for the proposed spot mobility Project; and

WHEREAS, the City, in conjunction with Hennepin County, documents its acceptance of the responsibility for the operation and maintenance of the Project throughout its useful life, including snow removal to allow for year-round use of the pedestrian and bicycle facility;

WHEREAS, the City of Bloomington has identified this corridor for a proposed on- and off-road facility in its Alternative Transportation Plan dated November 21, 2016 and this corridor remains a high priority in the 2023 Draft Active Transportation Action Plan; and

WHEREAS, Hennepin County has identified this corridor as a Planned Bikeway in the Hennepin County 2040 Bikeway System Plan; and

WHEREAS, the City of Bloomington accepts responsibility for an amount equal to or greater than 20% of the eligible Project construction costs, in addition to the design, administration, rights-of-way, and peripheral Project costs.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Bloomington in regular meeting assembled to adopt this Resolution in support of the request for federal funds under the Spot Mobility category of the 2024 Regional Solicitation for Transportation Funding for 2028 or 2029 Fiscal Year funds.

BE IT FURTHER RESOLVED, based on the foregoing and as required by State Law and City Charter, that the Mayor, City Manager, Chief Financial Officer, and City Attorney are hereby authorized and directed to take any and all actions required to accept the grant funds for and on behalf of the City and to make any and all necessary related budget adjustments to the approved budget of the City.

BE IT FINALLY RESOLVED, that a copy of this Resolution be provided to the Metropolitan Council Transportation Advisory Board with the Bloomington Project submittal.

Passed and adopted this 4th day of December 2023.

DocuSigned by:
531490D391D44BF...
Mayor

ATTEST:
DocuSigned by:
65CDE6B2A77B45A...
Secretary to the Council

HENNEPIN COUNTY
MINNESOTA

December 1, 2023

Elaine Koutsoukos - TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: Support for 2024 Regional Solicitation Application
CSAH 1 (Old Shakopee Road) at Old Cedar Avenue Multimodal Safety Project

Dear Ms. Koutsoukos,

Hennepin County has been notified that the City of Bloomington is submitting a funding application as part of the 2024 Regional Solicitation through the Metropolitan Council. The proposed project is anticipated to improve accessibility, safety, and mobility at the CSAH 1 (Old Shakopee Road) at Old Cedar Avenue intersection. The redesigned intersection will better serve all modes and promote redevelopment opportunities in the area.

The project will impact CSAH 1 (Old Shakopee Road) which is currently under county jurisdiction. Hennepin County supports this funding application and agrees to operate and maintain the impacted county roadway facilities for the useful life of these improvements.

Hennepin County currently has no funding programmed for this project in its 2023-2027 Transportation Capital Improvement Program (CIP). Therefore, county staff is unable to commit county cost participation in the project. We kindly request that the city includes county staff as part of the project development process to discuss potential intersection modification strategies. Hennepin County looks forward to working with the City of Bloomington to improve accessibility, safety, and mobility for people walking, using transit, biking, and driving through the CSAH 1 (Old Shakopee Road) and Old Cedar Avenue intersection.

Sincerely,

Carla Stueve

Carla Stueve, P.E.
Transportation Project Delivery Director and County Engineer

cc: Jason Pieper, P.E. – Capital Program Manager

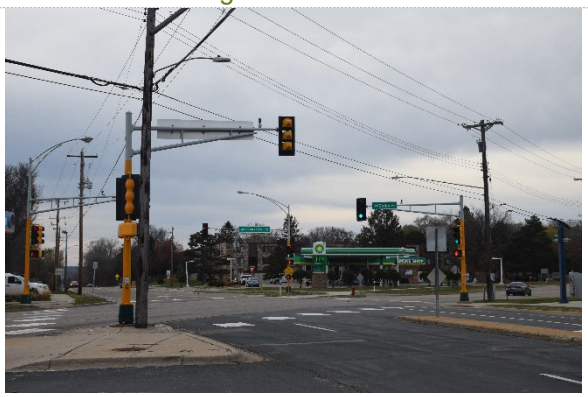
Hennepin County Public Works
1600 Prairie Drive | Medina, MN
612-596-0356 | hennepin.us

Hennepin

CSAH 1 and Old Cedar Avenue Intersection Safety Improvements

Project Map

Existing Condition Photos



Project Benefits

- Improved safety and mobility
- Decreased frequency and severity of left turn, right turn, and angle crashes
- Improved pedestrian safety and mobility along and across the intersection
- Access consolidation

Applicant:	City of Bloomington
City Where Project Is Located:	City of Bloomington
County Where Project Is Located:	Hennepin County
Requested Award Amount:	$ 2,747,824
Total Project Cost:	$ 3,434,780

Project Description

The intersection of CSAH (County State Aid Highway) 1 (East Old Shakopee Road) and Old Cedar Avenue is a four-legged signalized intersection. CSAH 1 is classified as a Minor Arterial with an Average Annual Daily Traffic (AADT) volume of 12,890 vehicles per day (vpd). Old Cedar Avenue is classified as a Major Collector north of CSAH 1 with an AADT of 6,264 vpd. South of CSAH 1, Old Cedar Avenue is classified as a local roadway. CSAH 1 has channelized right-turn lanes for both eastbound and westbound. Pedestrian crossings are marked on all approaches and there is a regional trail (Nokomis-Minnesota River Regional Trail) along Old Cedar Avenue that extends through the west leg of the intersection and goes south to the Long Meadow Lake Bridge. The east leg of CSAH 1 has entrance and exit ramps to northbound and southbound Highway 77. CSAH 1 is a diversion route for I-494 that extends from Highway 169 through I-35W over to Highway 77 and into the South Loop District.

Sixty percent of all crashes at the CSAH 1 and Old Cedar Avenue intersection are left turn type crashes. To address the issue, the project will include left-turn lanes for the eastbound and westbound approaches. Flashing Yellow Arrow (FYA) signal phasing will also be added for all legs which will replace the existing permissive only phasing. These signal heads provide the opportunity to operate these movements as protected/permissive or protected-only, and the ability to adjust the phasing mode throughout the day to match traffic conditions. This is expected to reduce left-turn and head type crashes. A right-turn lane will also be added for the eastbound leg to facilitate more efficient traffic operations for this heavy movement. Rear end, left turn, and angle crashes are expected to decrease with the addition of turn lanes at the intersection as well.

Pedestrian safety is also expected to improve compared to the existing condition. The current pork chop islands will still facilitate right turn movements due to the skew angle of the intersection. However, they will be smaller than the existing ones and designed to be more pedestrian friendly through the implementation of tighter geometry and/or truck aprons. Other pedestrian safety features include:

- Six-foot sidewalks with buffer zone
- Additional sidewalk to fill current gaps along the corridor
- Center medians
- High visibility marked crosswalks

Urban Intersection Project List for Hennepin County - VEHICLE RELATED

List No.	Project Page No.	CRSP 2 ID	Route System	Route No.	Intersection Description	Star Ranking	Roundabout	Confirmation Lights	Signalized RCI	RCI	Upgrade Signal Hardware	Intersection Lighting	All-Way Stop Conversion	Upgrade Signs & Markings	Project Cost	County Notes
94	1	30204	CR	3	CR 3 at Hennepin Avenue	★★★★★★	0	0	0	0	1	0	0	0	$50,000	Part of 2023 Minneapolis Project
119	2	30294	CR	3	CR 3 at 27th Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
87	3	30178	CR	3	CR 3 at Market Plaza	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
1063	4	1520148	CR	152	CR 152 at CSAH 81 (West Broadway Avenue) / CSAH 66 (West Broadway Avenue)	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	APS Upgrade
106	5	30242	CR	3	CR 3 at 2nd Avenue South	★★★★★★	0	0	0	0	1	0	0	0	$50,000	Part of MNDOT Project
855	6	810004	CR	81	CR 81 at Lyndale Avenue North	★★★★★★	0	1	0	0	0	0	0	0	$1,500	
99	7	30220	CR	3	CR 3 at CSAH 22 (Lyndale Avenue South)	★★★★★★	0	0	0	0	1	0	0	0	$50,000	Evaluate for Left Turn Lanes
1070	8	1520194	CR	152	CR 152 at 42nd Avenue North	★★★★★★	0	0	0	0	1	0	0	0	$50,000	Road Diet, Bike Lanes
151	9	50222	CR	5	CR 5 at Nicollet Avenue	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Road Diet
1053	10	1520114	CR	152	CR 152 at CSAH 52 (Hennepin Avenue)	★★★★★★	0	0	0	0	County Nominated	0	0	0	$50,000	Protected Intersection
155	11	50244	CR	5	CR 5 at Chicago Avenue	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
104	12	30236	CR	3	CR 3 at 1st Avenue South	★★★★★★	0	1	0	0	0	0	0	0	$1,500	Part of MNDOT Project
507	13	330068	CR	33	CR 33 at 7th Street South	★★★★★★	0	1	0	0	0	0	0	0	$1,500	
101	14	30230	CR	3	CR 3 at Pillsbury Avenue	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
858	15	810012	CR	81	CR 81 at Emerson Avenue North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate Road Diet, Left Turn Lanes
109	16	30256	CR	3	CR 3 at Chicago Avenue	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
105	17	30238	CR	3	CR 3 at Stevens Avenue South	★★★★★★	0	1	0	0	0	0	0	0	$1,500	Part of MNDOT Project
57	18	20066	CR	2	CR 2 at CSAH 153 (Lowry Avenue North)	★★★★★★	0	0	0	0	1	0	0	0	$50,000	Left Turn Lanes
153	19	50232	CR	5	CR 5 at 3rd Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Road Diet
392	20	220074	CR	22	CR 22 at CSAH 5 (Franklin Avenue West)	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
645	21	480046	CR	48	CR 48 at CSAH 3 (Lake Street East)	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
102	22	30232	CR	3	CR 3 at Blaisdell Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Part of MNDOT Project
680	23	520108	CR	52	CR 52 at 5th Street Northeast / 5th Street Southeast	★★★★★★	0	1	0	0	0	0	0	0	$1,500	Bike Lane
534	24	350048	CR	35	CR 35 at CSAH 3 (Lake Street East)	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
388	25	220062	CR	22	CR 22 at 28th Street West	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
391	26	220072	CR	22	CR 22 at 22nd Street West	★★★★★★	0	0	0	0	County Nominated	0	0	0	$50,000	Evaluate for Left Turn Lanes
857	27	810010	CR	81	CR 81 at Dupont Avenue North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate Road Diet, Left Turn Lanes
1066	28	1520168	CR	152	CR 152 at CSAH 153 (Lowry Avenue North)	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Provide Left Turn Lanes on All Approaches
819	29	660084	CR	66	CR 66 at West River Road North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
1038	30	1520082	CR	152	CR 152 at 4th Street South / Riverside Avenue	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
118	31	30292	CR	3	CR 3 at Snelling Avenue	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
496	32	330034	CR	33	CR 33 at CSAH 3 (Lake Street East)	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
818	33	660082	CR	66	CR 66 at 2nd Street North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Provide Left Turn Lanes
152	34	50224	CR	5	CR 5 at 1st Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Road Diet
116	35	30286	CR	3	CR 3 at 21st Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
56	36	20058	CR	2	CR 2 at 26th Avenue North	★★★★★★	0	1	0	0	0	0	0	0	$1,500	Part of Penn Ave C Line Project
349	37	190066	CR	19	CR 19 at CSAH 15 (Shoreline Drive)	★★★★★★	0	1	0	0	0	0	0	0	$1,500	Part of HSIP Project.
337	38	170088	CR	17	CR 17 at 54th Street West	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Left Turn Lanes
1061	39	1520136	CR	152	CR 152 at Plymouth Avenue North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	APS
150	40	50220	CR	5	CR 5 at Lasalle Avenue / Blaisdell Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Road Diet
1055	41	1520118	CR	152	CR 152 at 2nd Avenue North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
98	43	30216	CR	3	CR 3 at Bryant Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
156	44	50250	CR	5	CR 5 at 11th Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
510	45	330074	CR	33	CR 33 at 4th Street South	★★★★★★	0	1	0	0	0	0	0	0	$1,500	
259	46	120013	CR	12	CR 12 at 95th Avenue North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
1041	47	1520088	CR	152	CR 152 at 15th Avenue South / Washington Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes, Wider Sidewalk
32	48	10219	CR	1	CR 1 at Old Cedar Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Left Turn Lanes, Skew Correction, Remove Free Right Turns
387	49	220058	CR	22	CR 22 at 31st Street West	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
143	50	50130	CR	5	CR 5 at Louisiana Avenue South	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
1044	51	1520094	CR	152	CR 152 at 11th Avenue South	★★★★★★	0	0	0	0	County Nominated	0	0	0	$50,000	Bike Lane
113	53	30266	CR	3	CR 3 at 13th Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
420	54	270009	CR	27	CR 27 at Interstate 35W Southbound Ramps	★★★★★★	0	1	0	0	0	0	0	0	$1,500	Eliminate Intersection Skew
115	55	30276	CR	3	CR 3 at 17th Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
418	56	270006	CR	27	CR 27 at CSAH 66 (Broadway Street Northeast)	★★★★★★	0	0	0	0	1	0	0	0	$50,000	Minneapolis Recently Rebuilt Signal and East Leg of Intersection
401	57	230032	CR	23	CR 23 at CSAH 153 (Lowry Avenue North)	★★★★★★	0	0	0	0	County Nominated	0	0	0	$50,000	Provide Left Turn Lanes
574	58	360036	CR	36	CR 36 at CSAH 5 (27th Avenue Southeast)	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
859	59	810014	CR	81	CR 81 at Fremont Avenue North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Road Diet or Left Turn Lanes
508	60	330070	CR	33	CR 33 at 6th Street South	★★★★★★	0	0	0	0	1	0	0	0	$50,000	
142	61	50112	CR	5	CR 5 at Texas Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
1034	62	1520070	CR	152	CR 152 at 20th Avenue South	★★★★★★	0	1	0	0	0	0	0	0	$1,500	Improvement Completed in 2017
382	63	220048	CR	22	CR 22 at 36th Street West	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
112	64	30262	CR	3	CR 3 at 11th Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
176	65	80000	CR	8	CR 8 at CSAH 9 (42nd Avenue North)	★★★★★★	0	0	0	0	County Nominated	0	0	0	$50,000	Road Diet, Bike Lane
393	66	230000	CR	23	CR 23 at CSAH 52 (Hennepin Avenue East)	★★★★★★	0	1	0	0	0	0	0	0	$1,500	Bike Lane
209	67	90066	CR	9	CR 9 at Adair Avenue North	★★★★★★	0	0	0	0	County Nominated	0	0	0	$50,000	Evaluate for Left Turn Lanes
371	68	220006	CR	22	CR 22 at 54th Street West	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
856	69	810006	CR	81	CR 81 at Aldrich Avenue North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
338	70	170096	CR	17	CR 17 at 51st Street West	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Left Turn Lanes
1054	71	1520116	CR	152	CR 152 at 1st Avenue North	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	
397	72	230010	CR	23	CR 23 at 8th Avenue Northeast	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes
685	73	520128	CR	52	CR 52 at State Highway 47 (University Avenue Northeast)	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Bike Lane
111	74	30260	CR	3	CR 3 at 10th Avenue South	★★★★★★	0	1	0	0	County Nominated	0	0	0	$51,500	Evaluate for Left Turn Lanes

Urban Intersection Project List for Hennepin County - PED/BIKE RELATED

List No.	Project Page No.	CRSP 2 ID	Route System	Route No.	Intersection Description	Total Stars	HAWK	Median Refuge Island	Curb Extension	Countdown Timers	Leading Pedestrian Interval	RRFB w/ Refuge Island	RRFB	Upgrade Signal Head Hardware	Update Signal to Meet MUTCD Recommendation	Mini Roundabout	Upgrade Signs & Markings	Cost	County Comments
709	74	530084	CR	53	CR 53 at 12th Avenue South	★★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Recently Reconstructed
657	75	520018	CR	52	CR 52 at 90th Street West / 90th Street East	★★★★★★★	0	0	0	1	0	0	0	1	0	0	0	$12,000	Remove Free Right Turn
129	76	30340	CR	3	CR 3 at River Parkway West	★★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	Left Turn Lanes
698	77	530008	CR	53	CR 53 at Vincent Avenue South	★★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Recently Reconstructed
691	78	520158	CR	52	CR 52 at 15th Avenue Southeast	★★★★★★★	0	0	4	1	0	0	0	0	1	0	0	$147,000	Evaluate for Left Turn Lanes
1,120	79	1560004	CR	156	CR 156 at 10th Avenue North	★★★★★★★	0	0	2	0	1	0	0	1	0	0	0	$50,000	Improve Minor Street Left Turn Offset
535	80	350050	CR	35	CR 35 at 31st Street East	★★★★★★★	0	0	4	1	0	0	0	0	1	0	0	$147,000	
86	81	30177	CR	3	CR 3 at Whole Foods Market Entrance	★★★★★★★	0	0	4	1	0	0	0	1	0	0	0	$52,000	Median
126	82	30324	CR	3	CR 3 at 42nd Avenue South	★★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	Evaluate for Left Turn Lanes
907	83	1010016	CR	101	CR 101 at Hanud Road	★★★★★★★	0	0	2	0	1	0	0	0	1	0	0	$145,000	Recently Reconstructed
123	84	30306	CR	3	CR 3 at 33rd Avenue South	★★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	Evaluate for Left Turn Lanes
835	85	700034	CR	70	CR 70 at Nevada Avenue North	★★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	
692	86	520164	CR	52	CR 52 at Taft Street Northeast	★★★★★★★	0	0	County Nominated	1	0	0	0	1	0	0	0	$22,000	Evaluate for Left Turn Lanes
910	87	1010034	CR	101	CR 101 at State Highway 7	★★★★★★	0	0	0	0	1	0	0	0	1	0	0	$125,000	Reduce Skew, Eliminate Free Right Turns
94	88	30204	CR	3	CR 3 at Hennepin Avenue	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Part of 2023 Minneapolis Project
579	89	370009	CR	37	CR 37 at 15th Avenue Southeast	★★★★★★	0	4	County Nominated	1	0	0	0	0	1	0	0	$165,000	Bike Lane
549	90	350126	CR	35	CR 35 at 64th Street East	★★★★★★	0	0	4	1	0	0	0	1	0	0	0	$52,000	2020 Project
1,063	91	1520148	CR	152	CR 152 at CSAH 81 / CSAH 66	★★★★★★	0	0	County Nominated	1	0	0	0	0	1	0	0	$117,000	APS Upgrade
99	92	30220	CR	3	CR 3 at CSAH 22 (Lyndale Avenue South)	★★★★★★	0	4	County Nominated	0	1	0	0	1	0	0	0	$88,000	Evaluate for Left Turn Lanes
565	93	360001	CR	36	CR 36 at Golden View Drive	★★★★★★	0	0	0	1	0	0	0	1	0	0	0	$12,000	Bike Lane
583	94	370018	CR	37	CR 37 at 10th Avenue Southeast	★★★★★★	0	0	0	1	0	0	0	0	1	0	0	$107,000	Part of Regional Solicitation Project
460	95	310031	CR	31	CR 31 at State Highway 62 Eastbound Ramps	★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	Left Turn Lanes
507	96	330068	CR	33	CR 33 at 7th Street South	★★★★★★	0	0	4	1	0	0	0	0	1	0	0	$147,000	
398	97	230018	CR	23	CR 23 at CSAH 66 (Broadway Street Northeast)	★★★★★★	0	0	County Nominated	0	1	0	0	1	0	0	0	$40,000	Evaluate for Left Turn Lanes
530	98	350032	CR	35	CR 35 at CSAH 5 (Franklin Avenue East)	★★★★★★	0	0	County Nominated	1	0	0	0	0	1	0	0	$117,000	
1,030	99	1520060	CR	152	CR 152 at 26th Street East	★★★★★★	0	0	County Nominated	1	0	0	0	0	1	0	0	$117,000	Evaluate for Left Turn Lanes, Bike Lane
109	100	30256	CR	3	CR 3 at Chicago Avenue	★★★★★★	0	4	County Nominated	1	0	0	0	1	0	0	0	$70,000	
645	101	480046	CR	48	CR 48 at CSAH 3 (Lake Street East)	★★★★★★	0	0	County Nominated	0	1	0	0	1	0	0	0	$40,000	
821	102	660092	CR	66	CR 66 at State Highway 47 (University Avenue Northeast)	★★★★★★	0	0	County Nominated	0	1	0	0	1	0	0	0	$40,000	Evaluate for Left Turn Lanes, Modify Channelized Right Turn
534	103	350048	CR	35	CR 35 at CSAH 3 (Lake Street East)	★★★★★★	0	0	County Nominated	1	0	0	0	0	1	0	0	$117,000	
318	104	170038	CR	17	CR 17 at American Boulevard West	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Eliminate Free Right Turns
1,107	105	1530064	CR	153	CR 153 at 2nd Street Northeast	★★★★★★	0	0	4	1	0	0	0	0	1	0	0	$147,000	Part of Regional Solicitation Project
1,020	106	1520026	CR	152	CR 152 at CSAH 42 (42nd Street East)	★★★★★★	0	0	0	0	1	0	0	0	1	0	0	$125,000	Part of HSIP Project
566	107	360002	CR	36	CR 36 at 10th Avenue Southeast	★★★★★★	0	0	0	1	0	0	0	1	0	0	0	$12,000	
116	108	30286	CR	3	CR 3 at 21st Avenue South	★★★★★★	0	0	County Nominated	1	0	0	0	1	0	0	0	$22,000	Evaluate for Left Turn Lanes
49	109	20030	CR	2	CR 2 at Plymouth Avenue North	★★★★★★	0	0	4	1	0	0	0	1	0	0	0	$52,000	Evaluate for Left Turn Lanes
1,101	110	1530032	CR	153	CR 153 at Fremont Avenue North	★★★★★★	0	0	2	0	1	0	0	0	1	0	0	$145,000	
1,129	111	1560062	CR	156	CR 156 at CSAH 9 (42nd Avenue North)	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	
1,113	112	1530106	CR	153	CR 153 at Johnson Street Northeast	★★★★★★	0	0	County Nominated	0	1	0	0	0	1	0	0	$135,000	
1,132	113	1560080	CR	156	CR 156 at 49th Avenue North	★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	Road Diet, Eliminate Minor Street Left Turn Lane Offset
337	114	170088	CR	17	CR 17 at 54th Street West	★★★★★★	0	0	4	1	0	0	0	1	0	0	0	$52,000	Left Turn Lane
1,029	115	1520056	CR	152	CR 152 at 28th Street East	★★★★★★	0	0	County Nominated	1	0	0	0	0	1	0	0	$117,000	Evaluate for Left Turn Lanes, Bike Lane
1,111	116	1530086	CR	153	CR 153 at Monroe Street Northeast	★★★★★★	0	0	4	0	1	0	0	0	1	0	0	$165,000	
742	117	610024	CR	61	CR 61 at Prairie Center Drive	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Remove Free Right Turns
156	118	50250	CR	5	CR 5 at 11th Avenue South	★★★★★★	0	0	County Nominated	1	0	0	0	1	0	0	0	$22,000	
1,103	119	1530048	CR	153	CR 153 at Lyndale Avenue North	★★★★★★	0	0	2	0	1	0	0	1	0	0	0	$50,000	
498	120	330040	CR	33	CR 33 at 26th Street East	★★★★★★	0	0	County Nominated	0	1	0	0	0	1	0	0	$135,000	
1,089	121	1520299	CR	152	CR 152 at 68th Avenue North	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	
261	122	120018	CR	12	CR 12 at 101st Avenue North	★★★★★★	0	0	2	0	1	0	0	1	0	0	0	$50,000	Eliminate Minor Street Left Turn Offset
820	123	660088	CR	66	CR 66 at 2nd Street Northeast	★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	Evaluate for Left Turn Lanes, Bike Lane, Eliminate Skew and Free Right Turn
870	124	810058	CR	81	CR 81 at CSAH 9 (42nd Avenue North / Lake Drive)	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Improve Pedestrian Crossings
88	125	30180	CR	3	CR 3 at CSAH 25 (Lake Street West)	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Correct Skew
587	126	390010	CR	39	CR 39 at Plaza Drive / Topview Road	★★★★★★	0	0	2	0	1	0	0	1	0	0	0	$50,000	
640	127	480030	CR	48	CR 48 at 35th Street East	★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	Recently Reconstructed
32	128	10219	CR	1	CR 1 at Old Cedar Avenue South	★★★★★★	0	0	0	0	1	0	0	0	1	0	0	$125,000	Left Turn Lanes, Skew Correction, Remove Free Right Turns
1,039	129	1520084	CR	152	CR 152 at 3rd Street South	★★★★★★	0	0	0	0	1	0	0	0	1	0	0	$125,000	Median
154	130	50234	CR	5	CR 5 at Clinton Avenue South	★★★★★★	0	0	4	1	0	0	0	1	0	0	0	$52,000	Road Diet
1,044	131	1520094	CR	152	CR 152 at 11th Avenue South	★★★★★★	0	0	County Nominated	1	0	0	0	0	1	0	0	$117,000	Bike Lane
113	132	30266	CR	3	CR 3 at 13th Avenue South	★★★★★★	0	0	4	1	0	0	0	1	0	0	0	$52,000	Evaluate for Left Turn Lanes
908	133	1010030	CR	101	CR 101 at CSAH 3 (Excelsior Boulevard) / Old Excelsior Boulevard	★★★★★★	0	0	0	1	0	0	0	0	1	0	0	$107,000	Recently Reconstructed
899	134	880008	CR	88	CR 88 at St Anthony Boulevard	★★★★★★	0	0	0	1	0	0	0	0	1	0	0	$107,000	Remove Free Right Turns
159	135	50260	CR	5	CR 5 at Bloomington Avenue South	★★★★★★	0	0	County Nominated	1	0	0	0	1	0	0	0	$22,000	Turn Lane Improvement, Pedestrian Crossings Improvement
969	136	1090012	CR	109	CR 109 at Hemlock Lane North / Zachary Lane North	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	
1,046	137	1520100	CR	152	CR 152 at Chicago Avenue	★★★★★★	0	0	2	1	0	0	0	0	1	0	0	$127,000	Bike Lane
418	138	270006	CR	27	CR 27 at CSAH 66 (Broadway Street Northeast)	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Minneapolis Recently Rebuilt Signal and East Leg Of Intersection
825	139	660120	CR	66	CR 66 at Fillmore Street Northeast	★★★★★★	0	0	County Nominated	1	0	0	0	1	0	0	0	$22,000	
401	140	230032	CR	23	CR 23 at CSAH 153 (Lowry Avenue North)	★★★★★★	0	4	County Nominated	0	1	0	0	1	0	0	0	$88,000	Road Diet
204	141	90040	CR	9	CR 9 at Xylon Avenue North	★★★★★★	0	4	0	0	1	0	0	1	0	0	0	$78,000	
1,047	142	1520102	CR	152	CR 152 at 5th Avenue South	★★★★★★	0	0	2	1	0	0	0	0	1	0	0	$127,000	Bike Lane
637	143	480020	CR	48	CR 48 at 38th Street East	★★★★★★	0	0	4	1	0	0	0	1	0	0	0	$52,000	Recently Reconstructed
911	144	1010035	CR	101	CR 101 at Seven Hi Drive	★★★★★★	0	0	0	0	1	0	0	1	0	0	0	$30,000	Remove Free Right Turn
859	145	810014	CR	81	CR 81 at Fremont Avenue North	★★★★★★	0	0	4	0	1	0	0	1	0	0	0	$70,000	Evaluate for Road Diet or Left Turn Lanes
508	146	330070	CR	33	CR 33 at 6th Street South	★★★★★★	0	0	County Nominated	1	0	0	0	0	1	0	0	$117,000	