BOLTON & MENK
Real People. Real Solutions.

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December 15, 2017

Mr. Bruce Westby, P.E.
City Engineer
City of Ramsey
7550 Sunwood Drive NW
Ramsey, MN 55303

RE: Proposal for Highway 10 Corridor Improvements

Dear Mr. Westby:

The Highway 10 Corridor Improvements will develop a corridor vision fully supported by the City of Ramsey, Anoka County, and the Minnesota Department of Transportation. Bolton & Menk, Inc. will lead all agencies to a unified vision and a corresponding implementation plan that allows study partners to seek funding and construct improvements in a reasonable and responsible manner. We propose this work to be completed in two phases. We believe you will find outstanding value in our approach to this study for the following reasons:

Proven and Experienced Team - We have assembled a team of professionals who specialize in transportation planning. Angie Bersaw and I will lead the consultant team. We have developed dozens of right-sized corridor visions and have had tremendous success in funding those visions. Our work will build off the 2014 Highway 10 Access Planning Study which our team led. These past efforts will greatly benefit this study as there are many lessons learned and evaluation completed that we will bring to this effort.

Clear Understanding of Objectives - Our team will lead partners through problem identification, and development of goals, objectives, and a vision that enhances the Highway 10 corridor, while accommodating the regional function of the roadways. The final product will be a fully supported vision with an accompanying implementation plan providing the framework to achieve the vision in reasonable and responsible smaller projects that have independent utility.

Engaging Stakeholder Involvement - Systematic Development of Informed Consent (SDIC) is embraced by our team as it is crucial for a successful study. Many individuals on our team have received formal training in SDIC. You can expect a well-organized and engaging stakeholder involvement program that starts with active listening, informs stakeholders, gathers meaningful input, and shares why the corridor vision is reasonable and responsible.

Our team will study the entire alignment of Highway 10 through Ramsey including the supporting roadway network needs and railroad grade separations at Ramsey and Sunfish Lake Boulevard. In continued service to the City of Ramsey, we are excited for this opportunity to deliver a great corridor study for you. Please contact me at 612-751-9425 or ericjo@bolton-menk.com if you have any questions regarding our proposal.

Sincerely,

Bolton & Menk, Inc.

Eric A. Johnson, P.E.
Principal Transportation Engineer

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Highway 10 Corridor Improvements

City of Ramsey, Minnesota

Proposed Scope of Services

The next step for Ramsey in the realization of the long-term Highway 10 improvements is to develop a singular vision that can be embraced by all agencies. We must develop a vision that can be built in components, has a clear and strong need, and is reasonable and responsible. With completion of this work, property impacts, highway access, railroad treatments, supporting roadway network, and construction costs will be known. Below is a summary of the tasks we feel are necessary to leap from where the Highway 10 Access Planning Study left off to where a strong and clear vision is established that allows the project partners to successfully pursue funding and ultimately construct.

The scope of work that follows is divided into two phases. Phase I includes work to justify the project including definition of the purpose and need, traffic analysis and the identification and evaluation of improvement concepts. Phase I will end with the identification a concept level vision for Highway 10 in Ramsey.

Phase II will refine the recommended vision by completing preliminary design and a corridor beautification plan so that the footprint of the recommended vision can be preserved through an official map. Phase II will also define implementation strategies and identify and pursue funding opportunities.

PHASE I – Project Justification, Concepts, Evaluation

Task 1: Project Management, Coordination, and Engagement

Our proactive and effective project management is critical for successful completion of the study resulting in full stakeholder support. Our approach is to lead this study process through consistent communication, firm schedules, and established milestones while building consensus along the way. We will implement our Systematic Development of Informed Consent (SDIC) process to engage roadway users and stakeholders early in the planning process and keep them engaged. This proactive approach goes beyond keeping stakeholders informed by utilizing their local knowledge to help identify issues and opportunities as well as confirm the problem being addressed. We will schedule all meetings, complete all agendas, maintain meeting records, and offer regular updates on next steps and upcoming requirements.

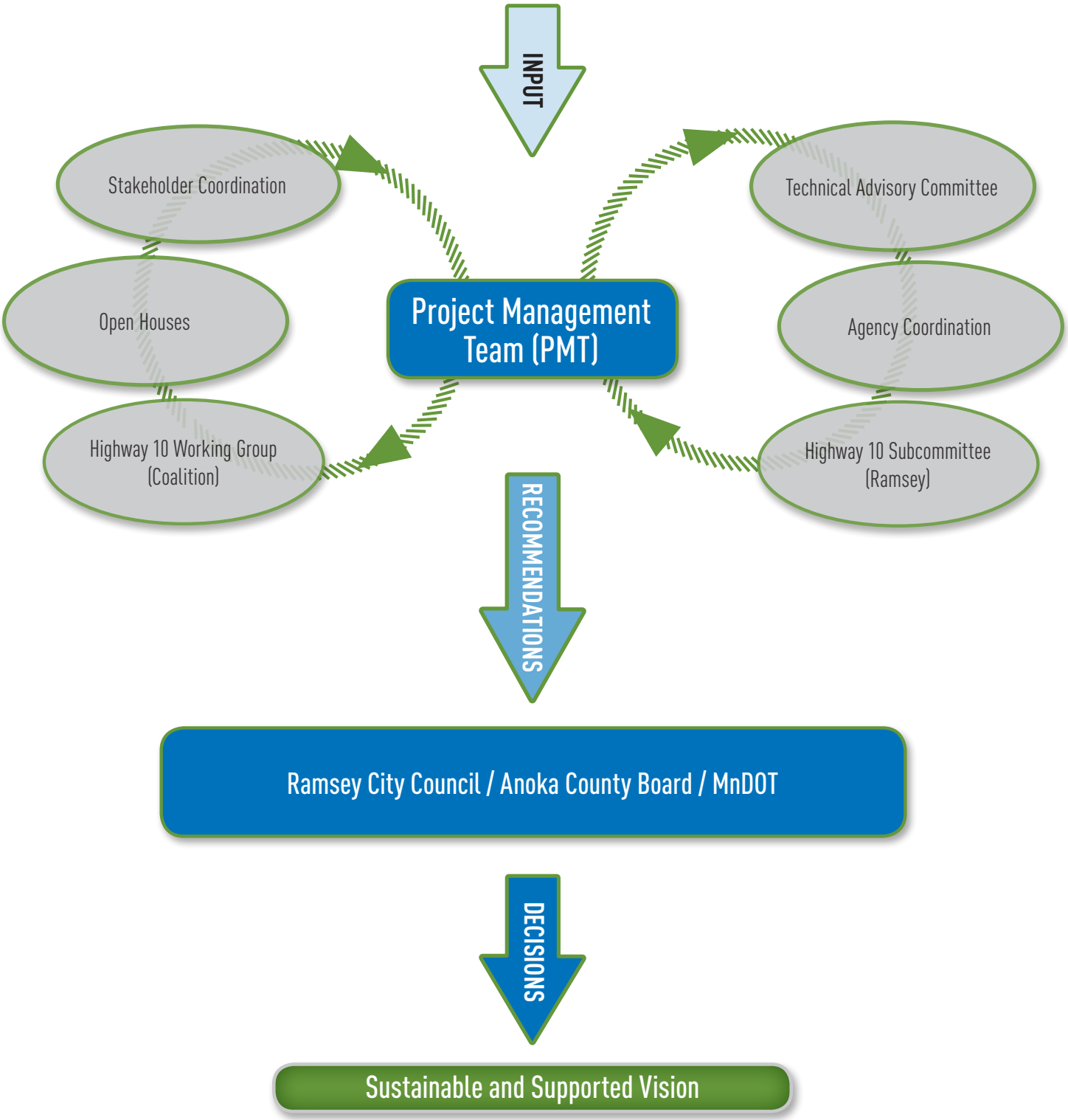
The graphic on the next page outlines the different groups, planned activities, and their role in the overall decision-making process of the entire study, working towards achieving informed consent. Input will come from the community, agencies, and property/business owners.

COORDINATION

- MnDOT
- Anoka County
- Environmental Review and Permitting Agencies

COMMUNITY INPUT

- Open Houses and Stakeholder Meetings
- Newsletters
- Website and Project Videos
- Online Public Input Tool



1.1 Project Management / PMT Meetings
Our team will perform all work necessary to effectively coordinate the project development, maintain the project schedule and budget as well as manage the Project Management Team (PMT). This task includes a standing monthly meeting with City staff (up to 9 meetings).

1.2 Project Management Plan
We will develop a Project Management Plan (PMP) to lead this study which will detail:

- Project management approach
- Key project milestones
- Schedule and cost management plan
- Scope management plan and change process
- Communications management plan
- Risk and staff management plan

1.3 Quality Assurance/Quality Control (QA/QC)
We will develop and implement a Quality Management Plan specifically tailored for the Highway 10 Project. This plan will incorporate Bolton & Menk's comprehensive Quality Assurance and Quality Control Program which has been designed to meet the particular needs of our firm and our clients. Our program systematically and dramatically reduces the potential for issues. Routine product reviews are an integral part of the quality control process, which effectively target conceptual, constructability, environmental impact, public impact, and economic engineering issues. This task establishes the procedures for this project. Actual QA/QC review time is incorporated within each task.

1.4 Public and Agency Involvement Plan
Our team will refine the public and agency involvement plan that is outlined in the table on the next page. This plan will outline opportunities and strategies for input and encouragement of stakeholder participation. A communications plan (see Task 5) will determine the tools used and the best times to engage the public.

1.5 Technical Advisory Committee (TAC) Meetings
The TAC will be comprised of a core group of planning and engineering staff from City of Ramsey, Anoka County, and MnDOT. The purpose will be to understand individual agency perspectives to gain insight relative to key issues or perceived impacts, discuss potential mitigation strategies to minimize negative impacts, and identify considerations that could influence the project's conclusion. It is expected this group would meet up to 5 times as needed. These meetings may include other agencies as needed.

1.6 Highway 10 Subcommittee Meetings
Our team will coordinate with the Highway 10 Subcommittee at key points during the study. This task assumes up to 2 meetings.

1.7 City Council Meetings
Our team will update the Council at key points during the study. This task assumes up to 2 city council meetings.

Highway 10 Corridor Improvements

City of Ramsey

Public and Agency Involvement Plan

Meeting Groups / Activities	Attended By	Roles & Goals	Project Phase
Project Management Team (PMT)	City of Ramsey Consultant Staff	• Project coordination and direction • Discuss status and deliverables • Manage scope, budget, and schedule	Monthly (Up to 18)
Technical Advisory Committee (TAC)	City of Ramsey Anoka County MnDOT Consultant Staff Other agencies as needed	• Review key issues or perceived impacts • Discuss potential mitigation strategies to minimize negative impacts • Identify considerations that could influence the project's conclusion	Periodically (Up to 10)
Highway 10 Subcomittee Meetings	Ramsey City Staff Ramsey Hwy 10 Subcomittee Members The Tinklenberg Group Consultant Staff	• Educate with information and insight • Build respect and understanding • Identify issues and concerns • Provide feedback to PMT	Prior to Ramsey City Council Updates (Up to 4)
Highway 10 Working Group Meetings	Greater Minnesota Gateway Group Ramsey City Staff Consultant Staff	•Educate with information and insight • Build respect and understanding • Identify issues and concerns • Provide feedback to PMT	Periodically (Up to 2)
Agency Coordination Meetings	Agencies (Local, State, and Federal) Environmental Review/Permit Agencies PMT/TAC Representation Consultant Staff	• Review key issues • Provide feedback to PMT	Periodically (Up to 10 meetings)
Stakeholder Meetings	Businesses Property Owners Neighborhood Groups Business Advocacy Groups PMT/TAC Representation Consultant Staff	• Educate with information and insight • Build respect and understanding • Provide input • Identify issues and concerns • Understand upcoming projects / visions / opportunities • Work with the project team to resolve issues • Provide feedback to PMT	Ongoing / 25 meetings
Public Open House Meetings	PMT/TAC Representation Stakeholders Public	• Share the purpose of the project with the public and stakeholders • Gather input on issues, needs and opportunities • Solicit input on alternatives and address trade-offs • Review final alternatives	Periodically (2 Total)
Ramsey City Council	Council City Staff Consultant Staff	• Review deliverables and recommendations • Make decisions to implement improvements • Provide feedback to PMT/TAC	Prior to Open House Events (Up to 4)
Other Project Communications	City of Ramsey Anoka County Consultant Staff	• Website that informs and provides access to plan products • Online engagement tool to solicit public input through website • Project newsletters to stakeholders (prior to open houses) • Project updates for Ramsey Resident (bi-monthly) • Advertisements in local newspaper	Ongoing / Prior to Open House events

1.8 Highway 10 Working Group Meetings
Our team will support and attend Highway 10 Working Group meetings as requested. We anticipate up to 1 meeting.

1.9 Agency Coordination Meetings
Bolton & Menk will have ongoing communications with agencies as needed to move the project forward. Meetings will likely be needed as issues (forecasting, concept development, environmental resources, railroad coordination, etc.) are identified and worked through. We assume up to 5 meetings.

1.10 Stakeholder Group Meetings
Bolton & Menk will meet with stakeholders, including neighbors, businesses, property owners, and community groups, as needed to:

- Hear individual perspectives on issues and opportunities
- Understand what is being proposed
- Understand that it is reasonable and responsible to plan for changes
- Listen to their concerns
- Explore and evaluate ways to reduce the impacts.

We intend on breaking the corridor business owners into small groups as they will share common impacts. We assume up to 15 meetings in this first phase.

Area	Location	# Properties	Meeting Type	# Meetings	Total
Western Ramsey / Elk River	Edison/Jarvis St	12 businesses	1 Small Group	1	1
	Beatty/Bowers Dr	80 residential	Invite to Open House		
	Alpine Drive	10 businesses	1 Small Group	1	1
Armstrong Blvd			Invite to Open House		
Ramsey Blvd	EZ Auto to Dolomite St	38 businesses	5 Small Groups	1	5
Sunfish Lake Blvd	Dolomite to Anoka limits	35 businesses	5 Small Groups	1	5
TOTAL					**~15**

1.11 Public Open House Meeting
The first public open house with will be held in summer 2018 to share the study purpose and gather input on issues, needs, and opportunities within the corridor. This open house will also share the range of study alternatives under consideration and the evaluation comparing the benefits and impacts of each. The message at this open house will focus on how the alternatives address the problem that needs to be solved and the trade-offs between them. Our goal is to learn what stakeholders like and do not like about the alternatives and why, what other variations or tweaks should be considered, and if any alternatives could be dismissed from further consideration.

Task 2: Traffic Analysis

A study of current and future issues will be completed for roadway safety and capacity, supporting roadway network, access management, and community connectivity.

2.1 Data Collection

We will collect existing information related to access, roadway geometrics, traffic control, signal timings, crash history (5 year), traffic speeds, daily traffic volumes, vehicle classification, travel times, queuing and 13-hour turning movement counts.

13-hour turning movement counts will be collected at the following intersections:

- Armstrong Blvd (CSAH 83) at TH 10 EB Ramps
- Sunfish Lake Blvd (CSAH 57) at Bunker Lake Blvd (CSAH 116)
- Sunfish Lake Blvd (CSAH 57) at McKinley St
- Sunfish Lake Blvd (CSAH 57) at Riverdale Dr
- TH 10 at Alpine Dr
- TH 10 at Jarvis St

13-hour turning movement counts collected as part of the annual counting for the COR project will be utilized for this analysis as well from the following locations:

- Armstrong Blvd (CSAH 83) at TH 10 WB Ramps
- Armstrong Blvd (CSAH 83) at 147th Street
- Armstrong Blvd (CSAH 83) at Bunker Lake Blvd (CSAH 116)
- Ramsey Blvd (CSAH 56) at Sunwood Dr
- Ramsey Blvd (CSAH 56) at Bunker Lake Blvd (CSAH 116)

Counts collected as part of the previous traffic impact study work for the development west of Armstrong Blvd will be utilized for this analysis as well at the following location:

- Armstrong Blvd (CSAH 83) at Alpine Dr (13-hour)
- Various tube counts as needed for data verification

Driveway counts and counts at minor intersections along TH 10 in this study area will be reused from the 2013 Access Planning Study. These will be adjusted as necessary given changes in land use, but are expected to play a minor role in the traffic operations analysis along the corridor.

Travel times throughout the study corridor will be collected during the AM and PM peak periods for model calibration. During the travel time runs, we will visually collect queuing information at various times during the peak periods to ensure the traffic model is accurately representing existing conditions.

2.2 Traffic Forecasting

Our team will utilize data and regional modeling projections to assess current and projected traffic operations along the study corridor in addition to previous trip generation and land use planning work completed in and around the COR area not included in the new TAZs. With the 2040 Activity Based Regional Model now available through Met Council, we will create a subarea within this model with more detailed TAZs to develop forecasts. Additional developments not accounted for in the regional model will be included in the more detailed subarea. Forecasts on TH 10 will be compared to those generated for the TH 10 work in Anoka to validate assumptions and ensure this project is planning for

the proper traffic levels. Conversion of TH 10 to a freeway is likely not considered in the base model, therefore we plan to run the 2040 model with a freeway in place to ensure forecasts for this project account for any potential shifts in travel patterns with an improved TH 10. Traffic forecasts for the assumed build year (2025) and subsequent 20-year forecast (2045) will be provided. The forecasting effort will be summarized in the Existing Conditions and Traffic Forecasting Technical Memorandum.

2.3 No Build Analysis

Traffic operations along the corridor will be analyzed using VISSIM models for existing conditions. We will expand the Highway 10 model we have completed in our Anoka planning work which provides a significant savings for Ramsey. Base models will be developed for AM and PM peak hours using existing geometry and traffic control for years 2018 (existing), 2025 (assumed build year), and 2045 (20-year forecast). Measures of effectiveness from the modeling will include LOS, delay, and queuing and will be used as a basis for comparing alternatives.

An existing safety analysis will be conducted along TH 10 at the main study intersections and as segments to identify any existing safety issues. We will determine critical rates and indices for the intersections and segments as a measure to determine the scale of issues. The existing analysis will be summarized in the Existing Conditions and Traffic Forecasting Technical Memorandum.

2.4 Alternative/Build Analysis

Alternatives will be analyzed using Synchro/SimTraffic and VISSIM in the AM and PM peak periods. Alternatives will include changes to intersection design along TH 10, mainly focusing on the intersections with Ramsey Blvd and Sunfish Lake Blvd, but will also include any intersection modifications west of Armstrong Blvd at Alpine Drive or other minor roadway connections. Changes to access will also be taken into consideration as frontage roads are proposed. An initial screening of interchange types and other intersection alternatives will occur in Synchro/SimTraffic or CAP-X to ensure the alternatives meet project goals and objectives prior to time-intensive modeling using VISSIM. Measures of effectiveness from the modeling will be used to understand how each alternative positively or negatively affects operations, including delay, LOS, travel times and queuing. For this project, we anticipate modeling up to three interchange types at both Ramsey Blvd and Sunfish Lake Blvd in VISSIM along with future no-build. Initial screening using Synchro/SimTraffic is assumed to be up to five alternatives at both Ramsey Blvd and Sunfish Lake Blvd. Frontage road alterations and changes to intersection type and access west of Armstrong Blvd including Alpine Dr and Jarvis St will be incorporated into the overall models.

Each alternative will also be analyzed using methodologies in the Highway Safety Manual to implement crash reduction factors based on various improvements. This analysis will provide a predictive measure of anticipated safety for use in comparing alternatives. The Future Conditions Technical Memorandum will be submitted summarizing the forecasting efforts and analysis of alternatives.

2.5 Benefit-Cost Analysis

Historically available funding opportunities such as TIGER and the newer INFRA program at the federal level require a benefit-cost analysis as part of the application, leading to one of the measures project scoring is based on. The traffic modeling and cost estimating work proposed for this project will provide a majority of the base information needed as inputs for a benefit-cost analysis. Other information such as emissions totals, maintenance costs, etc. will be computed to supplement the overall reported benefits and costs. We will pull together all of this information into a benefit-cost template to generate

the standard analysis needed for these funding applications, based on the overall recommended vision for the corridor. The analysis will be summarized in a BCA memorandum.

Task 3: Existing Conditions / Documentation

Understanding the root cause of issues in the study area will allow our team to provide recommendations for corridor improvements. A study of current and future issues will be completed for social impacts, land uses and trends, pedestrian network and needs, roadway safety and capacity, supporting roadway network, access management, community connectivity, and environmental resources. We will review design guidance, previous studies, existing conditions, and collected data to identify and confirm existing and future corridor issues.

3.1 Purpose and Need

A full understanding of the corridor deficiencies, safety, performance and needs will inform the development of the message. Below are the potential elements of study needed to fully understand the needs:

- Traffic Volumes / Travel Times
- Photo and Video Footage (Ground / Drone)
- Crash History / Severe and Fatal Focus
- Cabin Commuting / Weekday Peak Periods
- Unmet Regional Demands (Being Served on Local Roadways)
- Need Based on Trends (Where People Live and Work)
- Oil Trains / Northstar / Amtrak
- Corridor Needs (Safety / Congestion / Access)
- Current and Future Traffic Conditions (Build and No Build)
- Non-motorized / Transit Accommodations
- Quantify the Cost of Inaction
- Expand the TH 10 Access Planning Study Problem Statement
- Concept Development
- Expand Corridor Vision and Cost Estimate / Update Cost Estimates

The project seeks to broadly understand the needs and opportunities, establish goals and objectives, develop and evaluate alternatives, reach a consensus on a recommended concept, and develop an implementation plan allowing the plan to be achieved in increments. As such, a higher level of understanding is required to include measurements of land use, pedestrian and bicycle usage, environmental and cultural resources, and traffic and safety operations. The analysis will uncover several key findings that will be documented. This Purpose and Need will serve as the basis for guiding the development of goals and objectives as well as the development and evaluation of alternatives. A portion of this task will be updating work completed in the Highway 10 Access Planning Study.

3.2 Goals and Objectives

The purpose of this document is to outline the goals and objectives for the project which will guide the development and evaluation of improvement alternatives. The goals and objectives are intended to align with state and local transportation plans as much as possible. They build off the existing conditions, issues, needs and concerns outlined in the Purpose and Need and define desired results or outcomes. Multiple objectives will be identified supporting each goal. These objectives provide additional details on how the goal can be achieved. The performance measures are tied to the objectives and will be used during the alternatives evaluation process to assess and compare improvement alternatives. The goals, objectives and performance measures will be transferred into an evaluation matrix to facilitate the evaluation of alternatives.

3.3 Environmental Screening

Our team will complete an environmental screening for the project area to identify and document potential environmental concerns and to facilitate selection of a preferred alternative. Environmental categories included in the EAW form will serve as the basis for developing criteria for the environmental screening effort. We will consult with the appropriate environmental review agencies to obtain background information and identify potential concerns. This work will be documented in an Environmental Screening Technical Memorandum.

Task 4: Concepts / Evaluation

The Bolton & Menk team will lead a concept development and evaluation process that will include the following considerations:

- Alternative Roadway Designs (including supporting roadway network and intersection treatments)
- Preliminary Right-of-Way
- Trail and Sidewalk Concepts
- Railroad Crossing Concepts
- Bridges, Retaining Walls, Noise Walls, etc.

4.1 Concept Development

Transportation system improvements will be developed that minimize impacts while recognizing cost, arterial performance, and connectivity goals for the region. Each concept will illustrate recommended access modifications, lane configurations, intersection control type, and typical sections.

A wide range of concepts will be considered through the study corridor. Careful planning will detail improvements to the at-grade intersections providing a balance of safety, mobility, and capacity. Typical sections will be prepared that correspond with the conceptual layouts. Some of the concepts will be further developed in planning level layouts demonstrating a general footprint, operations, and capacity. The concepts will also highlight proposed pedestrian, bicycle, and recreational improvements.

Sketch level concept development will be used to brainstorm the range of options. The team will narrow down ideas to those that seem feasible and supported for further development into concepts. This task assumes the following number of conceptual layouts by primary intersection or roadway section:

- Sunfish Lake Blvd area (including RR) – 4 conceptual layouts
- Ramsey Blvd area (including RR) – 4 conceptual layouts

- Supporting roadway network – 2 conceptual layouts
- Develop up to 2 Highway 10 area conceptual layouts west of Armstrong Blvd including supporting roadway needs

For evaluating the concepts, we will need to design profiles and alignments for each concept. To do this, we will utilize LiDAR data that is already collected for our concept layouts. With the LiDAR data having a tolerance of +/- 6 inches horizontally and +/- 1 foot vertically, we feel strongly that this data will allow us to evaluate concepts thorough enough to create a firm recommendation and allow us to get a solid indication of the impacts for each concept.

4.2 Concept Renderings

Our team will prepare simple and aesthetic visual renderings of select concepts being evaluated to aid in communicating the concepts to agencies and the public. We anticipate choosing up to 4 locations for renderings and develop sketches for each of the build options at each location. We assume up to 12 simple visual renderings.

4.3 Concept Evaluation

The evaluation of alternatives will utilize a matrix format to pull together information documented through the study based on selected criteria developed in the Goals and Objectives. The evaluation matrix will also be prepared with the intent that it can be utilized in future NEPA documentation. The alternatives will be narrowed to one build alternative with the aid of this evaluation matrix.

4.4 Cost Estimates

Bolton & Menk will develop preliminary cost estimates with cost splits based on cost participation policies for each concept identified with this study.

Task 5: Communications

The Bolton & Menk team will develop a strategic communications plan that lays out the timeline and tactical methods to cultivate project understanding and consensus that supports the vision for the Ramsey Highway 10 corridor.

We will work with the project partners to craft a dynamic campaign that effectively informs, motivates, and moves to action many different groups. This type of effort requires an investment in tactical-level tools and methods. We suggest the following elements for successful communication for this project:

- Project Branding (logo and consistent communications template)
- Video Creation (both full and “bite-size” for media use)
- Infographics/Visual Renderings
- Print Communications (Newsletters/Press Releases)
- Project Website (information hub) / Public Input Tool
- Social Media

5.1 Project Branding

A project logo establishes a project identity that can used on all deliverables and public outreach content. The Bolton & Menk team will develop project logo concepts for the city's consideration that captures the vision for the Ramsey Highway 10 corridor. Once a project logo is finalized, the same colors and theme will be used to develop a consistent communications template for all messaging and outreach content.

5.2 Project Videos

We have found project videos to be a tactical tool in quickly communicating study details, consistent messaging, and maintaining momentum and enthusiasm for a project. Project videos used at public meetings allow detailed communication in a short amount of time and maintain focus of the group. Releasing project videos online allow clear and consistent messaging to a large audience that can be revisited throughout the life of the project. We will create 2 project videos in Phase I capturing key milestones in the study's progression that align with the planned open house as follows:

Video 1 – Project Purpose and Need

This video will include footage of the existing conditions along the corridor, visuals highlighting the issues to be addressed, voiceover providing description of all footage and visuals, and interviews promoting project need. Estimated Length: 5 minutes

Video 2 – Proposed Improvement Alternatives

This video will include mostly motion graphics and voiceover highlighting the features and issues related to each of the alternatives being presented to the public. Estimated Length: 6-8 minutes

5.3 Infographics / Visual Renderings

The state of communications is increasingly visual. Infographics are a powerful way to simplify complex data, processes, or ideas into visuals that enable grasping information at a glance. The Bolton & Menk team will use infographics whenever data heavy information needs to be clearly communicated to the public or stakeholders. The style of infographics will encompass the established project branding. We will create Infographics to communicate the project's purpose and need, report public open house input received, and to share any additional technical details as concepts are developed and evaluated.

Task 4.2 outlines how we plan to use visual renderings throughout the project's development. Before and after type visuals and examples of what proposed improvements may look like are very powerful tools in gathering feedback and growing support for the project from those most invested, such as businesses and property owners.

5.4 Print Communications

Newsletters will be sent out to Ramsey residents, property owners, and business owners prior to each public open house. In addition, we will provide project updates every other month (5 anticipated in Phase I) for inclusion in the Ramsey Resident as one tactic to keep the momentum and energy required for a lively campaign.

5.5 Project Website and Online Engagement

Our team will develop and maintain a project website. The goal of the website is to be an information hub for all project content that allows the public to track the project progress. We will include our online public input application with customizable interface and tools. This is an application we developed that allows the public to add comments linked to locations on a map, tying the comment to a specific location or travel route. We can customize the application to solicit comments, foster discussions, and allow reaction (Like/Dislike buttons) to track trends. We will utilize the online public input tool to supplement public engagement at major project milestones and in coordination with other communications tool such as the project website, social media and Ramsey Resident newsletter updates.

5.6 Social Media

We will use social media outlets such as Facebook and Twitter to blast updates and notifications to an established or existing following or targeted audience. Messages will be concise and short and then direct the audience to the project website for more detailed information. Social media formats can both be developed and maintained by the Bolton & Menk team or we can provide crafted messages to for your existing social media accounts. Messaging should occur at a minimum around major project milestones and public meetings. However, posting on a more regular basis will support the efforts of a lively project campaign.

PHASE II - Vision Refinement, Preliminary Design, Funding

Task 1: Project Management, Coordination, and Engagement

Our proactive and effective project management is critical for successful completion of the study resulting in full stakeholder support. Our approach is to lead this study process through consistent communication, firm schedules, and established milestones while building consensus along the way. We will implement our Systematic Development of Informed Consent (SDIC) process to engage roadway users and stakeholders in the planning process and keep them engaged. This proactive approach goes beyond keeping stakeholders informed by utilizing their local knowledge to help identify issues and opportunities as well as confirm the problem being addressed. We will schedule all meetings, complete all agendas, maintain meeting records, and offer regular updates on next steps and upcoming requirements.

The graphic on page 2 outlines the different groups, planned activities, and their role in the overall decision-making process of the entire study, working towards achieving informed consent. Input will come from the community, agencies, and property/business owners.

1.1 Project Management / PMT Meetings

Our team will perform all work necessary to effectively coordinate the project development, maintain the project schedule and budget as well as manage the Project Management Team (PMT). This task includes a standing monthly meeting with City staff (up to 9 meetings).

1.2 Project Management Plan

We will revisit the Project Management Plan (PMP) created for Phase I of the study and make any necessary edits to lead Phase II effectively. The PMP will detail:

- Project management approach
- Key project milestones
- Schedule and cost management plan
- Scope management plan and change process
- Communications management plan
- Risk and staff management plan

1.3 Quality Assurance/Quality Control (QA/QC)

We will develop and implement a Quality Management Plan specifically tailored for the Highway 10 Project. This plan will incorporate Bolton & Menk's comprehensive Quality Assurance and Quality Control Program which has been designed to meet the particular needs of our firm and our clients. Our program systematically and dramatically reduces the potential for issues. Routine product reviews are an integral part of the quality control process, which effectively target conceptual, constructability, environmental impact, public impact, and economic engineering issues. This task establishes the procedures for this project. Actual QA/QC review time is incorporated within each task.

1.4 Public and Agency Involvement Plan
Our team will refine the public and agency involvement plan that was created in Phase I to confirm the overall approach and/or make any necessary changes. This plan will outline opportunities and strategies for input and encouragement of stakeholder participation. A communications plan (see Task 3) will determine the tools used and the best times to engage the public.

1.5 Technical Advisory Committee (TAC) Meetings
The TAC will be comprised of a core group of planning and engineering staff from City of Ramsey, Anoka County, and MnDOT. The purpose will be to understand individual agency perspectives to gain insight relative to key issues or perceived impacts, discuss potential mitigation strategies to minimize negative impacts, and identify considerations that could influence the project's conclusion. It is expected this group would meet up to 5 times as needed. These meetings may include other agencies as needed.

1.6 Highway 10 Subcommittee Meetings
Our team will coordinate with the Highway 10 Subcommittee at key points during the study. This task assumes up to 2 meetings.

1.7 City Council Meetings
Our team will update the Council at key points during the study. This task assumes up to 2 city council meetings.

1.8 Highway 10 Working Group Meetings
Our team will support and attend Highway 10 Working Group meetings as requested. We anticipate up to 1 meeting.

1.9 Agency Coordination Meetings
Bolton & Menk will have ongoing communications with agencies as needed to move the project forward. Meetings will likely be needed as issues (forecasting, concept development, environmental resources, railroad coordination, etc.) are identified and worked through. We assume up to 5 meetings.

1.10 Stakeholder Group Meetings
Bolton & Menk will meet with stakeholders, including neighbors, businesses, property owners, and community groups, as needed to:

- Hear individual perspectives on issues and opportunities
- Understand what is being proposed
- Understand that it is reasonable and responsible to plan for changes
- Listen to their concerns
- Explore and evaluate ways to reduce the impacts.

We intend on breaking the corridor business owners into small groups as they will share common impacts. We assume up to 10 meetings in this second phase of the project.

Area	Location	# Properties	Meeting Type	# Meetings	Total
Western Ramsey / Elk River	Edison/Jarvis St	12 businesses	Invite to Open House		
	Beatty/Bowers Dr	80 residential			
	Alpine Drive	10 businesses			
Armstrong Blvd					
Ramsey Blvd	EZ Auto to Dolomite St	38 businesses	5 Small Groups	1	5
Sunfish Lake Blvd	Dolomite to Anoka limits	35 businesses	5 Small Groups	1	5
TOTAL					**10**

1.11 Public Open House Meeting

The spring 2019 open house will review the recommended alternative to be carried forward into future project development. Our team will share refinements developed as a result of input at Open House #1, resulting evaluation changes, and alternatives found to not be technically feasible or not meet the purpose and need which will be dropped from further consideration.

Our team will prepare and submit advertisements for the open houses in local newspapers, as agreed upon with City of Ramsey. We will prepare and distribute up to one project newsletters prior to the public involvement activities, to keep adjacent stakeholders informed. The newsletter will be posted on the website and mailed to property owners/businesses directly adjacent to the corridor and other stakeholders two weeks prior to the open house event.

Task 2: Vision Refinement

The Bolton & Menk team will lead a preliminary design effort that will include the following deliverables:

- Conceptual geometric layout and typical sections
- Preliminary corridor beautification plan
- Conceptual right-of-way needs
- Refined project cost estimate

2.1 Stormwater Management Plan

Stormwater management can be particularly challenging along tight, linear corridors and further complicated when unique and protected water resources are involved. We will draw upon our experience gained from preparing the City-wide modeling created as part of the last Storm Water Master Plan (SWMP) for the City of Ramsey. The SWMP included comprehensive mapping and modeling of every watershed, storm sewer pipe and pond within city limits. In addition, our storm water experience includes coordinating design recommendations between MnDOT and the City of Ramsey to propose corridor planning that meets their requirements and the City's SWMP recommendations as well as MnDOT design standards. Ramsey can rely on our team's unparalleled local experience and knowledge of MnDOT's design requirements while working within the confines of a

narrow corridor; our expertise in delineating, protecting, and restoring valuable wetlands; and providing innovative solutions to water quality and flood mitigation. Best Management Practices (BMPs) will be preliminarily designed and analyzed that will:

- Incorporate public comments where feasible
- Conform to the overall vision of the corridor improvements
- Address current drainage issues as documented in the city-wide SWMP
- Reduce wetland impacts
- Seamlessly integrate with landscape features

Our team will prepare a preliminary drainage report that addresses the stormwater management requirements and identifies the likely features needed for compliance as well as the drainage issues or obstacles affecting roadway design.

2.2 Preliminary Noise Assessment

Bolton & Menk has partnered with SBP Associates, Inc. (SBP) to complete the noise impact and mitigations assessment that will be required by MnDOT and FHWA as part of the environmental documentation process. We have teamed with SBP on numerous corridor projects to determine the impacts of expansion and develop mitigation strategies that meet the federal requirements. Our team's approach includes:

- Monitoring - conduct monitoring at four locations along the project corridor in the morning and afternoon periods. Monitoring periods will be at least 30 minutes in length, and will be conducted consistent with MnDOT and MPCA requirements.
- Impact Modeling - modeling the noise impacts of the proposed roadway along the corridor using peak-hour existing and design year traffic conditions. Modeling will be conducted and receptors will be chosen according to MnDOT and FHWA policy.
- Mitigation Modeling - for areas exceeding State and/or Federal noise thresholds, SBP will provide an analysis of the cost reasonableness of noise barrier mitigation along the corridor. The analysis will determine whether noise barrier(s) will meet the cost reasonableness requirements and will determine the total estimated cost of the barriers. Barriers meeting the cost-reasonableness requirements must be voted on by the benefitted residents/property owners per MnDOT/FHWA policy.
- Noise Assessment Report - a draft and final report will be prepared containing monitoring and modeling results and all analysis consistent with MnDOT/FHWA policy.

2.3 Corridor Beautification

Our team will develop a preliminary corridor beautification plan, which will include landscaping and hardscaping for the preferred roadway geometrics incorporating the enhanced treatments chosen by the project partners. Our team will develop construction cost estimates for streetscaping elements.

2.4 Preliminary Design

The preliminary design will be a significant task critical to the schedule and final deliverable. The Bolton & Menk team will lead a highly detailed preliminary design effort that will include detailed typical sections, cross sections, construction limits, horizontal and vertical alignments, refined geometric improvements, structure concept design and layout, and drainage improvements. The preliminary design process will result in the layout for the project fully defining the vision. The Trunk Highway portion of the layout will be prepared and undergo the MnDOT staff approval process.

2.5 Preliminary Cost Estimate

Our team will develop a preliminary construction cost estimate that corresponds with the final geometric layout, including a detailed breakdown of the main dollar project quantity items and the required cost sharing for the proposed improvements. Our team has significant experience delivering Cooperative Agreement and Joint Powers projects with MnDOT, counties, and local agencies.

2.6 Preliminary Staging Plan

Our team will develop various concept level staging alternatives that manage effective movement of roadway traffic while maintaining efficient progress throughout construction. Staging concepts will address traffic control needs for each stage of construction and include quantities and bid items for temporary staging estimates for concepts. We will also provide a conceptual construction staging schedule based on each of the concepts that are developed.

2.7 Official Map

Our team will prepare an Official Map for the recommended corridor plan for purposes of preserving the right-of-way footprint for proposed improvements. A draft Official Map, in both paper and electronic form, will be presented to the city project manager and county surveyor for review and approval. We will incorporate requested changes from city staff and the county surveyor and prepare the final Official Map for approval. Following Official Map adoption, we will provide the necessary electronic and Mylar copies of the map to the county for recording purposes.

Task 3: Communications

The Bolton & Menk team will develop a strategic communications plan that lays out the timeline and tactical methods to cultivate project understanding and consensus that supports the vision for the Ramsey Highway 10 corridor.

We will work with the project partners to craft a dynamic campaign that effectively informs, motivates, and moves to action many different groups. This type of effort requires an investment in tactical-level tools and methods. We suggest the following elements for successful communication for this project:

- Project Branding (logo and consistent communications template)
- Video Creation (both full and “bite-size” for media use)
- Infographics/Visual Renderings
- Print Communications (Newsletters/Press Releases)
- Project Website (information hub) / Public Input Tool
- Social Media

3.1 Project Videos

We have found project videos to be a tactical tool in quickly communicating study details, consistent messaging, and maintaining momentum and enthusiasm for a project. Project videos used at public meetings allow detailed communication in a short amount of time and maintain focus of the group. Releasing project videos online allow clear and consistent messaging to a large audience that can be revisited throughout the life of the project. We will create 1 project video during Phase II capturing key milestones in the study’s progression that align with the planned open houses as follows:

Final Video – Recommended Corridor Vision

This video will be a presentation of the recommended improvement alternative moving forward. This will include motion graphics, voiceover and interviews explaining why this alternative was selected over others and how it fits the vision for the corridor and community. This video will also discuss the steps and schedule of project implementation. Estimated Length: 5 minutes

3.2 Infographics

The state of communications is increasingly visual. Infographics are a powerful way to simplify complex data, processes, or ideas into visuals that enable grasping information at a glance. The Bolton & Menk team will use infographics whenever data heavy information needs to be clearly communicated to the public or stakeholders. The style of infographics will encompass the established project branding. We will create Infographics to communicate technical details during the vision refinement phase.

3.3 Print Communications

Newsletters will be sent out to Ramsey residents, property owners, and business owners prior to each public open house. In addition, we will provide project updates every other month (3 anticipated during this phase) for inclusion in the Ramsey Resident as one tactic to keep the momentum and energy required for a lively campaign.

3.4 Project Website and Online Engagement

Our team will develop and maintain a project website. The goal of the website is to be an information hub for all project content that allows the public to track the project progress. We will include our online public input application with customizable interface and tools. This is an application we developed that allows the public to add comments linked to locations on a map, tying the comment to a specific location or travel route. We can customize the application to solicit comments, foster discussions, and allow reaction (Like/Dislike buttons) to track trends. We will utilize the online public input tool to supplement public engagement at major project milestones and in coordination with other communications tool such as the project website, social media and Ramsey Resident newsletter updates.

3.5 Social Media

We will use social media outlets such as Facebook and Twitter to blast updates and notifications to an established or existing following or targeted audience. Messages will be concise and short and then direct the audience to the project website for more detailed information. Social media formats can both be developed and maintained by the Bolton & Menk team or we can provide crafted messages to for your existing social media accounts. Messaging should occur at a minimum around major project milestones and public meetings. However, posting on a more regular basis will support the efforts of a lively project campaign.

Task 4: Funding

The Bolton & Menk team will develop a funding plan that will serve as a guide to securing funding commitments from project partners as well as identify key competitive sources that should be pursued.

4.1 Implementation and Funding Plan
Bolton & Menk will provide recommendations for implementation strategies and project prioritization that are aligned with the long-term corridor vision. We will separate the overall corridor vision into a prioritized list of smaller, economically feasible, and more easily fundable projects with independent utility. The information will be contained in a table and accompanying graphic.

4.2 Corridor Study Report
Our team will deliver a study report to project partners that will not only serve as documentation of the entire study, but as a valuable resource to be referenced as identified improvements are selected, designed, and implemented. The study report will contain the research, findings, technical memorandums, and recommendations that were completed. It will also include planning-level costs of sufficient detail to aid in identifying projects for advancing into preliminary design.

4.2 Funding Assistance
Throughout the project, our team will consider future funding opportunities to leverage project resources. This task allows our team to provide assistance or leadership to the city in identifying and pursuing funding opportunities as requested. We will develop and maintain a funding plan that will aid in the development of commitments and identification of the possibilities to close the funding gaps. We have estimated some time to pursue some of the common funding opportunities in our fee estimate. Below are some of the key funding programs and very rough estimates on level of efforts to complete a quality application.

- MnDOT | Minnesota Highway Freight Investment Plan (MHFP) - $6k to $12k
- MnDOT | Municipal Agreement Funds (MA) - $4k to $8k
- MnDOT | Corridors of Commerce – Unknown level of effort at this time
- MnDOT | Transportation and Economic Development (TED) - $6k to $12k
- MnDOT | Local Road Improvement Program (LRIP) - $4k to $8k
- Met Council | Regional Solicitation (STP) - $6k to $12k
- FHWA | TIGER - $6k to $15k (assuming the work noted above is completed)
- FHWA | INFRA - $6k to $15k (assuming the work noted above is completed)

Optional / Future Tasks

The goal of the work above is to confidently develop a vision that is supported by all agencies and to understand the physical footprint. The immediate next step to the scope listed above is final design. Below are some key next step items for consideration that are not included in our team's scope and fee estimates.

- **Survey** – we feel with available LIDAR information we can set reasonable construction limits. A full topographic survey will be needed prior to final design.
- **Wetland Delineation** – Wetland delineation should be completed in the same season the survey is completed. Not having the delineation completed at this point will introduce some risk in recommendations needing to be revisited or recommendations may need to be altered to avoid impacts.
- **Geotechnical** – we feel we can make assumptions based on known conditions, available borings from surrounding projects, etc. Not having current borings within the project footprint in preliminary design does introduce some risk into the project. Project recommendations may need modifications in final design or perhaps may need more costly construction methods to remediate soil conditions.

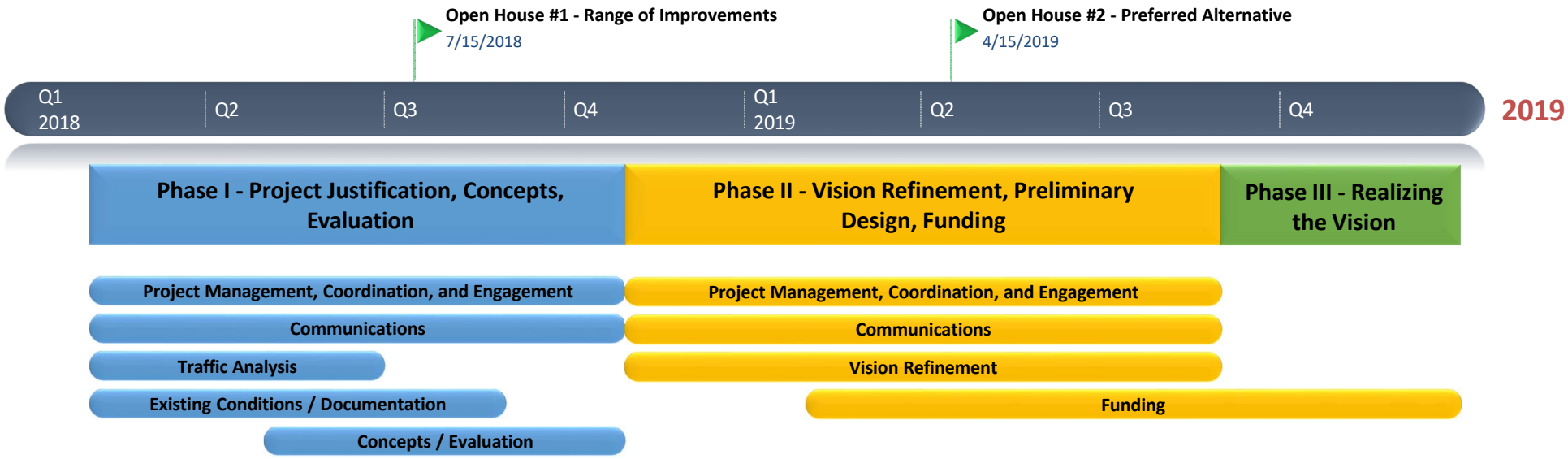
- **Environmental Documentation** – Once the project is significantly funded the environmental documentation should begin. We will perform the study so it can be incorporated into the future EA/EAW.
- **Final Design and ROW Acquisition** – Upon completion of the above tasks, right-of-way acquisition and final design can begin.
- **Utility Coordination** – Utility coordination should be completed in conjunction with the tasks noted above.

Highway 10 Corridor Improvements

City of Ramsey, Minnesota

Proposed Schedule

December 2017



Highway 10 Corridor Improvements

City of Ramsey, Minnesota

Proposed Fee for Services

Phase I - Project Justification, Concepts, Evaluation

	Project Management			Engineering							Planning / Graphics							
TASK	Project Manager / Principal-in-Charge	Deputy Project Manager	QA/QC Manager	Transportation Design Engineer	Traffic Engineer	Graduate Engineer / Technician	Noise Specialist	Surveyor	Sr. Bridge Engineer	Water Resources Engineer	Transportation Planner	Landscaping Architect	Landscape Design	Graphic Designer	Communication Specialist	GIS Technician	**TOTAL**	**COST**
Task 1 - Project Management, Coordination, and Engagement	132	175	9	67	40	12	0	0	0	0	131	8	0	0	10	4	**588**	**$81,055**
Task 2 - Traffic Analysis	6	3	12	4	124	690	0	0	0	0	0	0	0	0	0	68	**907**	**$100,585**
Task 3 - Existing Conditions / Documentation	10	50	6	24	48	40	0	0	0	0	174	0	0	40	8	40	**440**	**$51,220**
Task 4 - Concepts / Evaluation	52	29	16	362	110	810	0	0	18	34	58	64	208	0	0	10	**1771**	**$208,535**
Task 5 - Communications	2	20	3	0	0	0	0	0	0	0	68	0	0	244	132	12	**481**	**$48,460**
TOTAL HOURS	*202*	*277*	*46*	*457*	*322*	*1552*	*0*	*0*	*18*	*34*	*431*	*72*	*208*	*284*	*150*	*134*	***4187***	
AVERAGE HOURLY RATE	*$170*	*$145*	*$160*	*$135*	*$135*	*$105*	*$105*	*$140*	*$160*	*$125*	*$105*	*$125*	*$105*	*$100*	*$90*	*$110*		
SUBTOTAL	*$34,340*	*$40,165*	*$7,360*	*$61,695*	*$43,470*	*$162,960*	*$0*	*$0*	*$2,880*	*$4,250*	*$45,255*	*$9,000*	*$21,840*	*$28,400*	*$13,500*	*$14,740*		

HaiFeng Transportation Engineering Inc (Traffic Forecasting Task 2.2): $7,500

Mailings / Publications: $2,500

Phase I Total: **$499,855**

Phase II - Vision Refinement, Preliminary Design, Funding

	Project Management			Engineering							Planning / Graphics							
TASK	Project Manager / Principal-in-Charge	Deputy Project Manager	QA/QC Manager	Transportation Design Engineer	Traffic Engineer	Graduate Engineer / Technician	Noise Specialist	Surveyor	Sr. Bridge Engineer	Water Resources Engineer	Transportation Planner	Landscaping Architect	Landscape Design	Graphic Designer	Communication Specialist	GIS Technician	**TOTAL**	**COST**
Task 1 - Project Management, Coordination, and Engagement	114	147	10	68	10	8	0	0	8	12	100	0	0	0	10	4	**491**	**$68,285**
Task 2 - Vision Refinement	89	100	146	768	64	1980	100	320	200	226	20	68	150	40	0	50	**4321**	**$524,610**
Task 3 - Communications	4	14	5	0	0	0	0	0	0	0	58	0	0	238	116	8	**443**	**$44,720**
Task 4 - Funding	72	76	10	44	66	100	0	0	4	0	220	0	0	12	4	40	**648**	**$79,910**
TOTAL HOURS	*279*	*337*	*171*	*880*	*140*	*2088*	*100*	*320*	*212*	*238*	*398*	*68*	*150*	*290*	*130*	*102*	***5903***	
AVERAGE HOURLY RATE	*$170*	*$145*	*$160*	*$135*	*$135*	*$105*	*$105*	*$140*	*$160*	*$125*	*$105*	*$125*	*$105*	*$100*	*$90*	*$110*		
SUBTOTAL	*$47,430*	*$48,865*	*$27,360*	*$118,800*	*$18,900*	*$219,240*	*$10,500*	*$44,800*	*$33,920*	*$29,750*	*$41,790*	*$8,500*	*$15,750*	*$29,000*	*$11,700*	*$11,220*		

SBP and Associates (Noise Analysis Task 5.2): $8,000

Mailings / Publications: $2,500

Phase II Total: **$728,025**

Phase I & II Total: **$1,227,880**

Highway 10 Corridor Improvements

City of Ramsey, Minnesota

Proposed Fee for Services

Phase I - Project Justification, Concepts, Evaluation

	Project Management			Engineering							Planning						
TASK	Project Manager / Principal-in-Charge	Deputy Project Manager	QA/QC Manager	Transportation Design Engineer	Traffic Engineer	Graduate Engineer / Technician	Noise Specialist	Surveyor	Sr. Bridge Engineer	Water Resources Engineer	Transportation Planner	Landscaping Architect	Landscape Design	Graphic Designer	Communication Specialist	GIS Technician	**TOTAL**
Task 1 - Project Management, Coordination, and Engagement																	
1.1 Project Management / PMT Meetings *(9 mtgs)*	36	36		18	18						18	8					134
1.2 Project Management Plan	16	8	1	1							1						27
1.3 Quality Assurance/Quality Control (QA/QC)	2	1	8	2							2						15
1.4 Public and Agency Involvement Plan	2	6									12						20
1.5 TAC Meetings *(5 mtgs)*	20	20		20	8						20						88
1.6 TH 10 Subcommittee Meetings *(up to 2 mtgs)*	8	8															16
1.7 City Council Meetings *(up to 2 mtgs)*	8	8															16
1.8 TH 10 Working Group Meeting *(up to 1 mtg)*	4	4															8
1.9 Agency Coordination Meetings *(up to 5 mtgs)*	20	20		18	10	10					10						88
1.10 Stakeholder Group Meetings *(up to 15 mtgs)*	12	60		4							60						136
1.11 Public Open House Meeting *(1 mtg)*	4	4		4	4	2					8				10	4	40
Task 1 Subtotal	132	175	9	67	40	12					131	8			10	4	**588**
Task 2 - Traffic Analysis																	
2.1 Data Collection					2	40											42
2.2 Traffic Forecasting	1		2		20	90										20	133
2.3 No Build Analysis	1	1	2		32	200										8	244
2.4 Alternative/Build Analysis	2	1	6		60	300										40	409
2.5 Benefit Cost Analysis	2	1	2	4	10	60											79
Task 2 Subtotal	6	3	12	4	124	690										68	**907**
Task 3 - Existing Conditions / Documentation																	
3.1 Purpose and Need	6	28	2	16	40	40					50			40	4	40	266
3.2 Goals and Objectives	4	16	2	8	8						24				4		66
3.3 Environmental Screening		6	2								100						108
Task 3 Subtotal	10	50	6	24	48	40					174			40	8	40	**440**
Task 4 - Concepts / Evaluation																	
4.1 Concept Development	40	12	8	310	80	750			6	30	20					10	1266
4.2 Concept Renderings *(up to 12 renderings)*	2	4	1	4					2		8	60	200				281
4.3 Concept Evaluation	6	12	1	24	20						30						93
4.4 Cost Estimates	4	1	6	24	10	60			10	4		4	8				131
Task 4 Subtotal	52	29	16	362	110	810			18	34	58	64	208			10	**1771**
Task 5 - Communications																	
5.1 Project Branding	1	4									12				24	4	45
5.2 Project Videos	1	8	2								16			200	20		247
5.3 Infographics		2	1								8			16	32		59
5.4 Print Communications		2									8			8	8	4	30
5.5 Project Website and Online Engagement		2									16			20	20	4	62
5.6 Social Media		2									8				28		38
Task 5 Subtotal	2	20	3								68			244	132	12	**481**

Highway 10 Corridor Improvements

City of Ramsey, Minnesota

Proposed Fee for Services

Phase II - Vision Refinement, Preliminary Design, Funding

		Project Management			Engineering							Planning						
	TASK	Project Manager / Principal-in-Charge	Deputy Project Manager	QA/QC Manager	Transportation Design Engineer	Traffic Engineer	Graduate Engineer / Technician	Noise Specialist	Surveyor	Sr. Bridge Engineer	Water Resources Engineer	Transportation Planner	Landscaping Architect	Landscape Design	Graphic Designer	Communication Specialist	GIS Technician	TOTAL
Task 1 - Project Management, Coordination, and Engagement																		
1.1	Project Management / PMT Meetings *(9 mtgs)*	36	36		24					4	8	18						126
1.2	Project Management Plan	4	2	2														8
1.3	Quality Assurance/Quality Control (QA/QC)	2	2	8	4							4						20
1.4	Public and Agency Involvement Plan	1	2									4						7
1.5	TAC Meetings *(5 mtgs)*	20	20		20							20						80
1.6	TH 10 Subcommittee Meetings *(up to 2 mtgs)*	8	8															16
1.7	City Council Meetings *(up to 2 mtgs)*	10	10															20
1.8	TH 10 Working Group Meeting *(up to 1 mtg)*	5	5															10
1.9	Agency Coordination Meetings *(up to 5 mtgs)*	16	16		12	6	6			4	4	6						70
1.10	Stakeholder Group Meetings *(up to 15 mtgs)*	8	40		4							40						92
1.11	Public Open House Meeting *(1 mtg)*	4	6		4	4	2					8				10	4	42
	Task 1 Subtotal	114	147	10	68	10	8			8	12	100				10	4	**491**
Task 2 - Vision Refinement																		
2.1	Stormwater Management Plan	1	1	40	20		320				150						20	552
2.2	Preliminary Noise Analysis	2	6	2	8		20	100									20	158
2.3	Corridor Beautification	2	10	2								20	60	130	40		10	274
2.4	Preliminary Design	60	10	60	600	50	1200			120	60							2160
2.5	Preliminary Cost Estimate	8	1	10	40	4	80			30	8		8	20				209
2.6	Preliminary Staging Plan	10	2	16	80	10	320			50	8							496
2.7	Official Map	6	70	16	20		40		320									472
	Task 2 Subtotal	89	100	146	768	64	1980	100	320	200	226	20	68	150	40		50	**4321**
Task 3 - Communications																		
3.1	Project Videos	2	4	2								20			190	20		238
3.2	Infographics	2	4	1								8			20	40		75
3.3	Print Communications		2	2								6			8	8	4	30
3.4	Project Website and Online Engagement		2									16			20	20	4	62
3.5	Social Media		2									8				28		38
	Task 3 Subtotal	4	14	5								58			238	116	8	**443**
Task 4 - Funding																		
4.1	Implementation and Funding Plan	20	16	2	8										4		8	58
4.2	Corridor Study Report	2	20	2	16	16				4		100			8	4	16	188
4.3	Funding Assistance	50	40	6	20	50	100					120					16	402
	Task 4 Subtotal	72	76	10	44	66	100			4		220			12	4	40	**648**