



Application

01967 - 2014 Roadway Expansion

02293 - CSAH 54 Expansion

Regional Solicitation - Roadways Including Multimodal Elements

Status:

Submitted

Submitted Date:

11/26/2014 12:23 PM

Primary Contact

Name:*

Jack

L

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Salutation

First Name

Middle Name

Last Name

Title:

Multimodal Planning Manager

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Anoka County Transportation Division

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*

Andover

Minnesota

55304-4005

City

State/Province

Postal Code/Zip

Phone:*

763-862-4230

Phone

Ext.

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763-862-4201

What Grant Programs are you most interested in?

Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name:

ANOKA COUNTY

Jurisdictional Agency (if different):			
Organization Type:		County Government	
Organization Website:			
Address:		1440 BUNKER LAKE BLVD	
*	ANDOVER	Minnesota	55304
	City	State/Province	Postal Code/Zip
County:	Anoka		
Phone:*	763-862-4200		
		Ext.	
Fax:			
PeopleSoft Vendor Number	0000003633A15		

Project Information

Project Name	Anoka County CSAH 54 Expansion
Primary County where the Project is Located	Anoka
Jurisdictional Agency (If Different than the Applicant):	

Brief Project Description (Limit 2,800 characters; approximately 400 words)

Anoka County proposes an expansion and realignment of 0.77 miles of CSAH 54, an A Minor Reliever roadway within the City of Columbus. Existing CSAH 54 runs parallel along the west side of I-35. It provides relief to I-35 and local access throughout the City of Columbus, as well important connections to the Cities of Lino Lakes, Centerville, and Ramsey County not otherwise served by I-35 interchanges.

The proposed project will realign the existing CSAH 54 corridor 0.15 miles to the west. The project includes an expansion of the current two-lane undivided design to a four-lane divided roadway, including capacity to add future through-lanes, turn-lanes, and signalization to connect to the planned expansion of CSAH 23 and the I-35/CSAH 23/TH 97 interchange. The southern end of the project will include a full-access intersection which will connect to the southeastern corner of the Running Aces Harness Park and the Running Aces Park and Ride. This intersection will also connect to the existing alignment of CSAH 54 (which will function as a frontage road) for access to existing businesses and parcels. A 10-foot bituminous multiuse trail will be constructed along the west side of the project to provide safe transportation and recreational opportunities for travelers near CSAH 54.

The project will address growing safety concerns and congestion issues along the CSAH 54 and CSAH 23 corridors. Current PM peak queues for the I-35 ramps on CSAH 23 frequently extend past the existing CSAH 54 intersection. These queues prevent safe turning movements from freight and vehicular traffic traveling between CSAH 54 and CSAH 23. Realignment of CSAH 54 west out of the interchange area will significantly improve traffic

operations at the CSAH 54/CSAH 23 intersection, and will also help to bring CSAH 23 into compliance with Anoka County's access spacing guidance for a 55 mph arterial roadway. Improved traffic operations will also help Metro Transit service (Routes 285 and 288) operate more efficiently on the corridor and will positively impact transit users traveling to and from Minneapolis and St. Paul.

The expansion and realignment of CSAH 54 also support the City of Columbus 2030 Comprehensive Plan and the Quad 35 interchange study, which envision the land surrounding CSAH 54 and the CSAH 23/TH 97/I-35 for near and mid-term commercial and industrial development. CSAH 54 plays a crucial role in successful near-term land development, as the parcels immediately surrounding the project area are city-owned and slated to be the first to develop. Timely reconstruction and relocation of CSAH 54 will ensure appropriate and safe access to these commercial and industrial parcels, which will add to the 1,600 existing jobs within TAZs located a mile around the project area.

Include location, road name/functional class, type of improvement, etc.

Project Length (Miles)

0.77

Connection to Local Planning:

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 MnDOT 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.

Connection to Local Planning

City of Columbus 2030 Comprehensive Plan (pages 9 and 38); Anoka County CIP, Page 1 (<https://www.anokacounty.us/DocumentCenter/View/4510>)

Project Funding

Are you applying for funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount \$3,247,440.00

Match Amount \$811,860.00

Minimum of 20% of project total

Project Total \$4,059,300.00

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds Anoka County Highway Fund

Preferred Program Year

Select one: 2018

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency Anoka County

Functional Class of Road "A" Minor Arterial Reliever

Road System CSAH

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

Name of Road CSAH 54

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55025

(Approximate) Begin Construction Date 03/01/2018

(Approximate) End Construction Date 11/30/2018

LOCATION

From:
(Intersection or Address) CSAH 23/CSAH 54 intersection

*Do not include legal description;
Include name of roadway if majority of facility
runs adjacent to a single corridor.*

To:
(Intersection or Address) Immediately north of Gander Drive

Type of Work Grading, aggregates/paving, storm sewer, bituminous bike path

*Examples: grading, aggregate base, bituminous base, bituminous surface,
sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge,
Park & Ride, etc.)*

Old Bridge/Culvert? No

New Bridge/Culvert? No

Structure is Over/Under
(Bridge or culvert name):

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$134,000.00
Removals (approx. 5% of total cost)	\$134,000.00
Roadway (grading, borrow, etc.)	\$191,800.00
Roadway (aggregates and paving)	\$1,370,500.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$297,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$347,300.00
Traffic Control	\$80,000.00
Striping	\$4,100.00
Signing	\$4,100.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$198,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$76,000.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$515,000.00
Other Roadway Elements	\$637,000.00
Totals	\$3,988,800.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$70,500.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00

Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
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	\$70,500.00

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
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	\$0.00
Totals	\$0.00

Totals

Total Cost	\$4,059,300.00
Construction Cost Total	\$4,059,300.00
Transit Operating Cost Total	\$0.00

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 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

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

2. Applicants that are not 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

3. Applicants must not submit an application for the same project in more than one funding sub-category.

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

4. 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. Expansion, reconstruction/modernization, and bridges must be between \$1,000,000 and \$7,000,000. Roadway system management must be between \$250,000 and \$7,000,000.

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

5. The project must comply with the Americans with Disabilities Act.

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

6. The project must be accessible and open to the general public.

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

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

8. 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

9. 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

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

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

Requirements - Roadways Including Multimodal Elements

Expansion and Reconstruction/Modernization Projects Only

1. The project must be designed to meet 10-ton load limit standards.

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

2. Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.

The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

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

Bridge Projects Only

3. The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.

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

4. Bridges selected in previous Bridge Improvement and Replacement solicitations (1994–2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

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

5. Projects requiring a grade-separated crossing of a Principal Arterial of freeway design 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.

6. 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 sub-categories. Rail-only bridges are ineligible for funding.

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

7. The length of the bridge must equal or exceed 20 feet.

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

8. Project limits for bridge projects are limited from abutment to abutment.

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

9. The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.

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

Bridge Replacement Projects Only

10. The bridge must have a sufficiency rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

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

Bridge Rehabilitation Projects Only

11. The bridge must have a sufficiency rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

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

Other Attachments

File Name	Description	File Size
2293 Anoka Co HSIP.pdf	Crash B/C	249 KB
City of Columbus Resolution of Support.pdf	City of Columbus Resolution of Support	440 KB
Figure 1_ProjectLocation&Layout.pdf	Figure 1 (SRF)	52.2 MB
RdwayAreaDef.pdf	Roadway Area Definition	1.5 MB
RegionalEcon.pdf	Regional Economy	884 KB
SocioEcon.pdf	Socio Economic	884 KB
TransitCon.pdf	Transit Connections	879 KB

Reliever: Freeway Facility or

Facility being relieved	I-35
Number of hours per day volume exceeds capacity (based on the Congestion Report)	0

Reliever: Non-Freeway Facility or

Facility being relieved	
Number of hours per day volume exceeds capacity (based on the table below)	0

Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	
4:00am - 5:00am			0	
5:00am - 6:00am			0	
6:00am - 7:00am			0	
7:00am - 8:00am			0	
8:00am - 9:00am			0	
9:00am - 10:00am			0	
10:00am - 11:00am			0	

11:00am - 12:00pm	0
12:00pm - 1:00pm	0
1:00pm - 2:00pm	0
2:00pm - 3:00pm	0
3:00pm - 4:00pm	0
4:00pm - 5:00pm	0
5:00pm - 6:00pm	0
6:00pm - 7:00pm	0
7:00pm - 8:00pm	0
8:00pm - 9:00pm	0
9:00pm - 10:00pm	0
10:00pm - 11:00pm	0
11:00pm - 12:00am	0

Expander/Augmentor/Non-Freeway Principal Arterial

Select one:

Area	3.271
Project Length	0.757
Average Distance	4.321
Upload Map	RoadwayAreaDefinition.pdf

Measure B: Current Heavy Commercial Traffic

Location	CSAH 54 south of CSAH 23
Current daily heavy commercial traffic volume	540.0

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

Select all that apply

Direct connection to or within a mile of a Job Concentration

Direct connection to or within a mile of a
Manufacturing/Distribution Location

Direct connection to or within a mile of an Educational Institution

Project provides a direct connection to or within a mile of an
existing local activity center identified in an adopted county or
city plan Yes

County or City Plan Reference (Limit 700 characters;
approximately 100 words)

The proposed project provides a direct connection to the Running Aces Harness Park, identified in the City of Columbus 2030 Comprehensive Plan as a local activity center. The project is also adjacent to the Running Aces Park and Ride, Rice Creek Regional Park, and commercial and industrial development, including construction services, landscaping, warehousing, light manufacturing, floral production, and vehicle sales/service companies. This development provides nearly 1,600 existing jobs in the project area. The CSAH 54 corridor is poised for future commercial development, with the parcels at the southeast quadrant of the CSAH 54 and CSAH 23 intersection anticipated to develop first.

Upload Map

RegionalEconomy.pdf

Measure A: Current Daily Person Throughput

Location	CSAH 54 south of CSAH 23
Current AADT Volume	3504.0
Existing Transit Routes on the Project	285, 288

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	4555.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume

METC Staff - Forecast (2030) ADT volume	0
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OR

Approved county or city travel demand model to determine forecast (2030) ADT volume	Yes
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Forecast (2030) ADT volume	5300.0
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Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly.

Yes

The CSAH 54 expansion and realignment will improve travel times and economic efficiencies for local, commuter, freight, and recreational travel on CSAH 54 and the parallel I-35 corridor, all of which support the health and growth of northern Anoka Countys local economy. These benefits help to provide opportunities for job growth and stability for low-income households (10%) living around the project and immediately northeast of the project (15%) (above the County and 7-county average, respectively). The projects connection to the Running Aces Park and Ride and I-35 will also enable efficient transit connections to job concentrations and manufacturing centers in and near Minneapolis and St. Paul for low-income populations taking advantage of the service.

Response (Limit 1,400 characters; approximately 200 words)

The multiuse trail facility included in the proposed project will improve access, local and regional connectivity to nearby Forest Lake HS and Century Jr. HS, transportation choice, and recreational opportunities for all populations living in proximity to the project, including the elderly (10%) and children (22%), which are above and equal to county averages.

Finally, right-of-way acquisition will not result in displacement or full takings from property owners. Project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact the disadvantaged populations in the project area.

Upload Map

SocioEcon.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
City of Columbus	0.77

Total Project Length

Total Project Length 0.77

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
City of Columbus	0.77	0.77	21.0	1.0	21.0
		1	21	1	21

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.77

Total Housing Score 21.0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1961.0	0.77	1509.97	1961.0
	1	1510	1961

Average Construction Year

Weighted Year 1961.0

Total Segment Length (Miles)

Total Segment Length 0.77

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	\$4,059,300.00
Total Peak Hour Vehicle Delay Without The Project	2158.0
Total Peak Hour Vehicle Delay With The Project	1978.0
Total Peak Hour Vehicle Delay Reduced by Project	180.0
Cost Effectiveness	\$22,551.67
Synchro or HCM Reports	Synchro Analysis Results.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	\$4,059,300.00
Total Peak Hour Kilograms Reduced by Project	0.04
Cost Effectiveness	\$101,482,500.00
Synchro or HCM Reports	Synchro Analysis Results.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.02
Worksheet Attachment	CSAH 54 Safety Analysis.zip

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	285, 288
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	TransitConnections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	168115.0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

The proposed 10-foot multiuse trail on the west side of the CSAH 54 corridor will connect to the CSAH 23/Lake Avenue corridor and the existing Hardwood Creek Trail. The project will enable travelers from Columbus, Forest Lake, and other surrounding communities in Washington and Anoka Counties to more safely travel to Running Aces Harness Park, a casino, music venue, restaurant, event center, and employer of nearly 400 people (identified in the Columbus 2030 Comprehensive Plan).

Response (Limit 1,400 characters; approximately 200 words)

A future extension of the projects proposed trail approximately 1.8 miles to the south will directly connect the facility to the Cities of Lino Lakes, Centerville, and a future Tier 1 Route on the Regional Bicycle Transportation Network. This connection to the growing regional bicycle trail network will allow travelers a broader array options for commuting and recreation. Furthermore, this southern extension of the trail will provide a local connection to Rice Creek Chain of Lakes Regional Park Reserve. This 5,500 acre park is one of the largest in the seven-county metropolitan area and contains some of the most significant native wildlife habitat and water resources in the regional area. The park offers a wide variety of amenities, including the Wargo Nature Center, biking and hiking trails, playgrounds, the Chomonix Golf Course, Rice Creek Campground, and Centerville Lake Beach.

Measure C: Multimodal Facilities

The project includes a proposed 10-foot multiuse bituminous trail located on the west side of the CSAH 54 corridor. The trail will extend the full length of the proposed roadway project, 4,075 feet, and will connect to the CSAH 23/Lake Avenue corridor and the existing Hardwood Creek Trail. The project will enable travelers from Columbus, Forest Lake, and surrounding communities in Washington and Anoka Counties to more safely travel to Running Aces Harness Park, Gander Mountain, and other businesses and future development in the project area.

Response (Limit 1,400 characters; approximately 200 words)

The roadway will include an access to the Running Aces Harness Park, which will also serve as an entrance to the Running Aces Park and Ride (P&R) facility. This 300-space lot serves two Metro Transit routes (285 and 288), and directly connect commuters from the City of Columbus and surrounding areas to job concentrations in Minneapolis and St. Paul. Furthermore, the Heartland Express rural transit service of Chisago & Isanti Counties directly serves the Running Aces P&R and enables two-seat, handicap accessible trips from the County Road 17/I-35 P&R outside of the City of North Branch to the core cities.

Finally, the relocation of existing CSAH 54 approximately 0.15 miles to the west will improve congestion on the corridor, which will positively impact transit operations and travel time for vehicles traveling to and from I-35 on CSAH 23.

Transit Projects Not Requiring Construction

If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

[Check Here if Your Transit Project Does Not Require Construction](#)

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

2)Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 11/01/2014

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM Yes

Document Status:

Document approved (include copy of signed cover sheet) 100%

Document submitted to State Aid for review 75%

Document in progress; environmental impacts identified 50%

Document not started 0%

Anticipated date or date of completion/approval

4)Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listing on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

Unknown impacts to historic/archaeological resources Yes

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (15 Percent of Points)

(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)

No Section 4f/6f resources located in the project area Yes

100%

Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

Adverse effects (land conversion) to Section 4f/6f resources likely

30%

Unknown impacts to Section 4f/6f resources in the project area

0%

6)Right-of-Way (15 Percent of Points)

Right-of-way or easements not required

100%

Right-of-way or easements has/have been acquired

100%

Right-of-way or easements required, offers made

75%

Right-of-way or easements required, appraisals made

50%

Right-of-way or easements required, parcels identified Yes

25%

Right-of-way or easements required, parcels not identified

0%

Right-of-way or easements identification has not been completed

0%

Anticipated date or date of acquisition

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page) 100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

Railroad Right-of-Way Agreement required; negotiations have begun

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started Yes

0%

Anticipated date or date of completion 05/01/2017

9)Letting

Anticipated Letting Date 12/01/2017

HSIP worksheet			Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
				CSAH 54	CSAH 23 to north of Gander Rd			Anoka County	1/1/2011	12/31/2013
			Description of Proposed Work		Roadway reconstruction (and expansion) and installation of left-turn lanes					
Accident Diagram Codes 1 Rear End 2 Sideswipe Same Direction 3 Left Turn Main Line 5 Right Angle 4,7 Ran off Road 8, 9 Head On/ Sideswipe - Opposite Direction			6, 90, 99 Other		Pedestrian Total					
Study Period: Number of Crashes	Fatal	F								
	Personal Injury (PI)	A								
		B								
		C								
	Property Damage	PD			1					1
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	F								
	PI	A								
		B								
		C								
	Property Damage	PD			-87%					
Change in Crashes = No. of crashes X % change in crashes	Fatal	F								
	PI	A								
		B								
		C								
	Property Damage	PD			-0.87					-0.87
Year (Safety Improvement Construction)			2019							
Project Cost (exclude Right of Way)			\$	3,838,500	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	B/C= 0.01 Using present worth values, B= \$ 37,542 C= \$ 3,838,500 See "Calculations" sheet for amortization.
Right of Way Costs (optional)					F			\$ 1,100,000		
Traffic Growth Factor				3%	A			\$ 550,000		
Capital Recovery					B			\$ 160,000		
1. Discount Rate				4.5%	C			\$ 81,000		
2. Project Service Life (n)				20	PD	-0.87	-0.29	\$ 7,400	\$ 2,146	
					Total				\$ 2,146	Office of Traffic, Safety and Technology September 2014

HSIP worksheet		Control Section	T.H. / Roadway	Location		Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
			CSAH 54	CSAH 23 to north of Gander Rd				Anoka County	1/1/2011	12/31/2013
		Description of Proposed Work		Roadway Expansion from 2 to 4 lanes including a full reconstruction						
Accident Diagram Codes		1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	F								
	Personal Injury (PI)	A								
		B								
		C								
	Property Damage	PD					1			1
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	F								
	PI	A								
		B								
		C								
	Property Damage	PD					-67%			
Change in Crashes = No. of crashes X % change in crashes	Fatal	F								
	PI	A								
		B								
		C								
	Property Damage	PD					-0.67			-0.67
Year (Safety Improvement Construction)		2019								
Project Cost (exclude Right of Way)		\$ 3,838,500	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	B/C= 0.01 Using present worth values, B= \$ 28,912 C= \$ 3,838,500 See "Calculations" sheet for amortization. Office of Traffic, Safety and Technology September 2014		
Right of Way Costs (optional)			F			\$ 1,100,000				
Traffic Growth Factor		3%	A			\$ 550,000				
Capital Recovery			B			\$ 160,000				
1. Discount Rate		4.5%	C			\$ 81,000				
2. Project Service Life (n)		20	PD	-0.67	-0.22	\$ 7,400	\$ 1,653			
			Total				\$ 1,653			

CSAH 54 from CSAH 23 to Gander Drive (2011 - 2013) - created on 11-17-2014 by rile1che

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U
04	02000054	008+00.001	0402000054	8.001	Z	—	1	2	R
04	02000054	008+00.011	0402000054	8.011	Z	—	1	2	R
04	02000054	008+00.260	0402000054	8.260	Z	—	3	2	R
04	02000054	008+00.500	0402000054	8.500	Z		1	2	R
04	02000054	008+00.510	0402000054	8.510	Z		3	2	R

ATP

~~UNIT 1 TRAVELING NORTH AS UNIT 2 IS TRAVELING SOUTH CROSSES OVER THE CENTER LINE. UNIT 1 ATTEMPTS T~~

~~UNIT #1 WAS DRIVING SB ON W FREEWAY DR NE APPROACHING 147 AVE NE WHEN UNIT #2 PULLED OUT FROM THE S~~

~~KAIDEN HALL WALKED AWAY FROM HIS FATHER AND INTO THE PATH OF THE VEHICLE DRIVEN BY THOMAS HAGSTROM.~~

VEHICLE ONE WAS SOUTHBOUND ON W. FREEWAY DR. VEHICLE TWO WAS NORTHBOUND AND MAKING A LEFT TURN INTO

VEHICLE WAS NORTHBOUND ON W. FREEWAY DRIVE. DRIVER WAS DRIVING TOO FAST FOR ROAD CONDITIONS AND LO

CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
2	0792	5-Thu	11	15	2012	0524	A
2	0792	4-Wed	12	18	2013	1800	N
2	0792	6-Fri	5	24	2013	1010	B
2	0792	7-Sat	1	26	2013	1918	N
2	0792	1-Sun	1	27	2013	1630	N

NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	PERSON1		
															VTYPE	DIR	ACT
0	2	1	50	1	8	1	98	5	1	1	1	1	8	123210020	1	1	1
0	2	2	50	1	5	1	4	6	1	0	2	1	8	133520230	1	3	6
0	2	90	10	90	5	6	98	1	1	0	1	1	10	131440114	2	3	1
0	2	1	55	1	3	1	98	6	2	0	1	1	8	130270177	1	5	1
0	1	1	55	35	7	90	98	1	4	5	3	1	8	130270176	3	1	1

[illegible]

Desktop Reference for Crash Reduction Factors

Roadway Departure Crashes

Countermeasure(s)	Crash Type	Crash Severity	Area Type	Road Type	Daily Traffic Volume (veh/day)	Ref	Effectiveness				Study Type
							Crash Reduction Factor / Function	Std Error	Range		
									Low	High	
Increase number of lanes	All	All			<5,000/lane	15	20				
	All	All			>5,000/lane	15	31				
	All	All				15	10				
	All	All				15	20				
	All	All				15	22				
	All	All				15	25				
	All	All				15	25				
	All	All				15	25				
	All	Fatal				15	39				
	All	Injury				15	23				
	All	PDO				15	27				
	Head-on	All			<5,000/lane	15	38				
	Head-on	All			>5,000/lane	15	44				
	Head-on	All				15	53				
	Head-on	All				15	53				
	Head-on	PDO				15	50				
	Left-turn	All				15	71				
	Left-turn	PDO				15	67				
	ROR	All				15	44				
	ROR	All				15	26				
	ROR	All				15	44				
	ROR	All				15	44				
	ROR	PDO				15	50				
	Overturn	All				<5,000/lane	15	42			
	Overturn	All				>5,000/lane	15	52			
	Rear-end	All				<5,000/lane	15	42			
	Rear-end	All				>5,000/lane	15	52			
	Rear-end	All					15	32			
	Rear-end	All					15	32			
	Rear-end	All					15	40			
	Rear-end	All					15	53			
	Rear-end	PDO					15	53			

Countermeasure: Provide a left-turn lane on both major-road approaches

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.52 [B]	48	★★★★★	All	All	Rural	Harwood et al., 2002	Countermeasure name changed to match ... [read more]

0.53 [B]	47	★★★★★	All	All	Urban	Harwood et al., 2002	Countermeasure name changed to match ... [read more]
-------------	----	-------	-----	-----	-------	----------------------	--

0.58 [B]	42	★★★★★	All	All	Urban	Harwood et al., 2002	Countermeasure name changed to match ... [read more]
-------------	----	-------	-----	-----	-------	----------------------	--

0.42 [B]	58	★★★★★	All	Fatal,Serious Injury,Minor Injury	Rural	Harwood et al., 2002	Countermeasure name changed to match ... [read more]
-------------	----	-------	-----	-----------------------------------	-------	----------------------	--

0.83 [B]	17	★★★★★	All	Fatal,Serious Injury,Minor Injury	Urban	Harwood et al., 2002	Countermeasure name changed to match ... [read more]
-------------	----	-------	-----	-----------------------------------	-------	----------------------	--

0.5 [B]	50	★★★★☆	All	Fatal,Serious Injury,Minor Injury	Urban	Harwood et al., 2002	Countermeasure name changed to match ... [read more]
------------	----	-------	-----	-----------------------------------	-------	----------------------	--

0.52 [B]	48	★★★★☆	All	Fatal,Serious Injury,Minor Injury	Urban	Harwood et al., 2002	Countermeasure name changed to match ... [read more]
-------------	----	-------	-----	-----------------------------------	-------	----------------------	--

▪ Countermeasure: Improve pavement friction (increase skid resistance)

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.799	20.1	★★★★★	All	All	All	Lyon and Persaud, 2008	

▪

0.667	33.3	★★★★★	All	All	All	Lyon and Persaud, 2008	
-------	------	-------	-----	-----	-----	------------------------	--

▪

0.819	18.1	★★★★★	All	All	All	Lyon and Persaud, 2008	
-------	------	-------	-----	-----	-----	------------------------	--

▪

0.797	20.3	★★★★★	All	All	All	Lyon and Persaud, 2008	
-------	------	-------	-----	-----	-----	------------------------	--

▪

1.271	- 27.1	★★★★★	All	All	All	Lyon and Persaud, 2008	
-------	-----------	-------	-----	-----	-----	------------------------	--

▪

0.426	57.4	★★★★★	Wet road	All	All	Lyon and Persaud, 2008	
-------	------	-------	----------	-----	-----	------------------------	--

▪

0.372	62.8	★★★★★	Wet road	All	All	Lyon and Persaud,	
-------	------	-------	----------	-----	-----	-------------------	--

0.575

42.5



Rear end, Wet
road

All

Lyon
and
Persaud,
2008

0.59

41



All

All

All

Lyon
and
Persaud,
2008

0.589

41.1



All

All

All

Lyon
and
Persaud,
2008

0.361

63.9



Wet road

All

All

Lyon
and
Persaud,
2008

0.304

69.6



Rear end

All

All

Lyon
and
Persaud,
2008

0.943

5.7



Rear end

All

All

Lyon
and
Persaud,
2008

0.504

49.6



Rear end

All

All

Lyon
and
Persaud,
2008

Dual CRF for CSAH 54

Improvements include constructing turn lanes at the upgraded Running aces entrance, reconstructing the roadway from 2 to 4 lanes (different from expansion), and converting roadway to an urban section.

For Left-turn crash:

CR1=Increase Number of Lanes

CR2=Install a left turn lane

$$CR=1 - (1-CR1)*(1-CR2)$$

$$\text{Left-Turn: } CR=1 - (1-.71)*(1-.47) = .87$$

For Run off Road:

CR1=Increase Number of Lanes

CR2=Improve Pavement Friction

$$\text{Run off Road/Head On/Sideswipe: } CR=1 - (1-.44)*(1-.41) = .67$$

CITY OF COLUMBUS MINNESOTA

RESOLUTION NO. 14-32

**SUPPORTING ANOKA COUNTY FEDERAL FUNDING APPLICATION FOR
CSAH 54**

WHEREAS, CSAH 54 is an "A" minor arterial reliever route that provides an important north-south transportation connection through eastern Anoka County, and,

WHEREAS, existing and future traffic volumes on CSAHs 54, 23, TH 97, and I-35 have been increasing and are projected to continue to increase as the area develops, and,

WHEREAS, existing travel safety is a concern at the intersection of CSAH 54 and CSAH 23/TH 97, and,

WHEREAS, Anoka County has identified the need to realign CSAH 54 to the west to provide better spacing between intersections and to provide better access to future areas of development, and,

WHEREAS, Anoka County and the City of Columbus have worked together in the past to improve the area's transportation system, and,

WHEREAS, Anoka County would like to submit an application to the Transportation Advisory Board to the Metropolitan Council for 2017 - 2019 to receive federal transportation funds to improve CSAH 54.

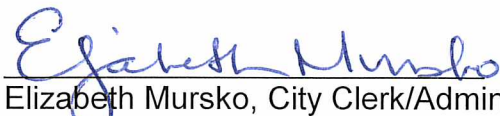
NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLUMBUS, MINNESOTA:

That the City of COLUMBUS supports Anoka County in preparing and submitting an application for to receive federal funds to improve CSAH 54.

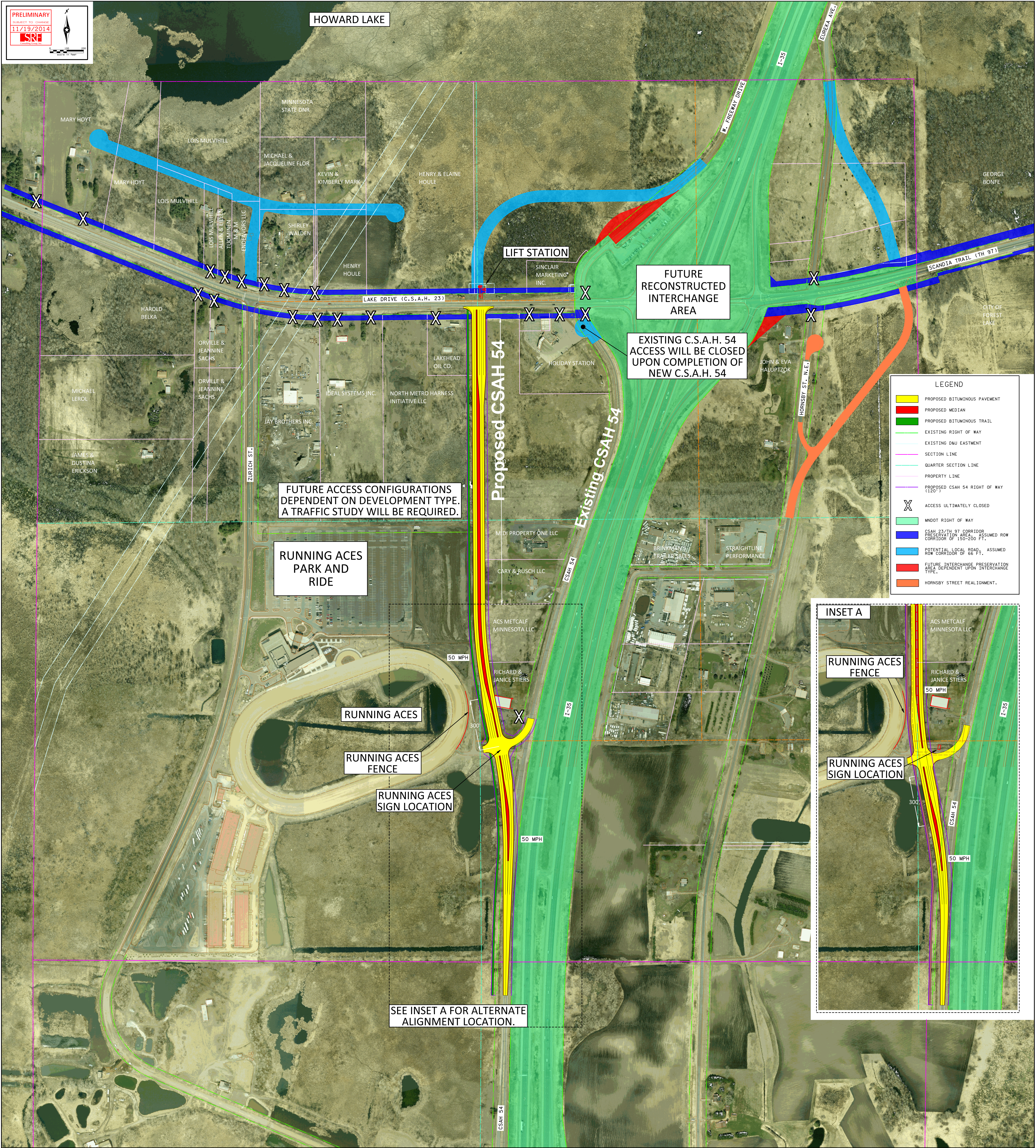
Adopted by the Columbus City Council this 12th day of November, 2014



David J. Povolny, Mayor



Elizabeth Mursko, City Clerk/Administrator



Project Location and Layout

Roadway Expansion
Anoka County Regional Solicitation Roadway Expansion Application

Figure 1

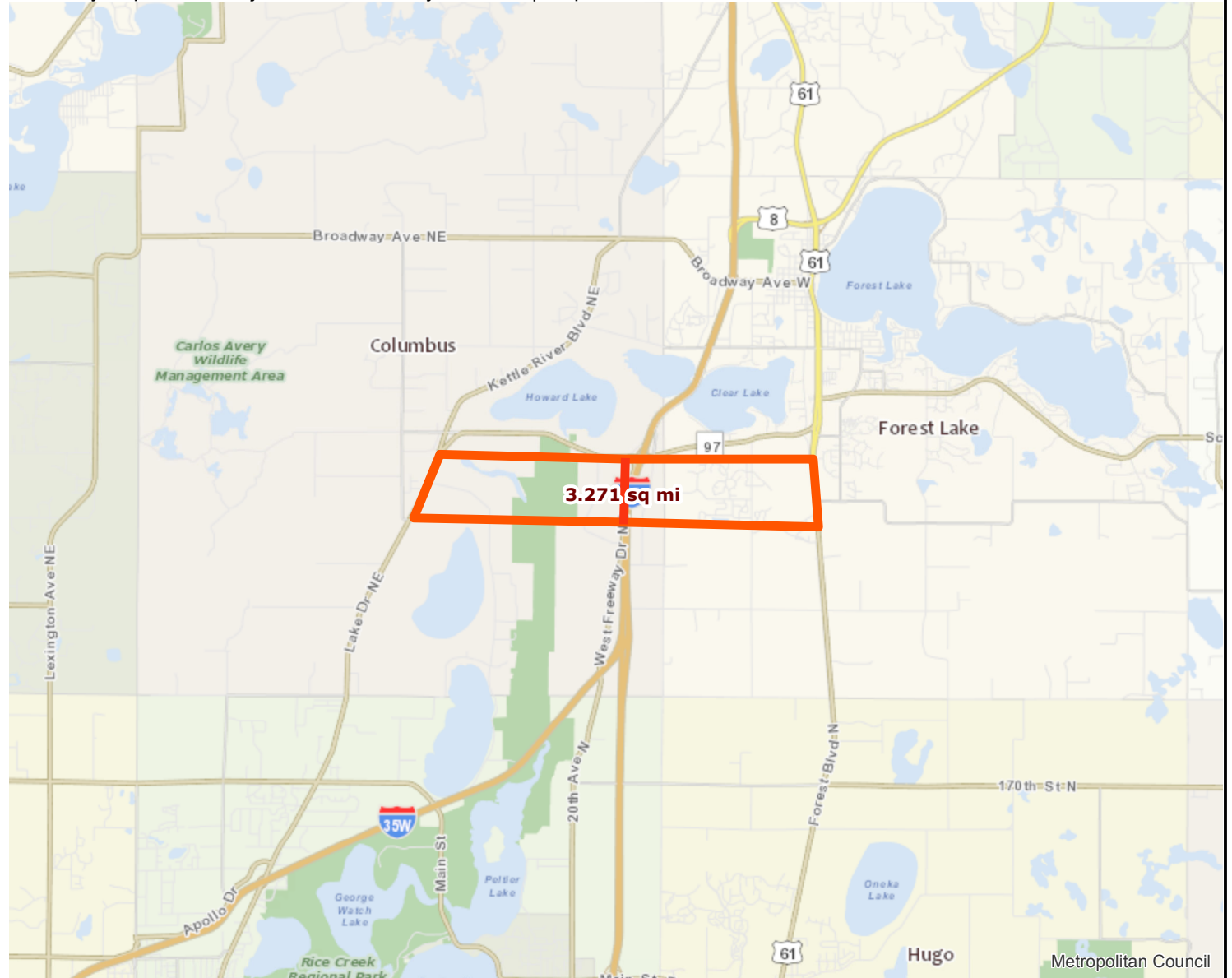
Roadway Area Definition

Roadway Expansion Project: Anoka County Csh 54 | Map ID: 1419949778475

Results

Project Length: 0.757 miles

Project Area: 3.271 sq mi



— Project

□ Project Area



Created: 12/30/2014
LandscapeRSA1



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



Regional Economy

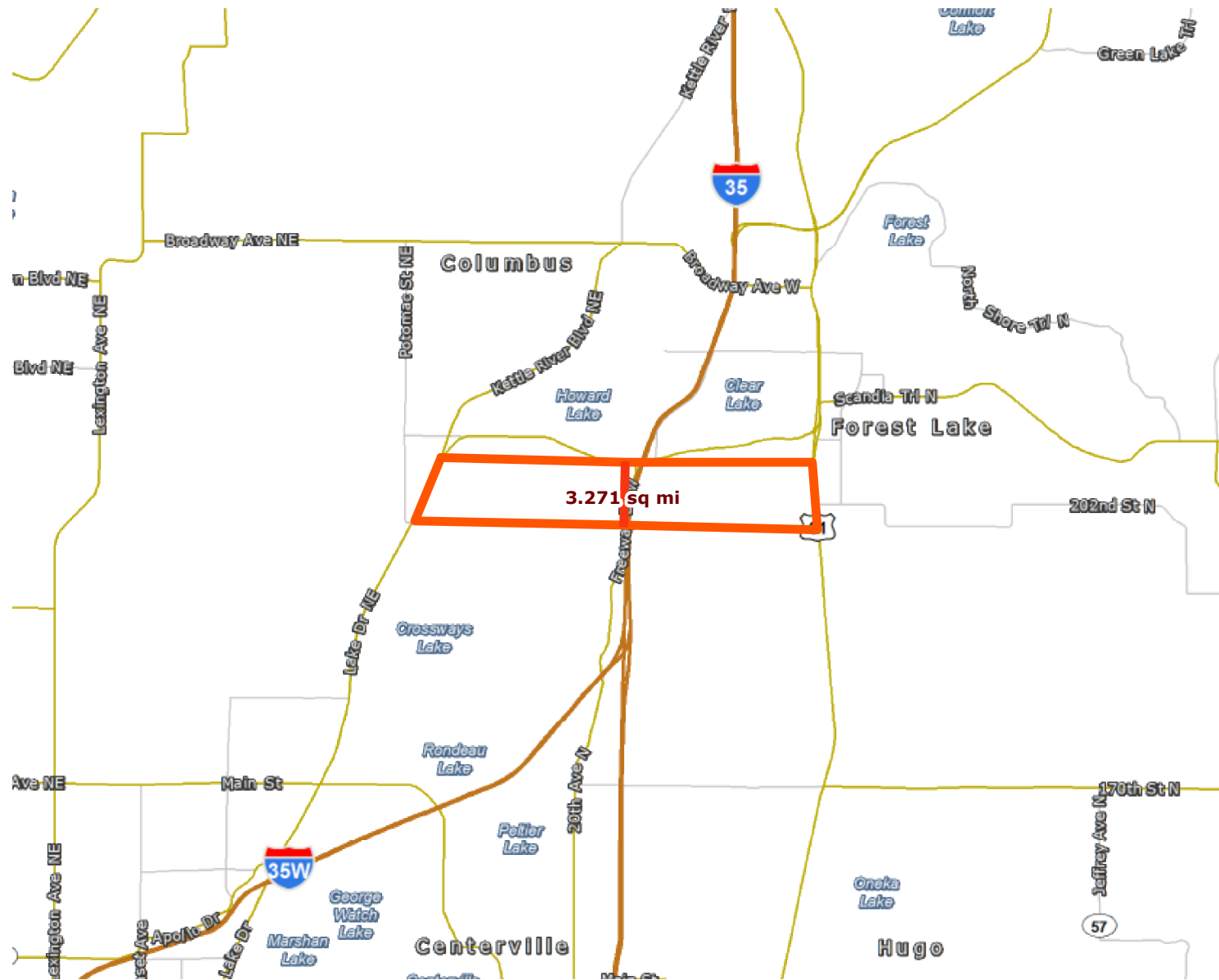
Roadway Expansion Project: Anoka County Csa# 54 | Map ID: 1419949778475

Results

Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



- Project
- Project Area

0 1 2 4 6 8 Miles

Created: 12/30/2014
LandscapeRSA5



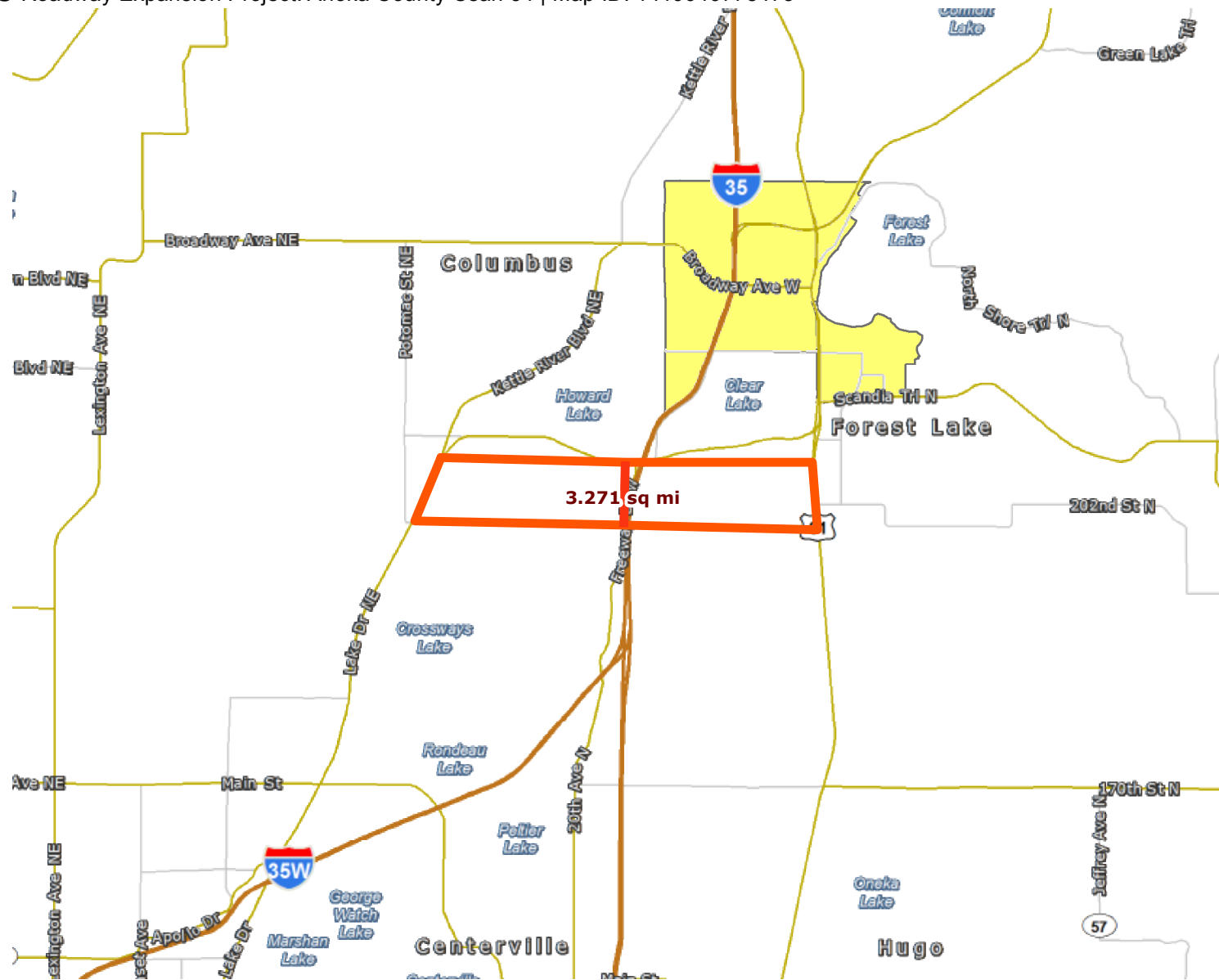
For complete disclaimer of accuracy, please visit
<http://gisweb.site.metc.state.mn.us/gissitenew/notice.aspx>



Socio-Economic Conditions Roadway Expansion Project: Anoka County Csah 54 | Map ID: 1419949778475

Results

Project **NOT IN** any area of concentrated poverty.



- Project
- Project Area
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

Created: 12/30/2014
LandscapeRSA2



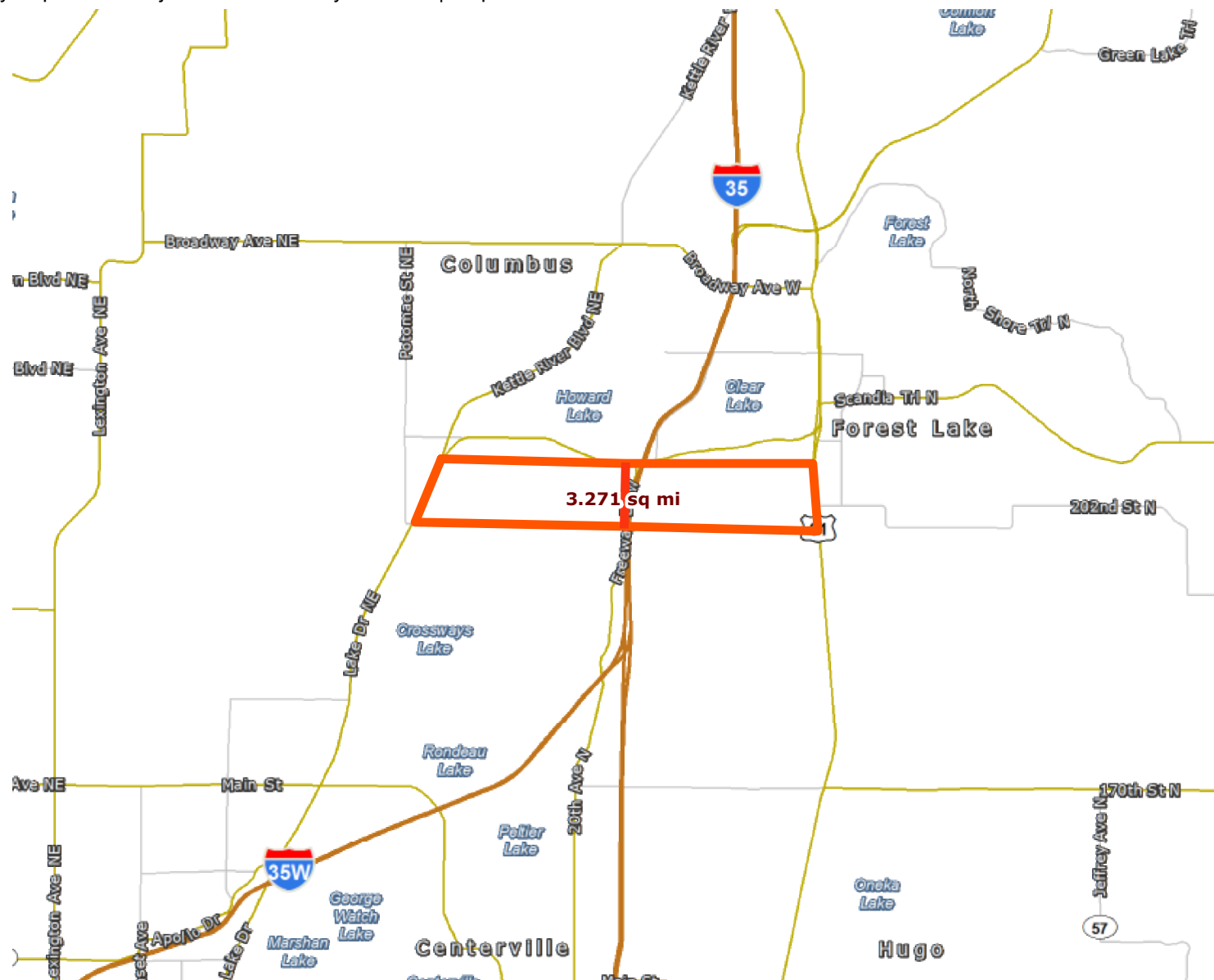
For complete disclaimer of accuracy, please visit
<http://gisweb.metc.state.mn.us/gissitenew/notice.aspx>



Results

Transit with a Direct Connection to project:
275 288

**indicates Planned Alignments*



- Project
- Project Area

0 1 2 4 6 8 Miles

Created: 12/30/2014
LandscapeRSA3



For complete disclaimer of accuracy, please visit
<http://gisweb.site.metc.state.mn.us/gissitenew/notice.aspx>



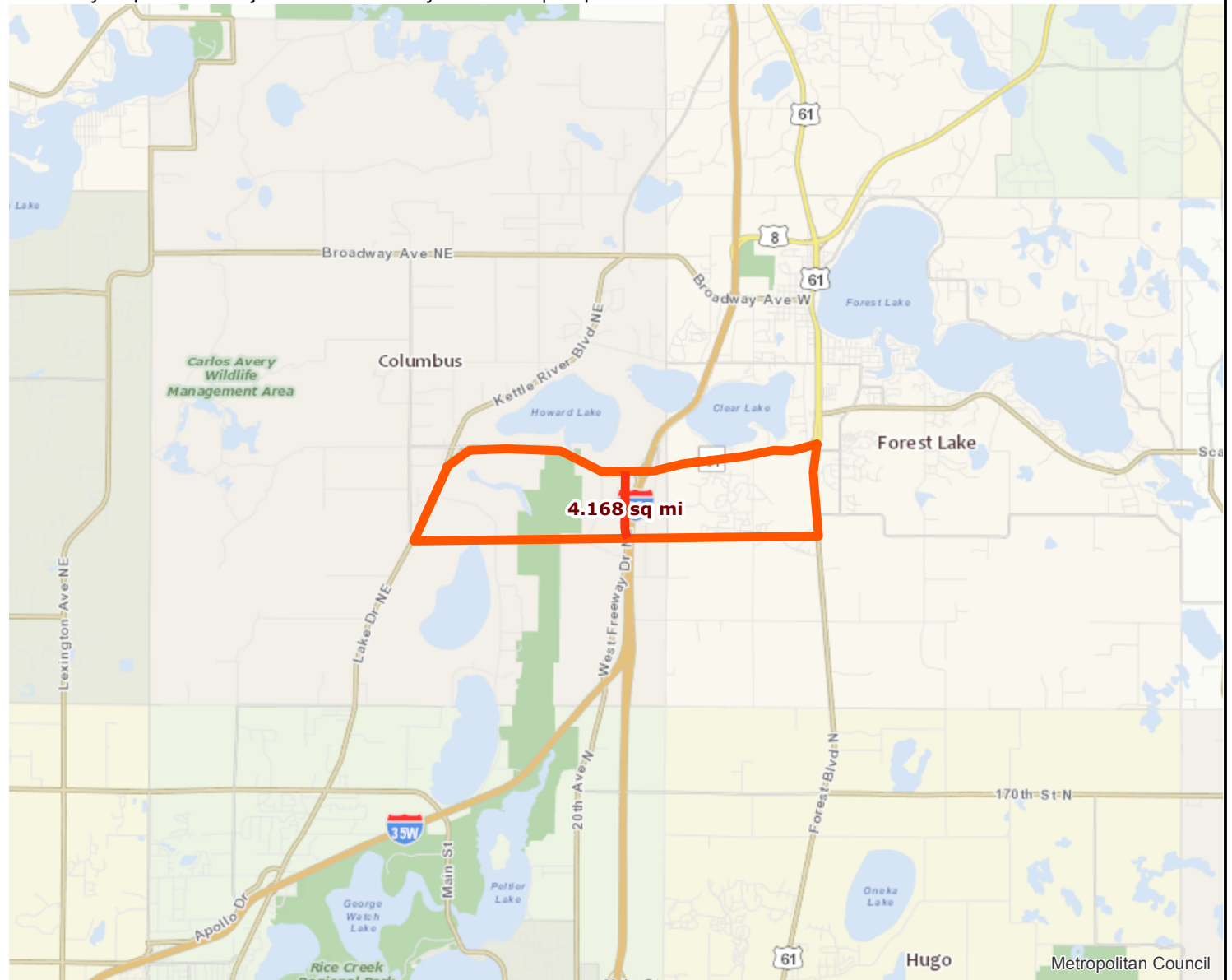
Roadway Area Definition

Roadway Expansion Project: Anoka County CSAH 54 | Map ID: 1416419790207

Results

Project Length: 0.778 miles

Project Area: 4.168 sq mi



— Project

□ Project Area



Created: 11/19/2014
LandscapeRSA1



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



Regional Economy

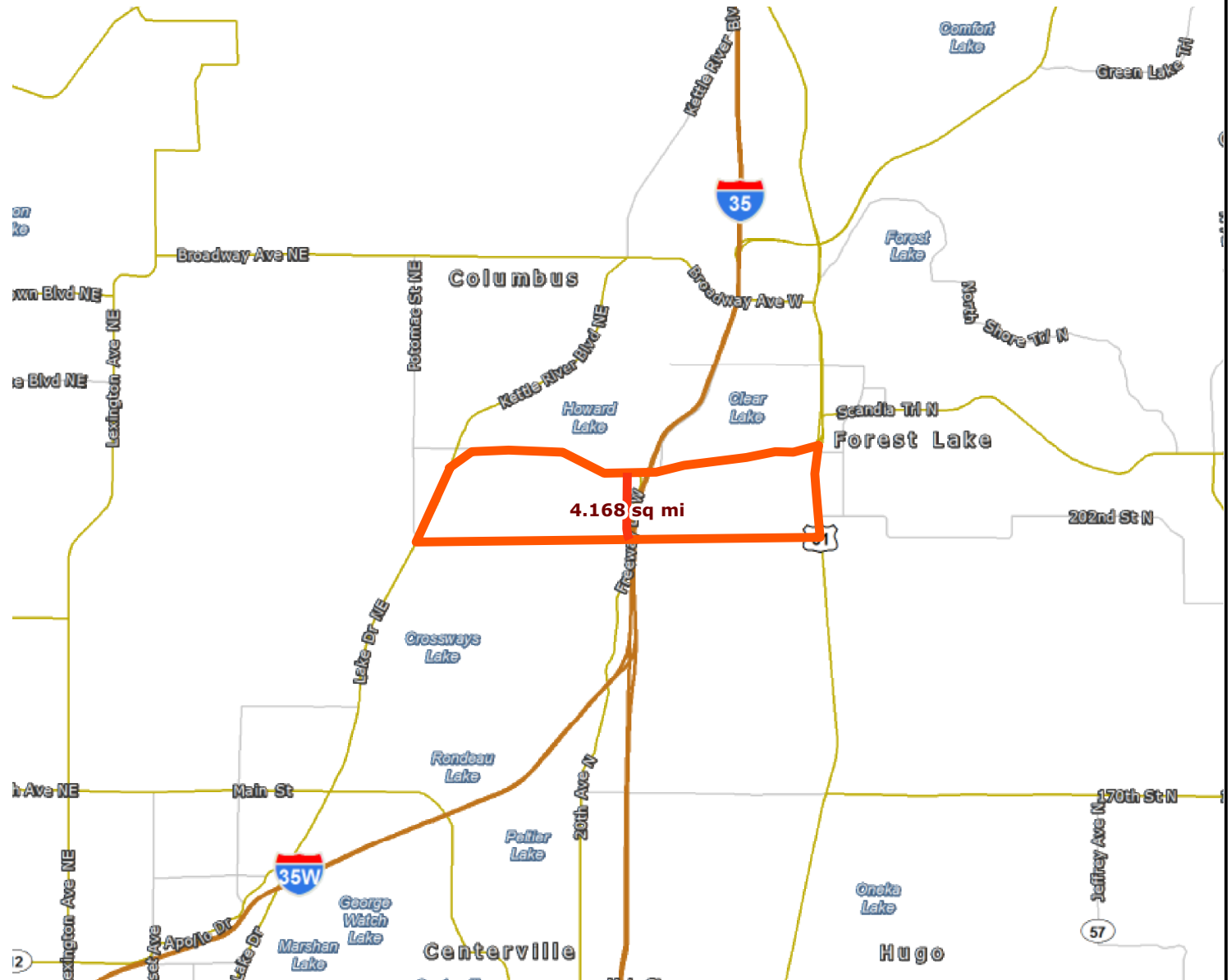
Roadway Expansion Project: Anoka County CSAH 54 | Map ID: 1416419790207

Results

Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



- Project
- Project Area

0 1 2 4 6 8 Miles

Created: 11/19/2014
LandscapeRSA5



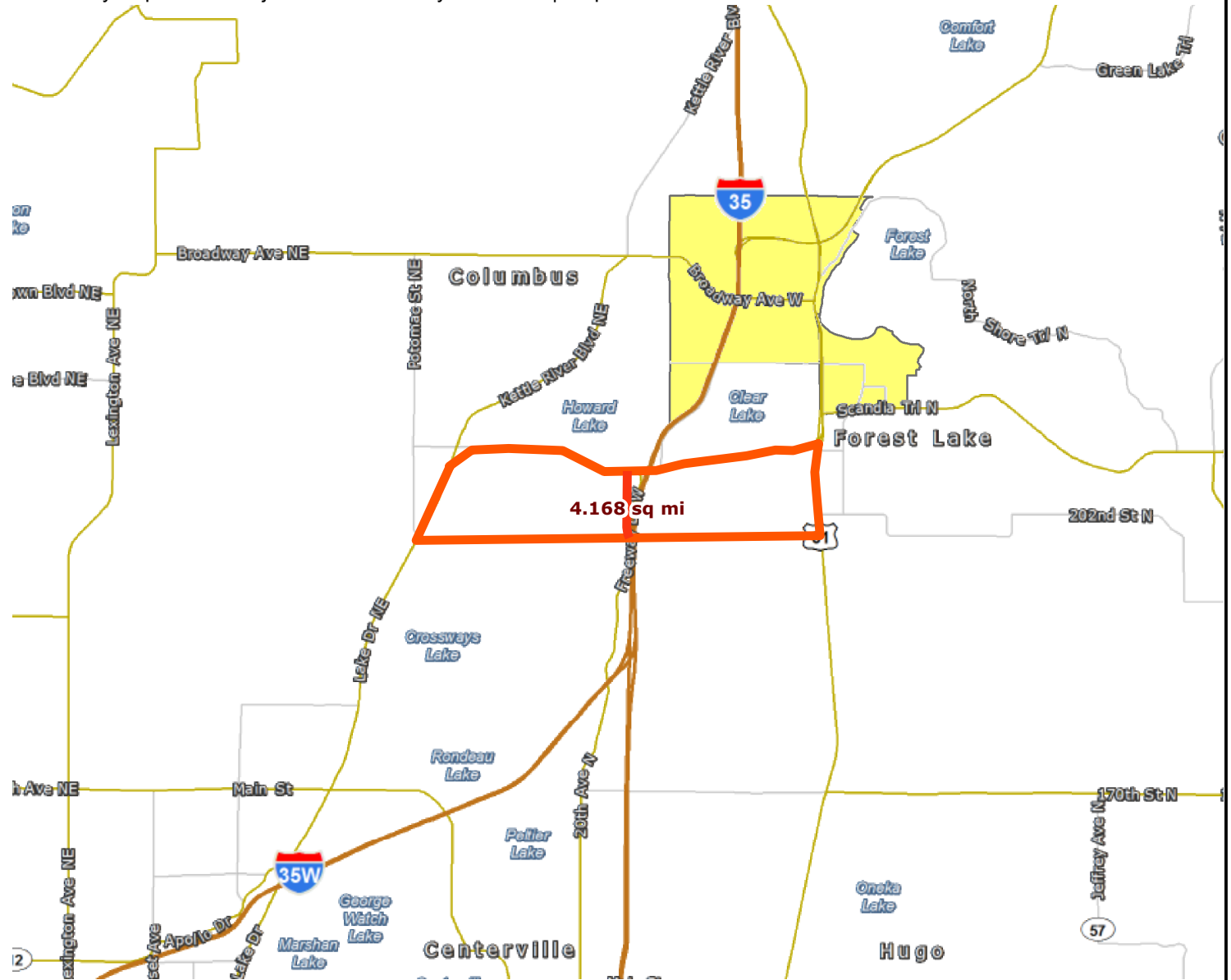
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Socio-Economic Conditions Roadway Expansion Project: Anoka County CSAH 54 | Map ID: 1416419790207

Results

Project **NOT IN** any area of concentrated poverty.



- Project
- Project Area
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty

0 1 2 4 6 8 Miles

Created: 11/19/2014
LandscapeRSA2



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



115: CSAH 54 & CSAH 23

Direction	All
Volume (vph)	1079
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.41
NOx Emissions (kg)	0.08
VOC Emissions (kg)	0.09

115: CSAH 54 & CSAH 23

Direction	All
Volume (vph)	989
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.38
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

115: CSAH 54 & CSAH 23

Direction	All
Volume (vph)	1079
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.41
NOx Emissions (kg)	0.08
VOC Emissions (kg)	0.09

115: CSAH 54 & CSAH 23

Direction	All
Volume (vph)	989
Total Delay / Veh (s/v)	2
CO Emissions (kg)	0.38
NOx Emissions (kg)	0.07
VOC Emissions (kg)	0.09

Results

Transit with a Direct Connection to project:
285 288

**indicates Planned Alignments*



- Project
- Project Area



Created: 11/19/2014
LandscapeRSA3



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

