Application

01968 - 2014 Roadway Reconstruction/Modernization

02105 - Transportation Improvements on Truck Highway 169 (Champlin)

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	12/01/2014 10:34 AM

Primary Contact

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

Organization Information

Name:	CHAMPLIN,CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 11955 CHAMPLIN DR

*	CHAMPLIN	Minnesota	55316
	City	State/Province	Postal Code/Zip

County: Hennepin

Phone:* 952-421-2820 Ext.

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PeopleSoft Vendor Number 0000020929A1

Project Information

Project Name US 169 in Champlin

Primary County where the Project is Located Hennepin

Jurisdictional Agency (If Different than the Applicant): Minnesota Department of Transportation

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

The proposed project includes safety and capacity improvements to US Highway (US) 169 from 500 feet north of Dayton Rd to Hayden Lake Rd in Champlin. US 169 is a Principal Arterial under MnDOT jurisdiction. The safety and capacity improvements are shown in Figure 1 and include:

1. Hayden Lake Rd intersection: Construct dual left turn lanes from US 169 to Hayden Lake Rd, dual right turn lanes from WB Hayden Lake Rd to NB US 169

2. Hayden Lake Rd to West River Rd: Construct NB US 169 acceleration lane/right turn lane

3. West River Rd/Dean Ave: Realign into one full movement intersection closing existing uncontrolled Dean Ave intersection

4. Grade separated ped/bike connection (underpass) underneath US 169 north of West River Rd

5. Dowlin Street: Close uncontrolled full movement intersection

6. Between West River Rd and Dayton Rd: a. Construct right-in only access in both directions on US 169 to support future development; b. Construct new multi-use trail both sides of US 169

7. Dayton Rd intersection: a. Construct dual left turn lanes and separate through lane in order to eliminate current split signal phasing; b. Remove existing free right turn from EB Dayton Rd to SB US 169

8. Relocate SB US 169 bus pullout to provide better separation from Dayton Rd intersection

9. Install Accessible Pedestrian Signals (APS) and pedestrian countdown timers at Hayden Lake Rd, West River Rd and Dayton Rd

10. Provide hardwire interconnection of the signal systems including retiming plans for the corridor

The proposed project will provide the following benefits:

Vehicle safety: Eliminating uncontrolled full access at Dean Ave and Dowlin St and eliminating the free right turn lane at Dayton Rd will result in fewer crashes in the corridor

Pedestrian Safety: Ped/bike underpass at West River Rd, APS and pedestrian countdown timers improve pedestrian safety crossing US 169

Mobility: Capacity improvements at Dayton Rd and Hayden Lake Rd will increase the number of vehicles that can enter US 169 (vehicle throughput)

Support Community Development: Mobility and safety improvements will attract and support future development in the area and are consistent with the citys development plans

US 169 in Champlin is congested in part because it provides a Mississippi River crossing into Anoka County (bridge located immediately north of the proposed project). The nearest river crossings are TH 101 (12 miles NE) and TH 610 (7 miles SE). The project area, as shown in the Roadway Area Definition Map, extends from Hennepin County CSAH 13 (Brockton Ln) to TH 610. While there are

other A-Minor Arterials located closer to the proposed project, many of these roadways feed traffic to the US 169 crossing. CSAH 13 and TH 610 are the nearest arterials that access alternative crossings.

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

Project Length (Miles) 0.78

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.

City of Champlin Comprehensive Plan: Recommends improvements to signals, operations, and geometrics (turn lanes) on US 169 as 2030 forecasts indicate the highway will operate at a Level of Service (LOS) F. Page 6-15

Mississippi Crossings Framework Plan: Recommends safety and capacity improvements to US 169 to support future residential, retail, office, hotel/event space along the Mississippi River between US 169 and West River Rd. Page 6

Connection to Local Planning

The project is also consistent with policies and strategies in the Metropolitan Council Regional 2030 Transportation Policy Plan: Strategies 2a (System Preservation), 2b (Highway System Investments), 2d (Bicycle and Pedestrian Investments), 2e (Multimodal Investments), 3b (Person Throughput as a Performance Measure), 4a (Accessibility), 8a (Reduction of Transportation Emissions), 8b (Compliance with Federal Standards), 9a (Planning in Context of Congestion), 9c (Optimize Metro Trunk Highways) and 11e (Access Management).

Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	NA
Federal Amount	$6,473,147.00
Match Amount *Minimum of 20% of project total*	$1,618,287.00
Project Total	$8,091,434.00
Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	20.0%
Source of Match Funds	City of Champlin

Preferred Program Year

Select one:	2019

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	City of Champlin
Functional Class of Road	No-Freeway Principal Arterial
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	US
Name of Road *Example; 1st ST., MAIN AVE*	US 169
Zip Code where Majority of Work is Being Performed	55316
(Approximate) Begin Construction Date	05/03/2019
(Approximate) End Construction Date	06/26/2020

LOCATION

From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	South side of Anoka/Champlin Mississippi River Bridge
To: **(Intersection or Address)**	East Hayden Lake Road
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Grading, aggregate base, bituminous surface, signals, lighting, bicycle path, ped ramps, bicycle/pedestrian underpass, bridge

Old Bridge/Culvert?	Yes
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	Bridge over Mill Pond, Ped Underpass under US 169

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$354,279.00
Removals (approx. 5% of total cost)	$371,682.00
Roadway (grading, borrow, etc.)	$1,103,350.00
Roadway (aggregates and paving)	$1,455,092.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$253,714.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$372,658.00
Traffic Control	$344,146.00
Striping	$46,129.00
Signing	$52,510.00
Lighting	$162,000.00
Turf - Erosion & Landscaping	$318,808.00
Bridge	$1,099,530.00
Retaining Walls	$0.00
Noise Wall	$0.00
Traffic Signals	$553,300.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$649,798.00
Other Roadway Elements	$0.00
Totals	**$7,136,996.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost

Path/Trail Construction	$84,600.00
Sidewalk Construction	$21,300.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$24,948.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$35,300.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$84,490.00
Other Bicycle and Pedestrian Elements	$703,800.00
Totals	**$954,438.00**

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	$8,091,434.00
Construction Cost Total	$8,091,434.00

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 projected 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 MnDOTs 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 sufficienty 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 Rehabilitiation Projects Only

11.The bridge must have a sufficienty 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
Champlin 169 Crash data.pdf	Crash data from MnDOT - US 169 in Champlin	189 KB
Champlin local match letter - US 169.pdf	Champlin local match letter	294 KB
Figures 1-3 - Champlin US 169 STP Application.pdf	Figures 1-3: Project Concept, Mississippi Crossings Framework Plan, Existing and Planned Sidewalks and Trails	1.1 MB
Planning Connections Land Use Maps - Champlin and Anoka.pdf	Planning Connections - Champlin and Anoka Land Use	348 KB
RdwayAreaDef.pdf	Roadway Area Definition	1.4 MB
RegionalEcon.pdf	Regional Economy	1.1 MB
SocioEcon.pdf	Socio Economic	1.1 MB
TransitCon.pdf	Transit Connections	1.1 MB
US 169 Improvements MnDOT letter of support.pdf	MnDOT Letter of Support	38 KB

Reliever: Freeway Facility or

Facility being relieved	NA - Project is a Non-Freeway Principal Arterial
Number of hours per day volume exceeds capacity (based on the Congestion Report)	0

Reliever: Non-Freeway Facility or

Facility being relieved	NA - Project is a Non-Freeway Principal Arterial
Number of hours per day volume exceeds capacity (based on the table below)	7.0

Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am	172	101	1600	No
1:00am - 2:00am	105	93	1600	No
2:00am - 3:00am	101	74	1600	No
3:00am - 4:00am	80	136	1600	No
4:00am - 5:00am	155	334	1600	No
5:00am - 6:00am	346	1145	1600	No

6:00am - 7:00am	868	2064	1600	Yes
7:00am - 8:00am	1254	1963	1600	Yes
8:00am - 9:00am	1207	1537	1600	No
9:00am - 10:00am	1173	1337	1600	No
10:00am - 11:00am	1211	1329	1600	No
11:00am - 12:00pm	1342	1367	1600	No
12:00pm - 1:00pm	1459	1400	1600	No
1:00pm - 2:00pm	1550	1384	1600	No
2:00pm - 3:00pm	1821	1461	1600	Yes
3:00pm - 4:00pm	2203	1707	1600	Yes
4:00pm - 5:00pm	2406	1901	1600	Yes
5:00pm - 6:00pm	2443	1728	1600	Yes
6:00pm - 7:00pm	1959	1342	1600	Yes
7:00pm - 8:00pm	1345	982	1600	No
8:00pm - 9:00pm	990	747	1600	No
9:00pm - 10:00pm	879	584	1600	No
10:00pm - 11:00pm	527	375	1600	No
11:00pm - 12:00am	312	229	1600	No

Expander/Connector/Augmentor/Non-Freeway Principal Arterial

Select one:	Non-Freeway Principal Arterial
Area	6.173
Project Length	0.757
Average Distance	8.1546
Upload Map	Champlin 169 Roadway area 2.pdf

Measure B: Current Heavy Commercial Traffic

Location	US 169 north of Dayton Road
Current daily heavy commercial traffic volume	2768.0

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	Yes
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
	Along with a connection to a manufacturing/distribution location, land use along US 169 is commercial within & south of the project area in Champlin and has access to downtown Anoka within a mile (Champlin Comp Plan, Exhibit 2-2, Anoka Comp Plan).
County or City Plan Reference (Limit 700 characters; approximately 100 words)	The citys Mississippi Crossings Plan calls for development of 185,000 square feet of commercial use immediately east of the project area (Figure 2). This redevelopment is expected to produce 600 new jobs. Champlin has assembled land for redevelopment and is working with developers to further the plan. Safety, operational, and access improvements to US 169 support future commercial development in the Mississippi Crossings area.
Upload Map	Champlin 169 Regional economy.pdf

Measure A: Current Daily Person Throughput

Location	US 169 and Dayton Road
Current AADT Volume	42000.0
Existing Transit Routes on the Project	766

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	116.0
Current Daily Person Throughput	54716.0

Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume	No
METC Staff - Forecast (2030) ADT volume	0

OR

Approved county or city travel demand model to determine forecast (2030) ADT volume	Yes
Forecast (2030) ADT volume	50000.0

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

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

Benefits to populations:
-Bike and ped improvements: APS, countdown timers and bike/ped underpass will provide safer and more convenient bicycle and pedestrian connections. Low income people who rely on bicycling/walking will benefit from improved connections. Children, families, people with disabilities, and the elderly will benefit from an underpass that will be safer than at-grade crossings. APS will improve at-grade crossings for visually impaired pedestrians. Countdown timers will benefit all peds and cyclists crossing US 169 at-grade.

-Transit improvements: Relocated bus pullout and improved ped connections will increase convenience and safety for low income, the elderly, children and those with disabilities who rely on transit.

-Traffic operations: While the project is not located in an area of above average or concentrated poverty, US 169 serves a regional transportation purpose. Traffic operations and safety improvements will benefit low income populations who use US 169 and live in surrounding communities with above regional average concentrations of race/poverty, such as Brooklyn Park, Anoka, and Dayton that need access to employment and services.

Negative impacts: The project is not expected to negatively impact low income populations, people of color, children, people with disabilities, or the elderly due to limited right of way impacts and project design.

Upload Map

Champlin 169 Socioeconomic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)
Champlin	0.78
	1

Total Project Length

Total Project Length	0.78

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
Champlin	0.78	0.78	56.0	1.0	56.0
		1	**56**	**1**	**56**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.78
Total Housing Score	56.0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1960.0	0.78	1528.8	1960.0
	1	**1529**	**1960**

Average Construction Year

Weighted Year	1960.0

Total Segment Length (Miles)

Total Segment Length	0.78

Measure B: Geometric, Structural, or Infrastructure Improvements

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

Geometric Deficiencies:

- US 169 at West River Road is a 30 mph curve resulting in safety and operational issues. The project will improve the radius of the curve to a 45 mph design speed.

-Remove free right from Dayton Road to SB US 169. Existing free right causes safety problems as drivers turning onto US 169 have trouble seeing SB US 169 traffic.
-Provide left- and right-turn lanes and a thru lane on EB Dayton Road. Presently a shared thru/left.

-Restrict access at Dowlin Street, which has full access to US 169 today. The proposed project will restrict access to right-off only (leave US 169) on both NB and SB US 169 to improve safety and traffic operations.

-Realign Dean Avenue intersection, a side-street stop, full access intersection south of the US 169 curve at West River Road. The project realigns Dean Avenue with West River Road at a signalized intersection.

-Relocating bus pullout for Metro Transit to a better location and adding ped facilities to site.

Infrastructure Deficiencies:
-NB lanes on US 169 are in need of structural repairs from Dayton Road to Mill Pond. Pavement condition is poor on NB lanes.

-Lack of ped/bike facilities

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	$8,091,434.00
Total Peak Hour Vehicle Delay Without The Project	143290.0
Total Peak Hour Vehicle Delay With The Project	122820.0
Total Peak Hour Vehicle Delay Reduced by Project	20470.0
Cost Effectiveness	$395.28
Synchro or HCM Reports	Measure A Vehicle Delay - Champlin 169.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	$8,091,434.00
Total Peak Hour Kilograms Reduced by Project	0.51
Cost Effectiveness	$15,865,556.86
Synchro or HCM Reports	Measure B Emissions Reduction- Champlin 169.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.31
Worksheet Attachment	Champlin 169 HSIP worksheet - all.pdf

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	766
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Champlin 169 Transit connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	555037.0
Transitway Ridership	0

Measure B: Bicycle and Pedestrian Connections

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

The proposed multi-use trail, underpass, and bicycle/pedestrian intersection improvements connect to the following facilities (as shown in Figure 3):

-US 169 bridge sidewalk: connection to City of Anoka and Anoka County, Mississippi River Trail (MRT)

-Dayton Rd multi-use trail (trail) and sidewalk on Hennepin County planned bikeway system (HC): access to single- and multi-family residential

-Dean Avenue sidewalk: access to residential and commercial node

-Colburn Street/Richardson Avenue N sidewalk: access to Richardson Park and residential

-West River Road/MRT (HC): access to Mississippi Point and Chandler Parks

-Hayden Lake Road sidewalk: access to commercial node and Elm Creek Regional Park

Planned connections include the following and are shown on Figure 3:

-Trail through future Mississippi Crossings development: access to future residential, retail, and office development

-Loop trail around Mill Pond and Elm Creek Dam

-US 169 bridge: on-street bikeway connection to Anoka and MRT (HC)

-Hayden Lake Road: on-street bikeway connection to Elm Creek Park (HC)

-MRT follows west bank of the Mississippi River (HC): Connection to cities of Dayton and Brooklyn Park

Measure C: Multimodal Facilities

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

-Multi-use trail along US 169: Links pedestrians/bicyclists with existing commercial node along US 169 and community parks. As compared to the existing roadway shoulder, the multi-use trail will provide a safer and more comfortable facility for pedestrians/bicyclists. The trail will benefit transit users who live/work south of the Dayton Road transit stop by providing a direct connection where none exists today.

-Bicycle/pedestrian underpass at West River Road: Connects residential areas with commercial node east of US 169 and community parks. The underpass will improve safety by eliminating conflicts with motor vehicles and will be more comfortable than an at-grade crossing of US 169, especially for children, families, and the elderly. The underpass will reduce delay for pedestrians and bicyclists as compared to at-grade crossings.

-Countdown timers and Accessible Pedestrian Signals (APS): Provides more information to pedestrians/bicyclists about how much time is left to cross at signalized intersections, leading to safer crossing behavior. Visually impaired pedestrians will benefit from audible signals. Transit users will benefit from these improvements as they walk/bicycle to bus stops on US 169.

-Relocated bus pull out: Improves safety for transit users by reducing potential conflicts between buses and SB vehicles on US 169.

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 02/18/2011

3)Environmental Documentation (10 Percent of Points)

EIS

EA Yes

PM

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 Yes

0%

Anticipated date or date of completion/approval 02/01/2018

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/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

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

0%

Anticipated date or date of completion of historic/archeological review: 08/18/2011

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

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 Yes

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 01/05/2018

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 02/01/2018

9)Letting

Anticipated Letting Date 03/01/2018

US 169 at E. Hayden Lake Road 2011-2013 crash data from MnDOT

169@Hayden - created on 11-07-2014 by lack1cla

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

															PERSON1				PERSON2			
SYS	REF_POINT	DOW	MONTH	DAY	YEAR	TIME	SEV	JUNC	TYPE	DIAG	LIT	WTHR1	SURF	ACC_NUM	VTYPE	DIR	ACT	FAC1	VTYPE	DIR	ACT	FAC1
02	144+00.997	4-Wed	1	23	2013	730	N	00	22	7	1	4	3	130570045	1	1	1	00				
02	145+00.029	4-Wed	10	02	2013	1523	C	01	1	1	1	2	1	132750144	1	5	1	15	1	5	10	1
02	145+00.032	7-Sat	1	15	2011	445	B	01	1	8	4	7	2	110160020	1	5	1	05	1	1	1	1
02	145+00.032	3-Tue	2	01	2011	734	N	04	1	5	1	2	2	110320259	3	7	6	01	3	3	1	5
02	145+00.032	3-Tue	3	22	2011	820	N	04	12	5	1	3	2	110810105	1	3	54	01	1	5	5	15
02	145+00.032	6-Fri	4	29	2011	1627	C	01	1	1	1	2	1	111200028	1	1	10	01	2	1	1	4
02	145+00.032	5-Thu	5	12	2011	353	C	00	1	1	1	3	2	111640068	1	4	1	00	1	5	11	0
02	145+00.032	4-Wed	6	29	2011	745	B	00	1	3	1	1	1	112220138	1	3	6	00	4	7	1	0
02	145+00.032	3-Tue	11	01	2011	1930	N	00	1	1	4	1	1	113390084	1	5	1	00	1	5	1	0
02	145+00.032	4-Wed	2	08	2012	1800	C	07	2	1	3	1	1	120400011	1	5	11	50	1	5	1	15
02	145+00.032	2-Mon	2	13	2012	1735	C	07	1	1	3	2	1	120790075	3	5	1	00	99	5	1	0
02	145+00.032	4-Wed	3	28	2012	1753	B	07	1	1	1	1	1	120880160	1	1	1	01	3	1	0	1
02	145+00.032	3-Tue	4	24	2012	1503	N	04	1	5	1	1	1	121180018	1	7	1	01	1	1	1	2
02	145+00.032	4-Wed	9	26	2012	1110	N	04	1	3	1	1	1	123000052	1	7	1	00	1	2	6	0
02	145+00.032	2-Mon	1	07	2013	1418	B	01	1	1	1	1	1	130100117	1	5	1	01	1	5	1	15
02	145+00.032	1-Sun	12	09	2012	1130	N	04	1	3	1	4	3	130110107	1	5	1	00	1	8	6	0
02	145+00.032	6-Fri	9	13	2013	2335	N	00	1	3	4	1	1	132880080	1	7	11	00	4	1	1	0
02	145+00.050	5-Thu	6	14	2012	1611	C	01	1	1	1	2	2	121670052	1	1	10	04	2	1	10	1
02	145+00.069	6-Fri	9	06	2013	1647	N	01	1	1	1	1	1	132490186	1	1	1	04	1	1	11	1
02	145+00.107	2-Mon	7	29	2013	1705	C	00	1	1	1	1	1	132420054	1	1	11	00	1	1	1	0
04	008+00.140	4-Wed	1	09	2013	2040	N	00	1	3	4	2	1	130430059	1	7	1	00	1	3	6	0

US 169 between E Hayden Lake Road and West River Road 2011-2013 crash data from MnDOT

MNTH 169 From Hayden Lake Road to Dean Avenue 2011 - 2013- created on 11-08-2014 by rile1che

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

															PERSON1				PERSON2			
SYS	REF_POINT	DOW	MONTH	DAY	YEAR	TIME	SEV	JUNC	TYPE	DIAG	LIT	WTHR1	SURF	ACC_NUM	VTYPE	DIR	ACT	FAC1	VTYPE	DIR	ACT	FAC1
02	145+00.029	4-Wed	10	2	2013	1523	C	1	1	1	1	2	1	132750144	1	5	1	15	1	5	10	1
02	145+00.032	7-Sat	1	15	2011	0445	B	1	1	8	4	7	2	110160020	1	5	1	5	1	1	1	1
02	145+00.032	3-Tue	2	1	2011	0734	N	4	1	5	1	2	2	110320259	3	7	6	1	3	3	1	5
02	145+00.032	3-Tue	3	22	2011	0820	N	4	12	5	1	3	2	110810105	1	3	54	1	1	5	5	15
02	145+00.032	6-Fri	4	29	2011	1627	C	1	1	1	1	2	1	111200028	1	1	10	1	2	1	1	4
02	145+00.032	5-Thu	5	12	2011	0353	C	0	1	1	1	3	2	111640068	1	4	1	0	1	5	11	0
02	145+00.032	4-Wed	6	29	2011	0745	B	0	1	3	1	1	1	112220138	1	3	6	0	4	7	1	0
02	145+00.032	3-Tue	11	1	2011	1930	N	0	1	1	4	1	1	113390084	1	5	1	0	1	5	1	0
02	145+00.032	4-Wed	2	8	2012	1800	C	7	2	1	3	1	1	120400011	1	5	11	50	1	5	1	15
02	145+00.032	2-Mon	2	13	2012	1735	C	7	1	1	3	2	1	120790075	3	5	1	0	99	5	1	0
02	145+00.032	4-Wed	3	28	2012	1753	B	7	1	1	1	1	1	120880160	1	1	1	1	3	1	0	1
02	145+00.032	3-Tue	4	24	2012	1503	N	4	1	5	1	1	1	121180018	1	7	1	1	1	1	1	2
02	145+00.032	4-Wed	9	26	2012	1110	N	4	1	3	1	1	1	123000052	1	7	1	0	1	2	6	0
02	145+00.032	2-Mon	1	7	2013	1418	B	1	1	1	1	1	1	130100117	1	5	1	1	1	5	1	15
02	145+00.032	1-Sun	12	9	2012	1130	N	4	1	3	1	4	3	130110107	1	5	1	0	1	8	6	0
02	145+00.032	6-Fri	9	13	2013	2335	N	0	1	3	4	1	1	132880080	1	7	11	0	4	1	1	0
02	145+00.050	5-Thu	6	14	2012	1611	C	1	1	1	1	2	2	121670052	1	1	10	4	2	1	10	1
02	145+00.069	6-Fri	9	6	2013	1647	N	1	1	1	1	1	1	132490186	1	1	1	4	1	1	11	1
02	145+00.107	2-Mon	7	29	2013	1705	C	0	1	1	1	1	1	132420054	1	1	11	0	1	1	1	0
02	145+00.195	4-Wed	7	20	2011	1121	N	1	12	8	1	1	1	112020024	1	1	1	1	31	5	1	50
02	145+00.200	2-Mon	8	15	2011	1530	C	1	1	1	1	1	1	112270197	1	5	1	1	1	5	1	4
02	145+00.215	2-Mon	11	19	2012	1730	B	0	1	1	3	2	1	123560082	1	1	1	0	3	1	11	0
02	145+00.230	3-Tue	8	20	2013	1800	N	1	1	1	1	1	1	132320243	1	1	10	15	3	1	10	1
02	145+00.233	3-Tue	8	2	2011	1742	N	1	1	1	1	1	1	112170031	2	1	10	15	3	1	10	1
02	145+00.280	2-Mon	5	13	2013	1729	N	1	1	98	1	1	1	131340010	1	1	1	15	2	1	11	1
02	145+00.284	4-Wed	3	23	2011	1100	N	1	90	2	4	4	3	110960076	1	5	1	3				
02	145+00.290	3-Tue	3	13	2012	1417	N	2	1	1	1	1	1	120740073	1	1	1	15	2	1	1	4
02	145+00.290	6-Fri	4	27	2012	1645	C	0	1	1	1	1	1	121520131	3	1	1	0	1	1	1	0

US 169 at Dean Avenue2011-2013 crash data from MnDOT

169@DeanAv - created on 11-07-2014 by lack1cla

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

															PERSON1				PERSON2			
SYS	REF_POINT	DOW	MONTH	DAY	YEAR	TIME	SEV	JUNC	TYPE	DIAG	LIT	WTHR1	SURF	ACC_NUM	VTYPE	DIR	ACT	FAC1	VTYPE	DIR	ACT	FAC1
02	145+00.230	3-Tue	8	20	2013	1800	N	01	1	1	1	1	1	132320243	1	1	10	15	3	1	10	1
02	145+00.233	3-Tue	8	02	2011	1742	N	01	1	1	1	1	1	112170031	2	1	10	15	3	1	10	1
02	145+00.280	2-Mon	5	13	2013	1729	N	01	1	98	1	1	1	131340010	1	1	1	15	2	1	11	1
02	145+00.284	4-Wed	3	23	2011	1100	N	01	90	2	4	4	3	110960076	1	5	1	03	1	5	1	3
02	145+00.290	3-Tue	3	13	2012	1417	N	02	1	1	1	1	1	120740073	1	1	1	15	2	1	1	4
02	145+00.290	6-Fri	4	27	2012	1645	C	00	1	1	1	1	1	121520131	3	1	1	00	1	1	1	0
02	145+00.309	6-Fri	4	26	2013	1250	N	01	1	2	1	1	1	131160119	1	1	14	07	32	1	1	0
02	145+00.315	2-Mon	5	16	2011	1700	N	03	1	1	1	1	1	111360131	7	1	1	21	1	1	11	1
02	145+00.315	7-Sat	7	09	2011	1400	C	04	1	1	1	2	1	111900072	3	5	9	04	4	5	16	1
02	145+00.315	6-Fri	9	16	2011	1710	N	02	1	1	1	2	1	112610023	1	7	1	15	7	7	10	1
02	145+00.317	5-Thu	5	26	2011	1725	C	01	1	1	1	1	1	111460157	2	1	1	15	2	1	1	1

US 169 at West River Road 2011-2013 crash data from MnDOT

1169@WestRiverRd - created on 11-07-2014 by lack1cla

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

															PERSON1				PERSON2			
SYS	REF_POINT	DOW	MONTH	DAY	YEAR	TIME	SEV	JUNC	TYPE	DIAG	LIT	WTHR1	SURF	ACC_NUM	VTYPE	DIR	ACT	FAC1	VTYPE	DIR	ACT	FAC1
02	145+00.374	2-Mon	2	14	2011	1642	N	07	1	1	1	1	1	110460050	1	4	16	01	8	4	16	1
02	145+00.374	5-Thu	5	26	2011	2100	N	04	1	2	3	1	1	111470070	1	3	1	01	2	3	14	8
02	145+00.374	4-Wed	6	15	2011	730	C	00	1	1	1	3	2	112130110	1	5	1	00	2	4	1	0
02	145+00.374	3-Tue	8	02	2011	1714	B	01	64	90	1	1	1	112290061	11	4	1	15				
02	145+00.374	1-Sun	9	09	2012	1300	N	00	1	90	1	1	1	122850108	11	1	1	00	11	1	11	0
02	145+00.374	5-Thu	12	05	2013	2300	B	00	1	5	4	1	4	140080071	2	8	1	00	3	4	1	0
02	145+00.387	3-Tue	4	02	2013	1048	N	07	51	90	1	1	1	130920192	35	1	1	03				
02	145+00.402	4-Wed	12	14	2011	1215	N	00	1	1	1	3	0	120440068	2	1	1	00	2	8	1	0
02	145+00.402	5-Thu	5	31	2012	1600	C	00	1	1	1	1	1	121850144	4	1	1	00	2	1	11	0
02	145+00.402	6-Fri	10	19	2012	300	N	90	26	7	4	3	2	122930023	1	1	1	03				
02	145+00.407	2-Mon	3	25	2013	1013	N	01	51	90	1	1	1	130850208	35	1	1	03	2	1	1	1
02	145+00.449	2-Mon	1	31	2011	824	N	01	24	4	1	4	3	110310151	1	1	1	03				
02	145+00.458	4-Wed	5	25	2011	2210	C	01	30	7	4	1	1	111460011	1	1	1	21				
04	006+00.806	1-Sun	10	02	2011	1130	N	00	1	1	1	1	1	113110146	1	5	11	00	2	4	1	0
04	006+00.816	6-Fri	5	27	2011	736	N	04	1	1	1	2	1	111470182	3	3	9	01	1	3	9	4
04	006+00.834	5-Thu	6	02	2011	830	C	04	1	1	1	2	1	111530091	4	3	11	01	4	3	10	18
04	006+00.845	2-Mon	11	14	2011	1043	N	07	1	1	1	2	1	113180127	1	4	5	01	3	4	5	1
04	006+00.871	5-Thu	2	14	2013	1430	N	00	1	2	1	1	1	130770131	2	5	16	00	4	1	1	0

US 169 at Dowlin Street 2011-2013 crash data from MnDOT

169&WestRiverRd - created on 11-07-2014 by lack1cla

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

															PERSON1				PERSON2			
SYS	REF_POINT	DOW	MONTH	DAY	YEAR	TIME	SEV	JUNC	TYPE	DIAG	LIT	WTHR1	SURF	ACC_NUM	VTYPE	DIR	ACT	FAC1	VTYPE	DIR	ACT	FAC1
02	145+00.506	4-Wed	5	18	2011	1740	N	07	1	2	1	1	1	111390003	1	7	1	02	1	1	1	33
02	145+00.506	1-Sun	8	26	2012	1151	N	04	1	5	1	1	1	122400029	1	1	1	02	3	8	1	1
02	145+00.553	3-Tue	7	26	2011	1715	C	01	37	7	1	1	1	112070256	11	5	1	01				

US 169 at Dayton Road/Miller Road 2011-2013 crash data from MnDOT

169@DaytonMiller - created on 11-07-2014 by lack1cla

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

															PERSON1				PERSON2			
SYS	REF_POINT	DOW	MONTH	DAY	YEAR	TIME	SEV	JUNC	TYPE	DIAG	LIT	WTHR1	SURF	ACC_NUM	VTYPE	DIR	ACT	FAC1	VTYPE	DIR	ACT	FAC1
02	145+00.703	7-Sat	7	13	2013	1615	N	00	1	2	1	1	1	132270043	4	1	13	00	1	1	1	0
02	145+00.715	7-Sat	3	12	2011	1028	N	04	1	5	1	2	1	110710100	2	1	1	05	3	7	1	1
02	145+00.715	1-Sun	5	08	2011	1607	N	07	1	2	1	2	1	111290105	1	5	1	01	1	5	0	0
02	145+00.715	2-Mon	8	01	2011	1034	N	04	1	7	1	2	2	112130205	3	3	11	01	2	5	1	21
02	145+00.715	4-Wed	8	17	2011	315	C	07	1	1	1	1	1	112620105	2	5	5	00	4	5	5	0
02	145+00.715	2-Mon	7	02	2012	925	B	07	1	1	1	1	1	122130150	1	5	1	00	1	5	13	0
02	145+00.715	2-Mon	9	10	2012	1620	C	07	1	1	1	1	1	122850063	1	1	11	00	1	1	1	0
02	145+00.715	3-Tue	11	13	2012	2136	N	07	1	2	4	1	1	123200232	1	1	1	21	1	1	14	7
02	145+00.715	7-Sat	2	09	2013	1201	C	04	1	1	1	2	2	130400053	1	5	16	01	2	5	0	0
02	145+00.730	6-Fri	9	27	2013	1445	N	00	1	1	1	1	1	133020115	1	1	1	00	3	1	11	0
02	145+00.744	6-Fri	2	22	2013	1442	N	07	1	1	1	4	2	130570255	31	1	1	04	3	1	11	1
02	145+00.790	2-Mon	3	04	2013	2055	C	01	1	9	4	4	3	130930134	3	1	1	46	4	5	1	1
02	145+00.811	3-Tue	12	31	2013	840	N	00	1	0	1	1	1	140350073	99	0	1	00	1	1	1	0
04	007+00.184	3-Tue	1	25	2011	525	C	07	1	1	2	1	0	110610042	1	3	16	00	1	3	16	0
04	007+00.184	5-Thu	3	17	2011	1200	N	07	1	1	1	1	1	111090057	3	3	16	00	4	3	16	0
04	007+00.184	4-Wed	10	26	2011	1250	N	07	1	1	1	1	1	113350163	2	3	5	00	1	3	16	0
04	007+00.184	6-Fri	9	14	2012	828	N	07	1	1	1	1	1	122580052	11	4	1	15	1	4	11	1
04	007+00.184	2-Mon	12	03	2012	645	N	07	1	1	4	3	2	130070081	1	5	6	00	1	5	5	0
04	007+00.192	5-Thu	10	03	2013	645	C	00	1	1	2	99	99	133090133	3	4	11	00	3	4	16	0
04	007+00.206	6-Fri	11	08	2013	815	C	00	1	1	1	1	1	133440250	2	5	16	00	1	5	16	0

City of Champlin

11955 CHAMPLIN DRIVE, CHAMPLIN, MN 55316-2399 • (763) 421-8100 • ci.champlin.mn.us

December 1, 2014

Ms. Elaine Koutsoukos
Transportation Advisory Board Coordinator
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: US 169 Improvements – 2014 Surface Transportation Program (STP) Funding Application City of Champlin

Ms. Koutsoukous,

The City of Champlin is pleased to submit its grant application for the proposed safety and capacity improvements to US Highway (US) 169 from Hayden Lake Road to Dayton Road in the City of Champlin. As the agency applying for the Surface Transportation Program grant, the City of Champlin commits to funding the required local match. Because US 169 is under Minnesota Department of Transportation (MnDOT) jurisdiction and they will own operate and maintain the roadway for its useful life, the city has requested a letter of support which is included in the application.

The city has met with MnDOT staff on several occasions to discuss the scope of the project, alternatives, and potential funding. MnDOT staff has been supportive of the proposed project.

The City of Champlin looks forward to working with the Metropolitan Council and MnDOT should this project be selected. If you have any questions, please feel free to contact me.

Sincerely,

Timothy C. Hanson, P.E.
City Engineer

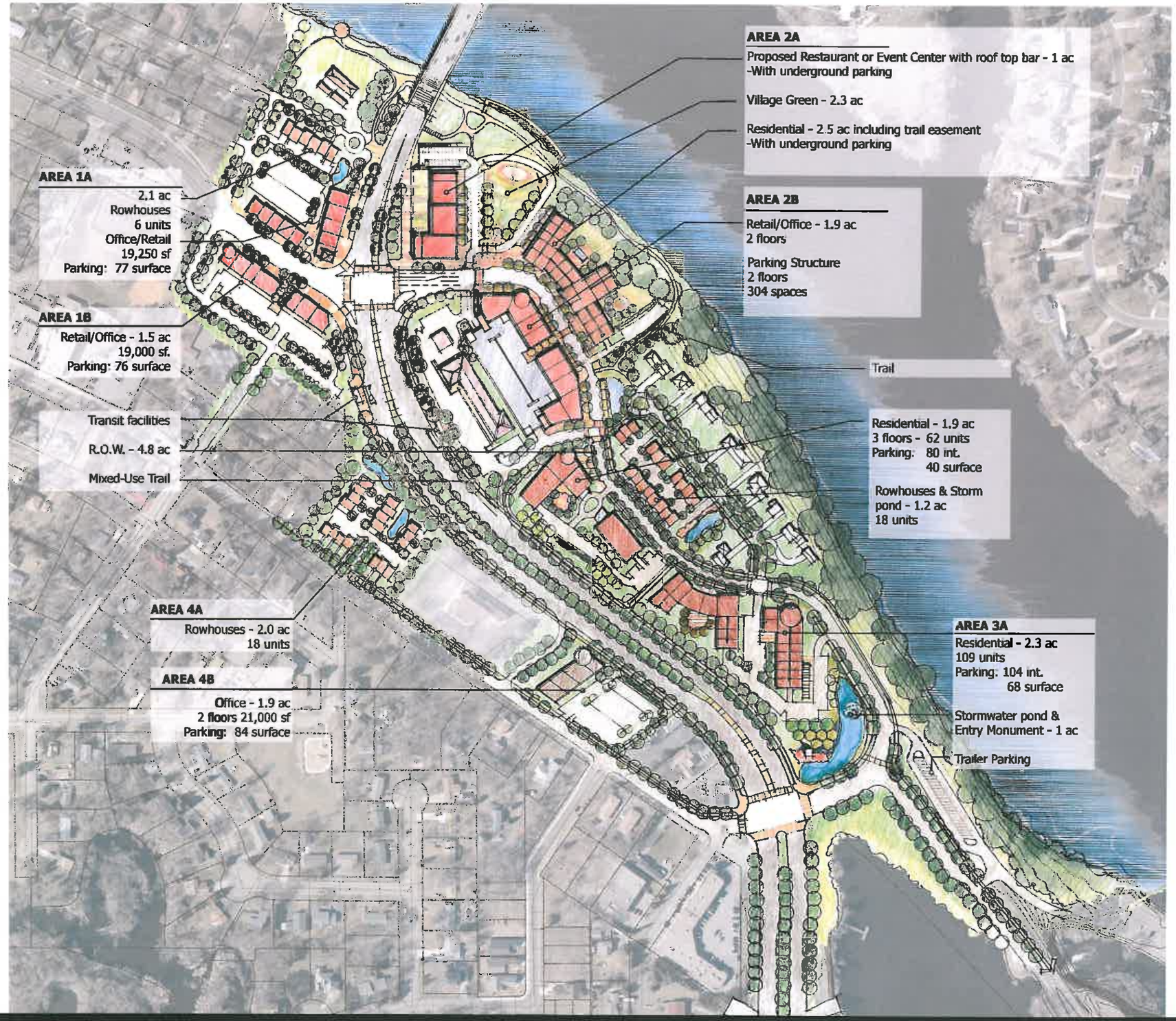
L:\ENGINEERING PROJECTS\TH169\TH169 Grant Application Champlin Funding Commitment Letter (3).docx

Date: Printed: 11/25/2014
WSB Filename: K:\02190-220\Cad\Exhibits\Figure 1- Proposed Project Concept.dgn

Proposed Project Concept

Figure 1

US 169 Between Dayton Road and Hayden Lake Road
2014 Surface Transportation Program
City of Champlin, Minnesota



City of Champlin, Minnesota

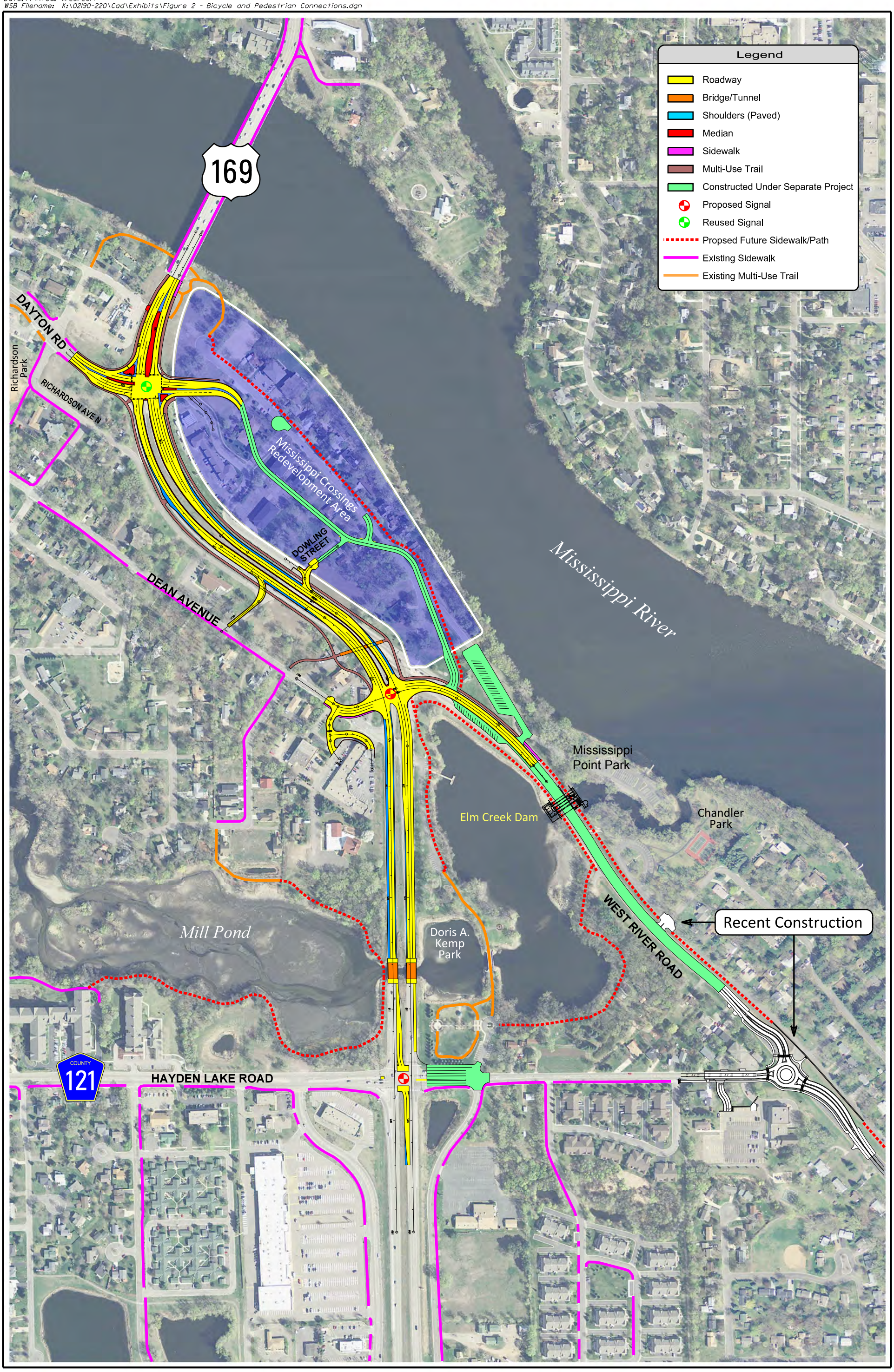
Mississippi Crossings Framework Plan

Figure 2: Mississippi Crossings Master Plan

July, 2012

Stantec

Date: Printed: 11/25/2014
WSB Filename: K:\02190-220\Cad\Exhibits\Figure 2 - Bicycle and Pedestrian Connections.dgn

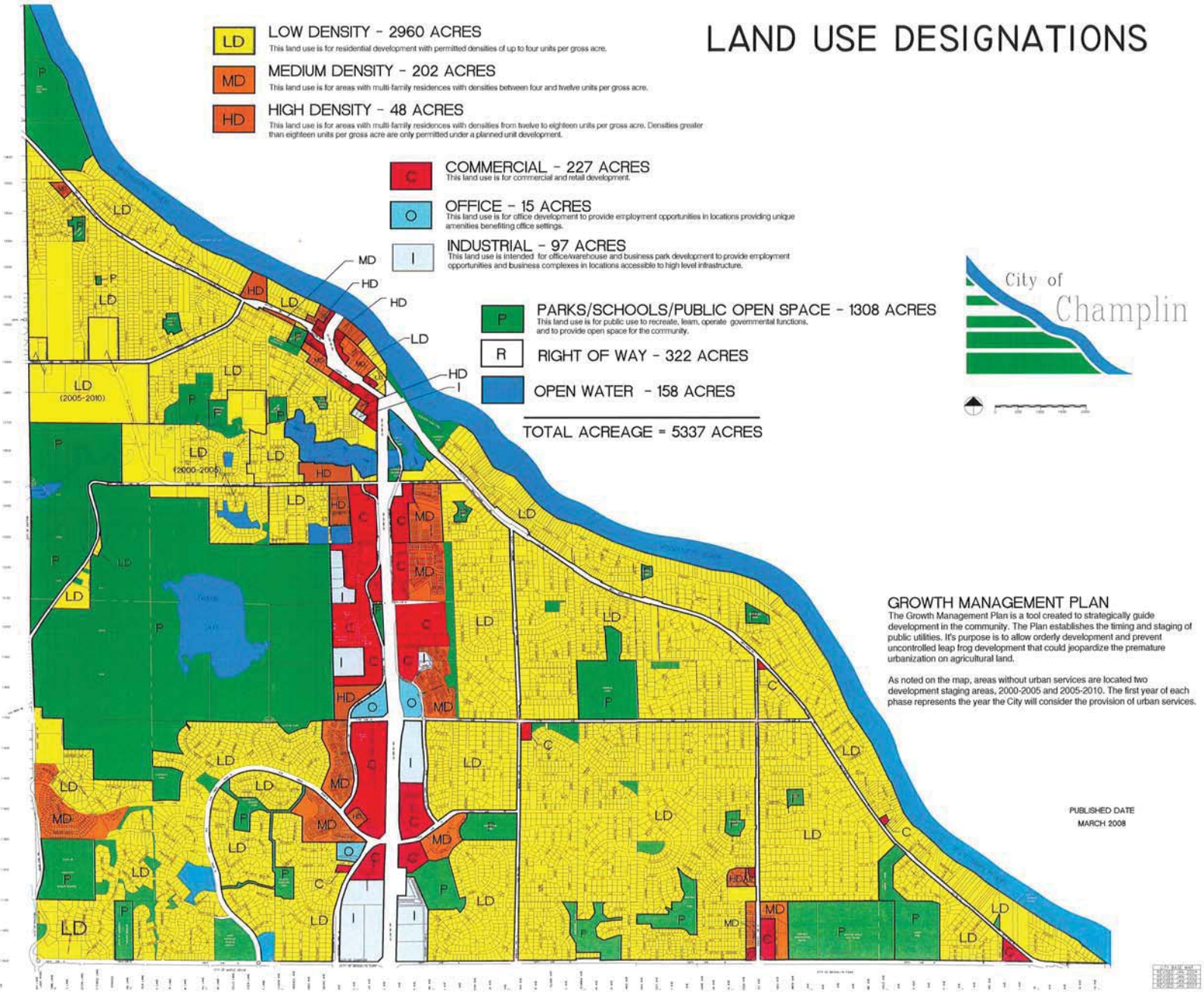


Bicycle and Pedestrian Connections **Figure 3**

US 169 Between Dayton Road and Hayden Lake Road
2014 Surface Transportation Program
City of Champlin, Minnesota

Exhibit 2-2

LAND USE DESIGNATIONS



GROWTH MANAGEMENT PLAN

The Growth Management Plan is a tool created to strategically guide development in the community. The Plan establishes the timing and staging of public utilities. It's purpose is to allow orderly development and prevent uncontrolled leap frog development that could jeopardize the premature urbanization on agricultural land.

As noted on the map, areas without urban services are located two development staging areas, 2000-2005 and 2005-2010. The first year of each phase represents the year the City will consider the provision of urban services.

PUBLISHED DATE
MARCH 2008

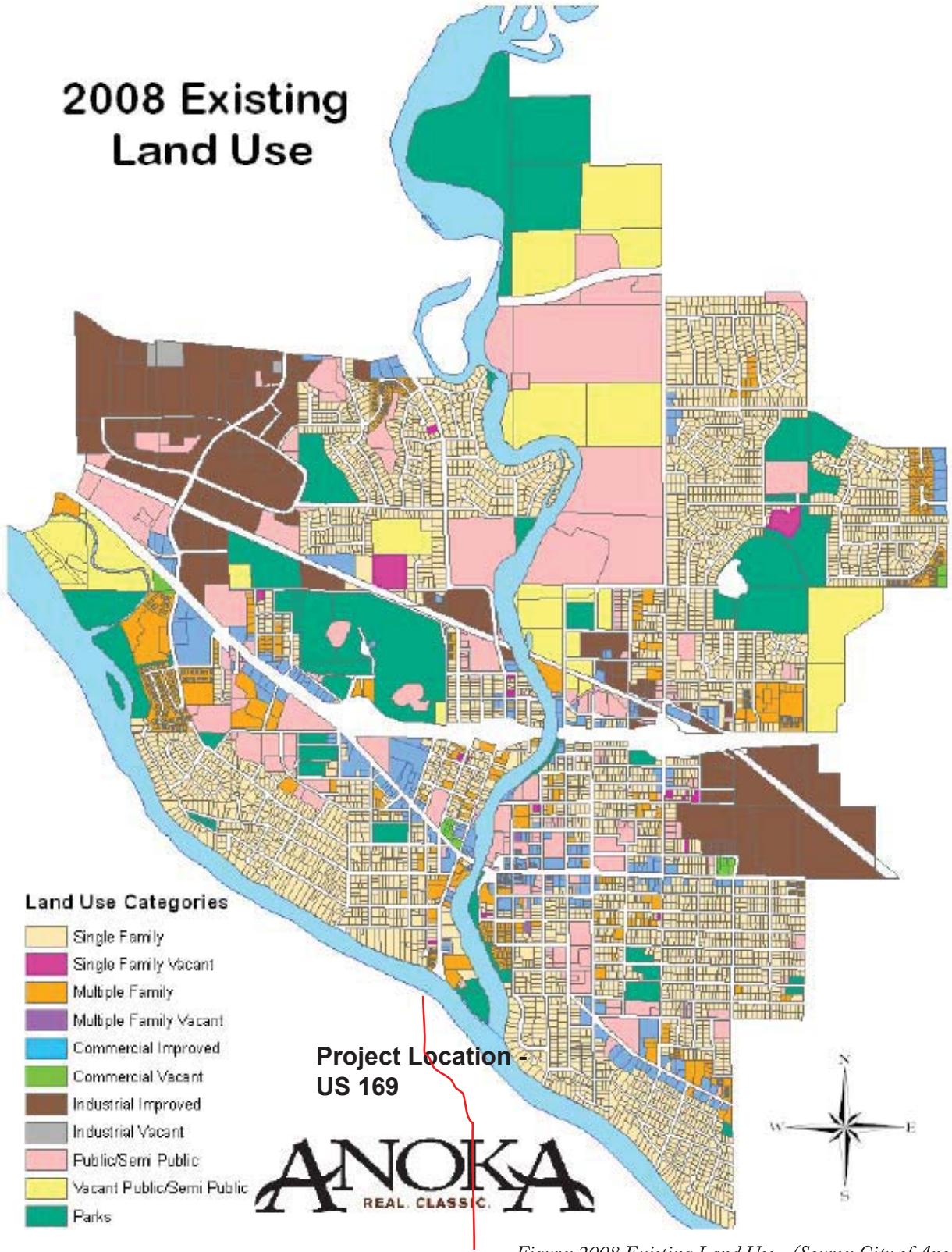


Figure: 2008 Existing Land Use - (Source: City of Anoka)

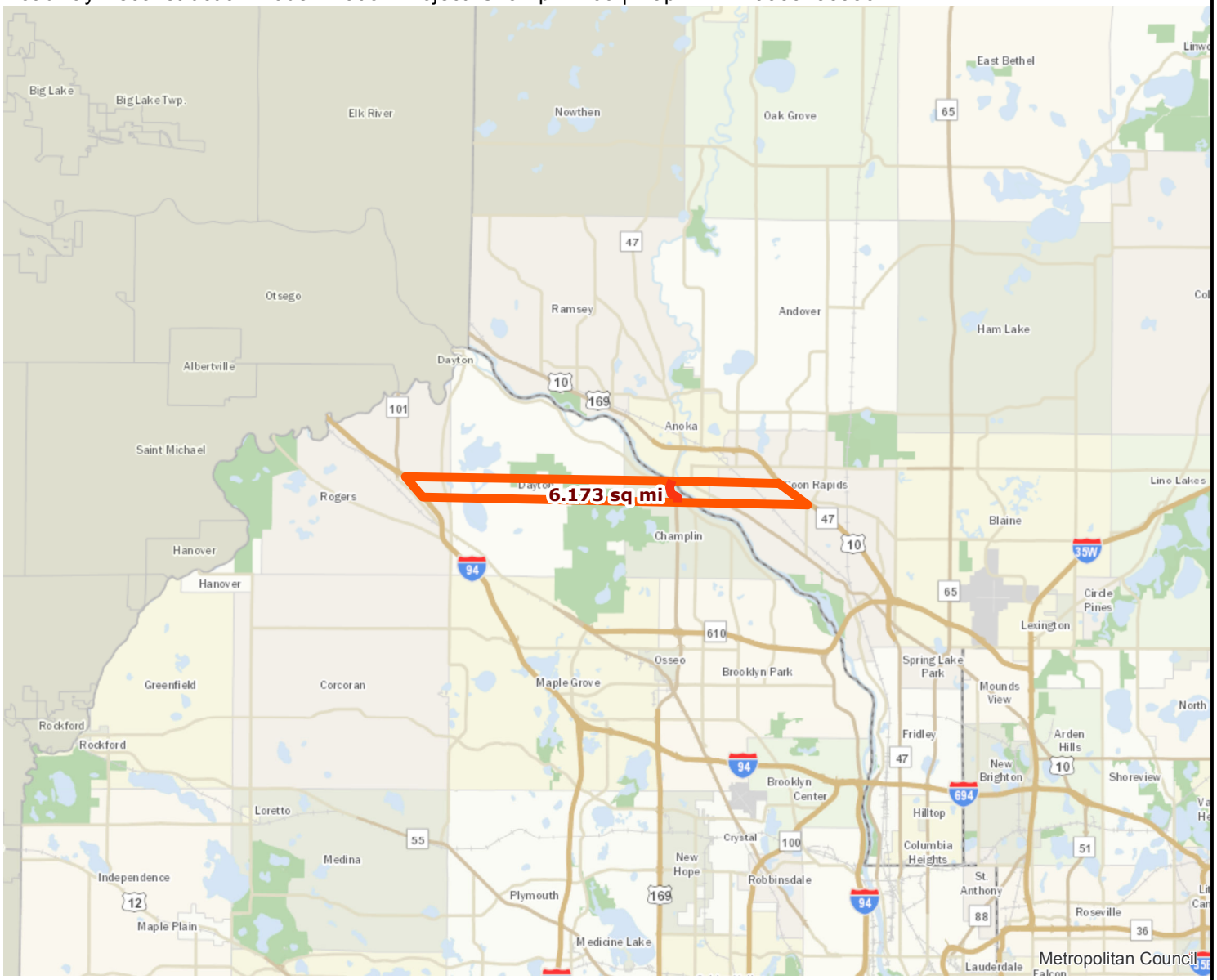
Roadway Area Definition

Roadway Reconstruction/Modernization Project: Champlin 169 | Map ID: 1419955458936

Results

Project Length: 0.757 miles

Project Area: 6.173 sq mi



Project

Project Area

0 2.75 5.5 11 16.5 22 Miles

Created: 12/30/2014
LandscapeRSA1

METROPOLITAN COUNCIL

Regional Economy

Roadway Reconstruction/Modernization Project: Champlin 169 | Map ID: 1419955458936

Results

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

Project **WITHIN ONE MI** of area of Manufacturing and Distribution.

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

Project

Project Area

0 2.75 5.5 11 16.5 22 Miles

Created: 12/30/2014
LandscapeRSA5

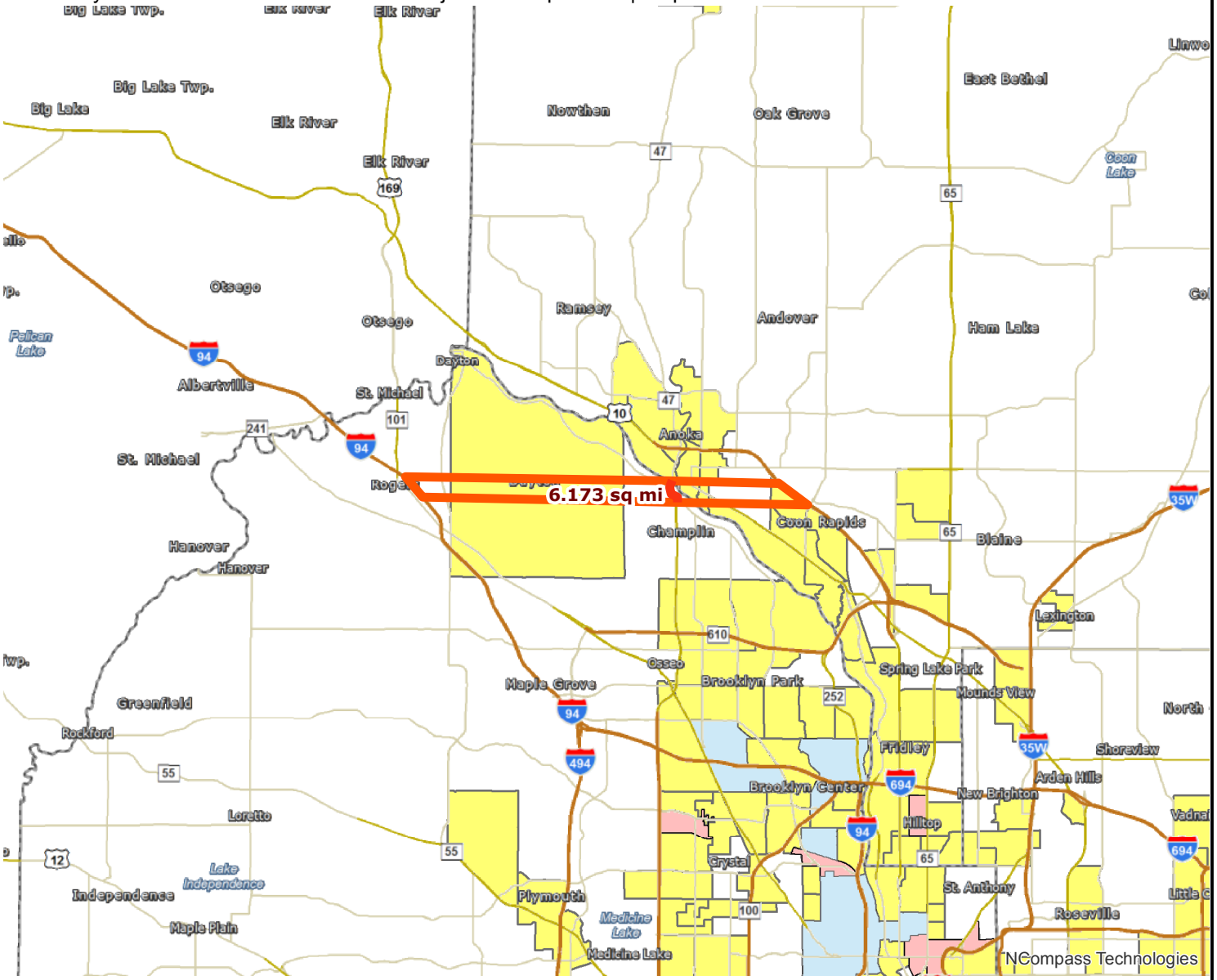
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: Champlin 169 | Map ID: 1419955458936

Results

Project **IN** area of above average concentration of race or poverty.



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

0 2.75 5.5 11 16.5 22 Miles

Created: 12/30/2014
LandscapeRSA2

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: Champlin 169 | Map ID: 1419955458936

Results

Transit with a Direct Connection to project:
766

**indicates Planned Alignments*

Project

Project Area

0 2.75 5.5 11 16.5 22 Miles

Created: 12/30/2014
LandscapeRSA3

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

METROPOLITAN COUNCIL

Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

John W. Cox
Deputy City Administrator
City of Champlin
11955 Champlin Drive
Champlin, MN 55316

RE: Regional Solicitation Application for US 169 – Hayden Lake road to Dayton Road Improvements

Dear Mr. Cox:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the US 169 – Hayden Lake road to Dayton Road Improvements project impacts MnDOT right of way on US 169.

MnDOT, as the agency with jurisdiction over US 169, supports the application for this project. Details of a future maintenance agreement with the city will be determined during project development to define how the project will be maintained.

This project currently has no funding from MnDOT.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council
April Crockett, MnDOT Metro District – West Area Manager

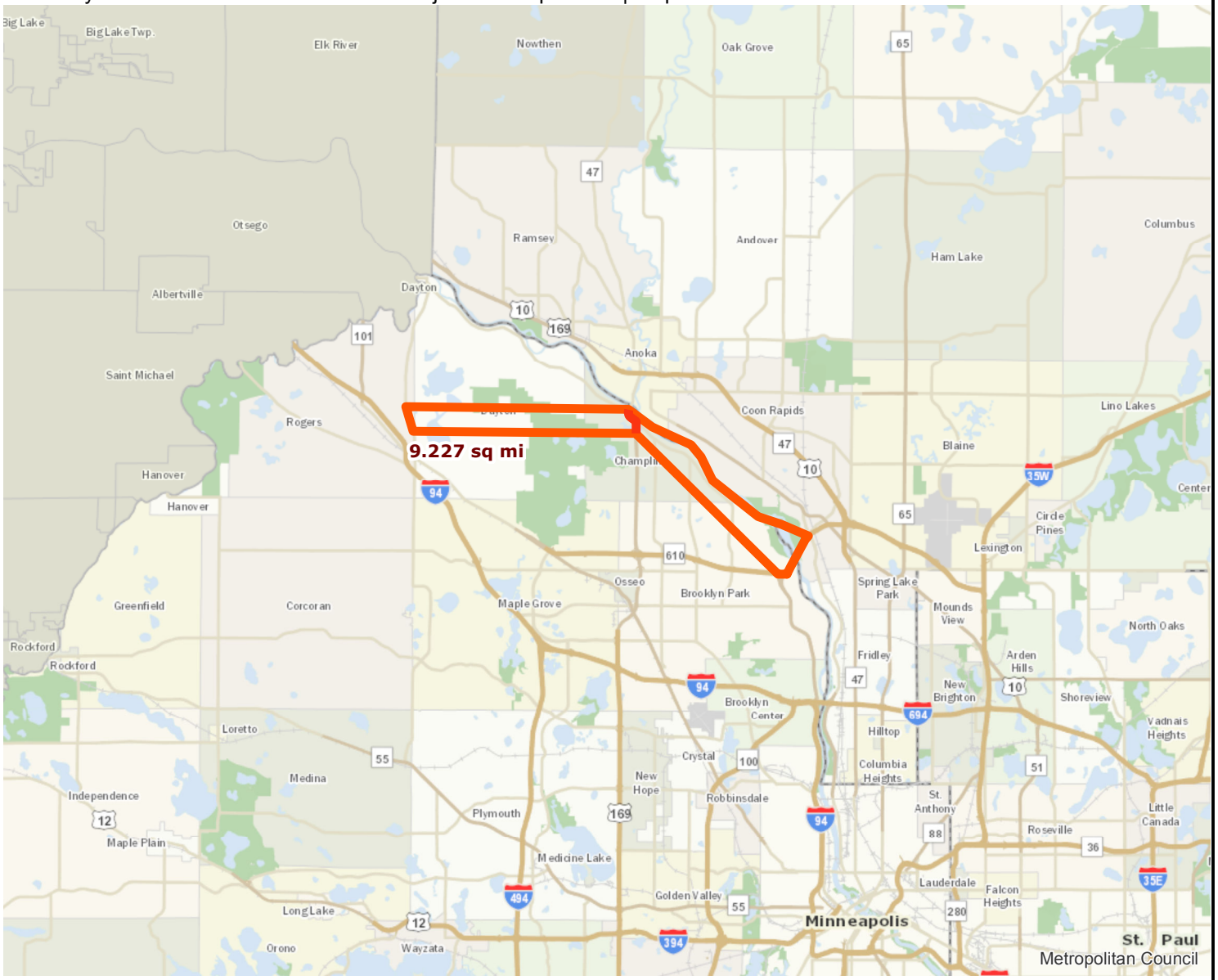
Roadway Area Definition

Roadway Reconstruction/Modernization Project: Champlin 169 | Map ID: 1415654927105

Results

Project Length: 0.788 miles

Project Area: 9.227 sq mi



Project

Project Area

0 2.75 5.5 11 16.5 22 Miles

Created: 11/10/2014
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

Roadway Reconstruction/Modernization Project: Champlin 169 | Map ID: 1415654927105

Results

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

Project **WITHIN ONE MI** of area of Manufacturing and Distribution.

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

Project

Project Area

0 2.75 5.5 11 16.5 22 Miles

Created: 11/10/2014
LandscapeRSA5

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

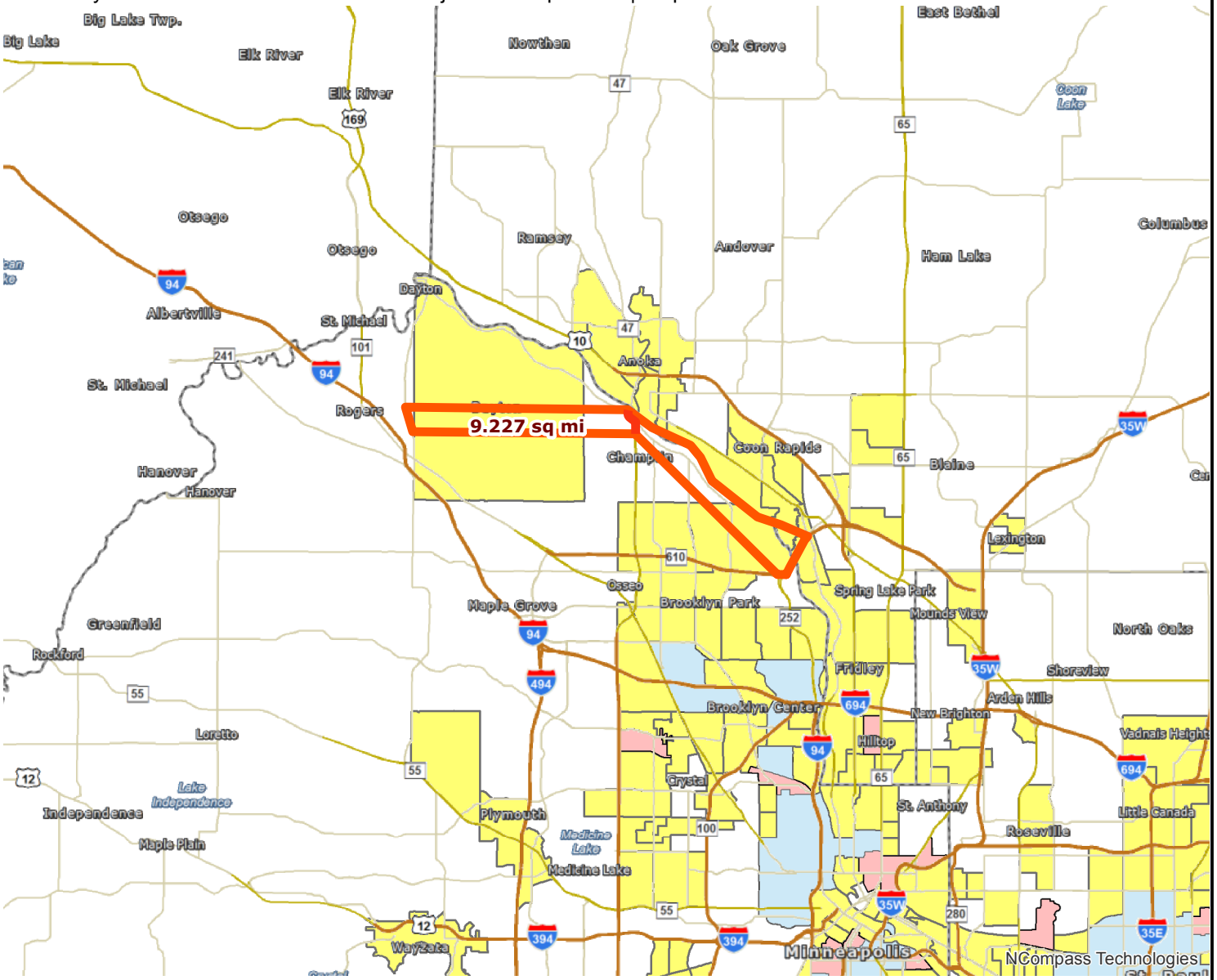
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: Champlin 169 | Map ID: 1415654927105

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 2.75 5.5 11 16.5 22 Miles

Created: 11/10/2014
LandscapeRSA2

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

METROPOLITAN COUNCIL

1: TH 169 & Dayton Road/Miller Road

Direction	All
Volume (vph)	4094
Total Delay / Veh (s/v)	35
CO Emissions (kg)	6.86
NOx Emissions (kg)	1.33
VOC Emissions (kg)	1.59

1: TH 169 & Dayton Road/Miller Road

Direction	All
Volume (vph)	4094
Total Delay / Veh (s/v)	30
CO Emissions (kg)	6.50
NOx Emissions (kg)	1.26
VOC Emissions (kg)	1.51

1: TH 169 & Dayton Road/Miller Road

Direction	All
Volume (vph)	4094
Total Delay / Veh (s/v)	35
CO Emissions (kg)	6.86
NOx Emissions (kg)	1.33
VOC Emissions (kg)	1.59

1: TH 169 & Dayton Road/Miller Road

Direction	All
Volume (vph)	4094
Total Delay / Veh (s/v)	30
CO Emissions (kg)	6.50
NOx Emissions (kg)	1.26
VOC Emissions (kg)	1.51

HES worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 169	E Hayden Lake Road	144+00.083	145+00.085	Hennepin Co.	1/1/2011	12/31/2013

Description of Proposed Work: Construct dual northbound and southbound 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	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal **F**									
	Personal Injury (PI) **A**									
	Personal Injury (PI) **B**	2					1			**3**
	Personal Injury (PI) **C**	7								**7**
	Property Damage **PD**	2		1	2	1				**6**
% Change in Crashes (FHWA CRF Clearinghouse)	**F**									
	PI **A**									
	PI **B**	-29%					-75%			
	PI **C**	-29%								
	PD	-32%		-71%	-8%	-13%				
Change in Crashes = No. of crashes **x** % change in crashes	**F**									
	PI **A**									
	PI **B**	**-0.58**					**-0.75**			**-1.33**
	PI **C**	**-2.03**								**-2.03**
	PD	**-0.64**		**-0.71**	**-0.16**	**-0.13**				**-1.64**

CRFs Used:
1) Install left-turn lane (double)

HES worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 169	Between E Hayden Lake Road and West River Road (northbound only)	145+00.032	145+00.374	Hennepin Co.	1/1/2011	12/31/2013

Description of Proposed Work: Construct auxiliary northbound lane

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	1								**1**
		C	1								**1**
	Property Damage	**PD**	3					1		1	**5**
% Change in Crashes (FHWA CRF Clearinghouse)		**F**	-24%								
	PI	**A**	-24%								
		B	-24%								
		C	-24%								
		PD	-24%					-20%		-20%	
Change in Crashes = No. of crashes **x** % change in crashes		**F**									
	PI	**A**									
		B	**-0.24**								**-0.24**
		C	**-0.24**								**-0.24**
		PD	**-0.72**					**-0.20**		**-0.20**	**-1.12**

CRFs Used:
1) Provide an auxiliary lane between an entrance ramp and exit ramp (closest CMF)

HES
worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 169	Dowlin Street	145+00.506	145+00.506	Hennepin Co.	1/1/2011	12/31/2013

Description of Proposed Work: Convert intersection to right-in only

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**									
	Personal Injury (PI) **B**									
	Personal Injury (PI) **C**					1				**1**
	Property Damage **PD**		1		1					**2**
% Change in Crashes (FHWA CRF Clearinghouse)	**F**									
	PI **A**									
	PI **B**									
	PI **C**					0%				
	PD		0%		-100%					
Change in Crashes = No. of crashes **x** % change in crashes	**F**									
	PI **A**									
	PI **B**									
	PI **C**					**0.00**				
	PD		**0.00**		**-1.00**					**-1.00**

HES worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 169	Dayton Road/Miller Road	145+00.715	145+00.715	Hennepin Co.	1/1/2011	12/31/2013

Description of Proposed Work: Add WB left-turn lane (with signal phasing)

		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 (FHWA CRF Clearinghouse)	PI	**F**									
		A									
		B									
		C									
		PD				-31%					
Change in Crashes = No. of crashes **x** % change in crashes	PI	**F**									
		A									
		B									
		C									
		PD				**-0.31**					**-0.31**

CRFs Used:
1) Install left-turn lane (signal has left-turn phase)

HES worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 169	Dayton Road/Miller Road	145+00.715	145+00.715	Hennepin Co.	1/1/2011	12/31/2013

Description of Proposed Work: Add second EB left-turn lane (convert from shared lane)

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	2								**2**
	Property Damage	**PD**	3				1				**4**
% Change in Crashes (FHWA CRF Clearinghouse)	PI	**F**									
		A									
		B									
		C	-29%								
		PD	-32%				-13%				
Change in Crashes = No. of crashes **x** % change in crashes	PI	**F**									
		A									
		B									
		C	**-0.58**								**-0.58**
		PD	**-0.96**				**-0.13**				**-1.09**

CRFs Used:
1) Install left-turn lane (double)

HES worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	US 169	E. Hayden Lake Road to Dayton Road	145+00.032	145+00.715	Hennepin Co.	1/1/2011	12/31/2013

Description of Proposed Work: Sum of proposed improvements (see attached sheets for specific improvements)

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
Change in Crashes	F									
	A									
	B	-0.82					-0.75			-1.57
	C	-2.85								-2.85
(Sum of other worksheets)	PD	-2.32		-0.71	-1.47	-0.26	-0.20		-0.20	-5.16

Year (Safety Improvement Construction): 2016

Project Cost (exclude Right of Way): $ 8,091,434

Right of Way Costs (optional):

Traffic Growth Factor: 2%

Capital Recovery

1. **Discount Rate**: 4.5%
2. **Project Service Life (n)**: 20

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 6,800,000	
A			$ 390,000	
B	-1.57	-0.52	$ 121,000	$ 63,323
C	-2.85	-0.95	$ 75,000	$ 71,250
PD	-5.16	-1.72	$ 12,000	$ 20,640
Total				$ 155,213

B/C= 0.31

Using present worth values,

B= $ 2,490,468

C= $ 8,091,434

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Operations November 2007

Transit Connections

Roadway Reconstruction/Modernization Project: Champlin 169 | Map ID: 1415654927105

Results

Transit with a Direct Connection to project: 766

**indicates Planned Alignments*

Project

Project Area

0 2.75 5.5 11 16.5 22 Miles

Created: 11/10/2014

LandscapeRSA3

METROPOLITAN COUNCIL