



Application

01968 - 2014 Roadway Reconstruction/Modernization

02295 - CSAH 56 Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Original Submitted Date: 11/26/2014 12:26 PM  
Last Submitted Date: 12/18/2014 10:57 AM

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## Primary Contact

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**\*** Andover Minnesota 55304-4005  
City State/Province Postal Code/Zip

**Phone:\*** 763-862-4230  
Phone Ext.

**Fax:** 763-862-4201

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

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## 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

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## Project Information

**Project Name** CSAH 56 Railroad Grade Separation  
**Primary County where the Project is Located** Anoka  
**Jurisdictional Agency (If Different than the Applicant):**

Anoka County proposes to construct a grade-separated railroad crossing at CSAH 56 (Ramsey Boulevard) in the City of Ramsey. CSAH 56 is a four-lane divided roadway and an A-Minor Expander that runs north-south through the City of Ramsey and Northern Anoka County (see attached figure). The proposed project is located near the US 10/US 169 (Principal Arterial) intersection where the Burlington Northern Santa Fe (BNSF) tracks intersect with CSAH 56. The improvements included in this project will extend from 143rd Avenue NW to US 10/US 169. Given that both CSAH 56 and the BNSF mainline are major transportation corridors, a rail crossing is imperative in safely moving people and goods of all modes through Anoka County,

Currently, over 8,000 vehicles travel through the CSAH 56 and BNSF intersection. This intersection also experiences over 80 freight trains at a speed of 75 miles per hour, 12 Northstar Commuter Rail (Northstar) trains, and two Amtrak trains per day. Given the large volume of vehicles, trains and passenger rail, numerous issues related to safety and efficiency prompts the need to improve the intersection. This project will also reduce sight distance obstructions in all quadrants, which contribute to a significant exposure levels. More importantly, the project will help address critical efficiency and issues that exist on the corridor. For example, removing the at-grade crossing will enable the freight trains to better maintain their timetable speeds, as the sight distance obstructions and crossing traffic will be of lesser concern. Improving freight rail schedule adherence also benefits the regional economy and transit service. For example, the Northstar commuter trains are regularly delayed due to freight interference on limited right-of-way, and improving the on-time performance of the freight trains will mitigate this issue.

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

Bicycle and pedestrian improvements are also included in this project. These improvements will provide safe connections for businesses and residences on the US 10/US 169 corridor to major transit and activity centers, and eliminate the need to cross the railroad tracks on foot or bicycle.

Finally, the area is experiencing rapid growth and change with new development at The COR at Ramsey (The COR). The COR includes several retail centers, office space, a grocery store, two medical clinics, and high density housing with daily commuter rail service (see attached figure). Furthermore, the CSAH 56 corridor is an artery that connects developing land uses, such as single-family housing and light industry in western Anoka County. In that respect, improving this intersection will accommodate the increased pedestrian, bicycle, automobile, Northstar and freight movements associated with this future growth.

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

**Project Length (Miles)** 0.23

**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** 2014 MnDOT Highway 10 Access Planning Study, Implementation Plan, p. 75; Anoka County 2030 Transportation Plan (2008), Chapter 3, p. 3-30

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## 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** \$7,000,000.00

**Match Amount** \$4,725,000.00



Minimum of 20% of project total

**Project Total** \$11,725,000.00

**Match Percentage** 40.3%

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

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## MnDOT State Aid Project Information: Roadway Projects

**County, City, or Lead Agency** Anoka County

**Functional Class of Road** A-Minor Arterial Expander

**Road System** CSAH 56

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

**Name of Road** Ramsey Boulevard

*Example; 1st ST., MAIN AVE*

**Zip Code where Majority of Work is Being Performed** 55303

**(Approximate) Begin Construction Date** 03/01/2018

**(Approximate) End Construction Date** 11/30/2018

### LOCATION

**From:**  
**(Intersection or Address)** 143rd Avenue NW

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

**To:**  
**(Intersection or Address)** US 10/US 169

**Type of Work** Bridge, Curb and Gutter, Ped Ramps, Multi-Use Trail,  
Sidewalk

*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?** Yes

**Structure is Over/Under**  
**(Bridge or culvert name):** BNSF Great Northern Corridor

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## Specific Roadway Elements

**CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

|  |                        |
|--|------------------------|
| Mobilization (approx. 5% of total cost)                    | \$600,000.00           |
| Removals (approx. 5% of total cost)                        | \$100,000.00           |
| Roadway (grading, borrow, etc.)                            | \$500,000.00           |
| Roadway (aggregates and paving)                            | \$620,000.00           |
| Subgrade Correction (muck)                                 | \$0.00                 |
| Storm Sewer  | \$550,000.00           |
| Ponds  | \$20,000.00            |
| Concrete Items (curb & gutter, sidewalks, median barriers) | \$235,000.00           |
| Traffic Control  | \$50,000.00            |
| Striping   | \$10,000.00            |
| Signing  | \$10,000.00            |
| Lighting   | \$0.00                 |
| Turf - Erosion & Landscaping                               | \$20,000.00            |
| Bridge   | \$4,500,000.00         |
| Retaining Walls  | \$1,200,000.00         |
| Noise Wall   | \$0.00                 |
| Traffic Signals  | \$200,000.00           |
| Wetland Mitigation   | \$0.00                 |
| Other Natural and Cultural Resource Protection             | \$0.00                 |
| RR Crossing  | \$2,000,000.00         |
| Roadway Contingencies                                      | \$0.00                 |
| Other Roadway Elements                                     | \$1,000,000.00         |
| <b>Totals</b>  | <b>\$11,615,000.00</b> |

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**Specific Bicycle and Pedestrian Elements****CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES****Cost**

|  |              |
|--|--------------|
| Path/Trail Construction                                | \$100,000.00 |
| Sidewalk Construction                                  | \$0.00       |
| On-Street Bicycle Facility Construction                | \$0.00       |
| Right-of-Way   | \$0.00       |
| Pedestrian Curb Ramps (ADA)                            | \$10,000.00  |
| 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              |
| <b>Totals</b>                         | <b>\$110,000.00</b> |

## Specific Transit and TDM Elements

| <b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>                             | <b>Cost</b>   |
|---|---------------|
| 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        |
| <b>Totals</b>   | <b>\$0.00</b> |

## Transit Operating Costs

| <b>OPERATING COSTS</b>  | <b>Cost</b>   |
|-------------------------|---------------|
| Transit Operating Costs | \$0.00        |
| <b>Totals</b>           | <b>\$0.00</b> |

## Totals

|                                     |                 |
|-------------------------------------|-----------------|
| <b>Total Cost</b>                   | \$11,725,000.00 |
| <b>Construction Cost Total</b>      | \$11,725,000.00 |
| <b>Transit Operating Cost Total</b> | \$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**

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## **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.**

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## Other Attachments

| File Name                            | Description  | File Size |
|--------------------------------------|--|-----------|
| 2295 Synchro 1 Anoka Co.pdf          | Synchro 1  | 10 KB     |
| 2295 Synchro 2 Anoka Co.pdf          | Synchro 2  | 10 KB     |
| City of Ramsey Letter of Support.pdf | City of Ramsey Letter of Support   | 406 KB    |
| Ramsey Grant App Figures.pdf         | Misc. Supporting Figures for CSAH 56: -<br>The COR Development Map - Project<br>Area - Bicycle Routes - View of Crossing<br>- Preliminary Plan | 4.4 MB    |

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## Reliever: Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the Congestion Report) 0

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## Reliever: Non-Freeway Facility or

Facility being relieved

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

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### Non-Freeway Facility Volume/Capacity Table

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

9:00pm - 10:00pm

10:00pm - 11:00pm

11:00pm - 12:00am

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## Expander/Connector/Augmentor/Non-Freeway Principal Arterial

|                  |                        |
|------------------|------------------------|
| Select one:      | Expander               |
| Area             | 0.439                  |
| Project Length   | 0.23                   |
| Average Distance | 1.9087                 |
| Upload Map       | CSAH 56 Dimensions.pdf |

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## Measure B: Current Heavy Commercial Traffic

|   |  |
|---|--|
| Location                                      | NB CSAH 56 at 143rd, SB CSAH 56 at Sunwood |
| Current daily heavy commercial traffic volume | 2766.0                                     |

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## 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

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

|            |                     |
|------------|---------------------|
| Upload Map | CSAH 56 Economy.pdf |
|------------|---------------------|

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## Measure A: Current Daily Person Throughput

|  |                                  |
|--|----------------------------------|
| Location                               | CSAH 56 at US 10/US 169, Ramsey  |
| Current AADT Volume                    | 8000.0                           |
| Existing Transit Routes on the Project | 887, 888-Northstar Commuter Rail |

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## Response: Current Daily Person Throughput

|  |         |
|--|---------|
| Average Annual Daily Transit Ridership | 3578.0  |
| Current Daily Person Throughput        | 13978.0 |

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### Measure B: 2030 Forecast ADT

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

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 12800.0

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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



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

The BNSF mainline carries over three trains per hour, and constructing a grade separation will reduce congestion and benefit travelers that use CSAH 56 to connect to jobs. US 10/US169 is designated as an Interregional Corridor and connects the regions job centers. In Ramsey, 3 percent of workers commute from communities with RCAPs. The project directly connects to Sherburne County, a federally designated economically distressed area, and a Minnesota Workforce Center in Monticello. Workers are directly connected from these areas via the US 10/US169 corridor to a regional manufacturing and distribution center in Anoka, home to Firestone Metal Products, Graco, and Pentair among other manufacturers. In addition to improving access to jobs for those who commute to work by car, the project will assist people who rely on transit by easing trips to Ramsey Station, mitigating risks of commuter rail delays, and reducing congestion that delays fixed-route and dial-a-ride transit. The project will also improve multimodal access for older adults, children, and people with disabilities by providing safe pedestrian and bicycle facilities to Allina and Veterans Administration clinics in The COR (see attached fig.). Finally, project construction will incorporate proper noise, dust, and traffic mitigation and will not negatively impact the disadvantaged populations present in the project area.

Upload Map

CSAH 56 Equity.pdf

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## Measure B: Affordable Housing

| City/Township | Segment Length (Miles) |
|---------------|------------------------|
| Ramsey        | 0.23                   |
|               | 0                      |

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## Total Project Length

Total Project Length 0.23

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### 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 |
|---------------|------------------------|----------------------|-----------|-----------------------------|---|
| Ramsey        | 0.23                   | 0.23                 | 79.0      | 1.0                         | 79.0  |
|               |                        | <b>0</b>             | <b>79</b> | <b>1</b>                    | <b>79</b>                                   |

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### Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

|                              |      |
|------------------------------|------|
| Total Project Length (Miles) | 0.23 |
| Total Housing Score          | 79.0 |

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### Measure A: Year of Roadway Construction

| Year of Original Roadway Construction or Most Recent Reconstruction | Roadway Segment Length (Miles) | Calculation | Calculation 2 |
|---|--------------------------------|-------------|---------------|
| 2004.0  | 0.23                           | 460.92      | 2004.0        |
|   | <b>0</b>                       | <b>461</b>  | <b>2004</b>   |

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### Average Construction Year

|               |        |
|---------------|--------|
| Weighted Year | 2004.0 |
|---------------|--------|

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### Total Segment Length (Miles)

|                      |      |
|----------------------|------|
| Total Segment Length | 0.23 |
|----------------------|------|

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### Measure B: Geometric, Structural, or Infrastructure Improvements

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

This project addresses deficiencies related to a freight rail crossing at CSAH 56, traffic operations on US 10/US 169, and pedestrian safety. The Anoka County 2030 Transportation Plan sets goals for the safety and mobility of all transportation modes, including the elimination or reduction of safety issues. Increasing freight train traffic has impacted Anoka County, and current at-grade crossings present risks for CSAH 56 users; they impede effective emergency response times as freight train delays block the passage of fire, police, and rescue vehicles. CSAH 56 crossing has the tenth highest crash prediction rate of all at-grade crossings in Anoka County. The exposure factor for the crossing is 736,000 vehicle-train exposures per day; MnDOTs threshold for a grade separation is an exposure rate of 300,000. The MnDOT Corridor Management Plan recommends converting the intersection of CSAH 56 and US 10/US 169 to an interchange. The proposed project will relocate business access to CSAH 56 from US 10/US 169 to cease movement between driveways and the principal arterial corridor. The grade separation will include reconstructed sidewalks and paved shoulders that will eliminate the hazard that exists for all travelers at this facility and improve multimodal connections between transit stations, The COR at Ramsey development, and a future extension of the Mississippi River Trail.

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## Measure A: Cost Effectiveness of Vehicle Delay Reduction

|   |                     |
|---|---------------------|
| Total Project Cost from Cost Sheet                | \$11,725,000.00     |
| Total Peak Hour Vehicle Delay Without The Project | 17197.0             |
| Total Peak Hour Vehicle Delay With The Project    | 0                   |
| Total Peak Hour Vehicle Delay Reduced by Project  | 17197.0             |
| Cost Effectiveness                                | \$681.80            |
| Synchro or HCM Reports                            | CSAH 56_Synchro.zip |

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## Measure B: Cost Effectiveness of Emissions Reduction

|  |                     |
|--|---------------------|
| Total Project Cost from Cost Sheet           | \$11,725,000.00     |
| Total Peak Hour Kilograms Reduced by Project | 0.43                |
| Cost Effectiveness                           | \$27,267,441.86     |
| Synchro or HCM Reports                       | CSAH 56_Synchro.zip |

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## Measure A: Benefit/Cost of Crash Reduction

|                            |                       |
|----------------------------|-----------------------|
| Project Benefit/Cost Ratio | 0.01                  |
| Worksheet Attachment       | CSAH 56 worksheet.pdf |

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## Measure A: Transit Connections

|  |                                  |
|--|----------------------------------|
| Existing Routes Directly Connected to the Project  | 887, 888-Northstar Commuter Rail |
| Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP) | N/A                              |
| Upload Map   | CSAH 56 Transit.pdf              |

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## Response

*Met Council Staff Data Entry Only*

|                      |          |
|----------------------|----------|
| Route Ridership      | 787239.0 |
| Transitway Ridership | 0        |

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## Measure B: Bicycle and Pedestrian Connections

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

The project provides a direct multimodal connection to The COR, which is a 400 acre pedestrian-oriented mixed-use development area. The City of Ramsey Comprehensive Plan identifies The COR as an area that is targeted for transit-oriented development, and is a mix of residential, commercial, and civic uses. As the roadway network of The COR is developed, it will be consistent with strategies identified in the plan such as sidewalks on both sides of streets, sufficient right-of-way for bicycles, grid connectivity, and transit accommodations. The project is located in proximity to a number of local and regional recreational amenities, such as The Draw (see attached fig.), with multiuse trails, athletic facilities, and sidewalks. The COR also has an amphitheater and market, which benefit from pedestrian activity.

Bunker Lake Boulevard also features parallel trail facilities that connect directly to CSAH 56 (see attached fig.). South of US 10/US 169 is the Mississippi West Regional Park (see attached fig.), which is on the Mississippi River, and will be the site of a future extension of the Mississippi River Trail. This is a Tier 1 Priority Regional Bicycle Transportation Corridor in the Metropolitan Councils Regional Bicycle Transportation Network. Further connections to regional trails and activity centers will be available at the future crossing of CSAH 83 and US 10/US 169.

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## Measure C: Multimodal Facilities

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

The high speeds/volumes on US 10/US 169 and CSAH 56 make traversing this roadway difficult, and accessibility for bicycles and pedestrians is limited under current conditions. These challenges have grown since 2012, as train traffic has increased by 40 percent (due to the transport of oil and sand to and from North Dakota). This growth is continuing and trains are becoming longer and more frequent. As such, greater risk is presented to pedestrians and cyclists traveling on CSAH 56. This project will reconstruct the sidewalk that currently runs parallel to CSAH 56 on the western side of the roadway. CSAH 56 currently has paved 8-foot shoulders on both directions of the roadway that are usable for bicycle transportation. An equivalent facility will be part of the grade separation construction. Both bicycle and pedestrian facilities are included in the project cost.

Northstar Link Service (887) currently operates on CSAH 56 in the project area. This route provides midday and special event service between St. Cloud and the Minneapolis, and peak period service between Ramsey Station and St. Cloud. The project is in the market area of the Ramsey Station Park-and-Ride, and the project will improve multimodal connections to this facility. Furthermore, improving the rail crossing will eliminate at-grade collisions, and will have a positive impact on Northstar Commuter Rail operations

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## 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](#)**

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## 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

100%

Layout or Preliminary Plan started Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 12/31/2015

**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 Yes 0%

Anticipated date or date of completion/approval 05/01/2016

**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:**

**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 12/31/2016

**7)Railroad Involvement (25 Percent of Points)**

No railroad involvement on project

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 Yes

40%

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

0%

Anticipated date or date of executed Agreement 12/31/2016

**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 12/01/2017

**9)Letting**

Anticipated Letting Date 12/31/2017

3: CSAH 56 & RR Tracks

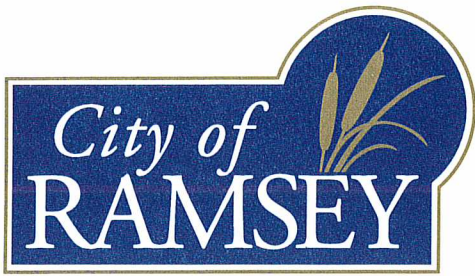
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| Direction               | All  |
|-------------------------|------|
| Volume (vph)            | 593  |
| Total Delay / Veh (s/v) | 29   |
| CO Emissions (kg)       | 0.60 |
| NOx Emissions (kg)      | 0.12 |
| VOC Emissions (kg)      | 0.14 |

3: CSAH 56 & RR Tracks

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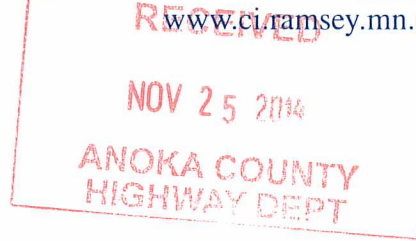
| Direction               | All  |
|-------------------------|------|
| Volume (vph)            | 590  |
| Total Delay / Veh (s/v) | 0    |
| CO Emissions (kg)       | 0.30 |
| NOx Emissions (kg)      | 0.06 |
| VOC Emissions (kg)      | 0.07 |



7550 Sunwood Drive NW • Ramsey, Minnesota 55303

City Hall: 763-427-1410 • Fax: 763-427-5543

[www.ci.ramsey.mn.us](http://www.ci.ramsey.mn.us)



November 12, 2014

Douglas W. Fischer, P.E.  
County Engineer  
Anoka County Highway Department  
1440 Bunker Lake Blvd. NW  
Andover, MN 55304

RE: REGIONAL FUNDING SOLICITATION – CSAH 56 RAILROAD UNDERPASS

Dear Mr. Fischer,

The City of Ramsey is writing this letter in regards to this year's federal funding solicitation. We understand that Anoka County would like to submit an application for construction of a grade-separated crossing for Ramsey Boulevard/CSAH 56 at the BNSF railroad tracks in our community.

This letter is in support of the project and for Anoka County to pursue federal funding. The City of Ramsey and Anoka County continue to coordinate their efforts in improving the area's transportation issues. We feel this project will help to address certain existing and future safety and mobility issues in the area.

If you have any further questions in regard to the project on the city's end, please feel free to contact us.

Sincerely,

Sarah Strommen  
Mayor, City of Ramsey



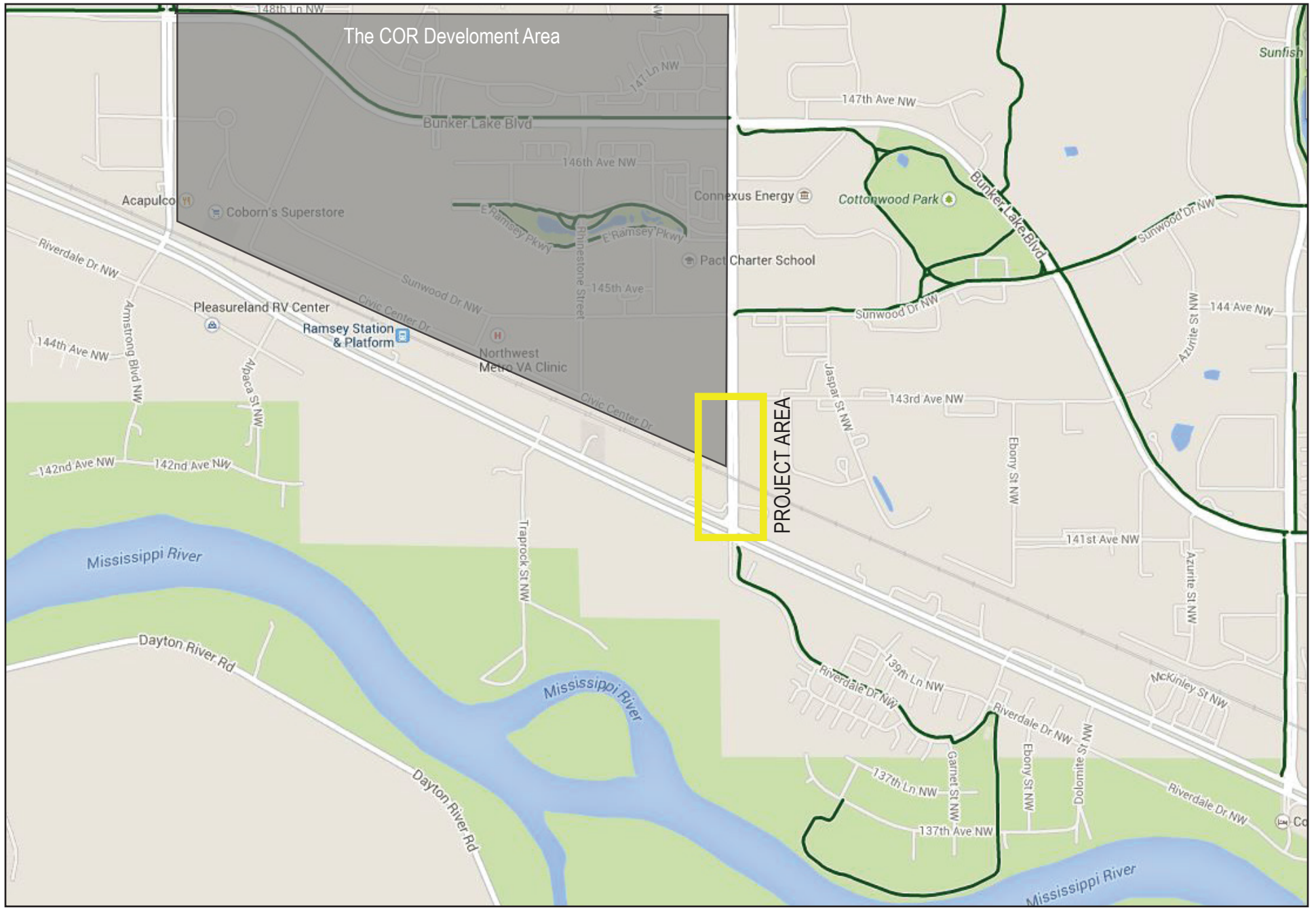
The COR Ramsey, Minnesota  
 Regional Solicitation  
 Anoka County





Project Area  
Regional Solicitation  
Anoka County







Ramsey Blvd NW At-Grade Railroad Crossing

Regional Solicitation

Anoka County





## Railroad Grade Separation (Ramsey Blvd)

Regional Solicitation

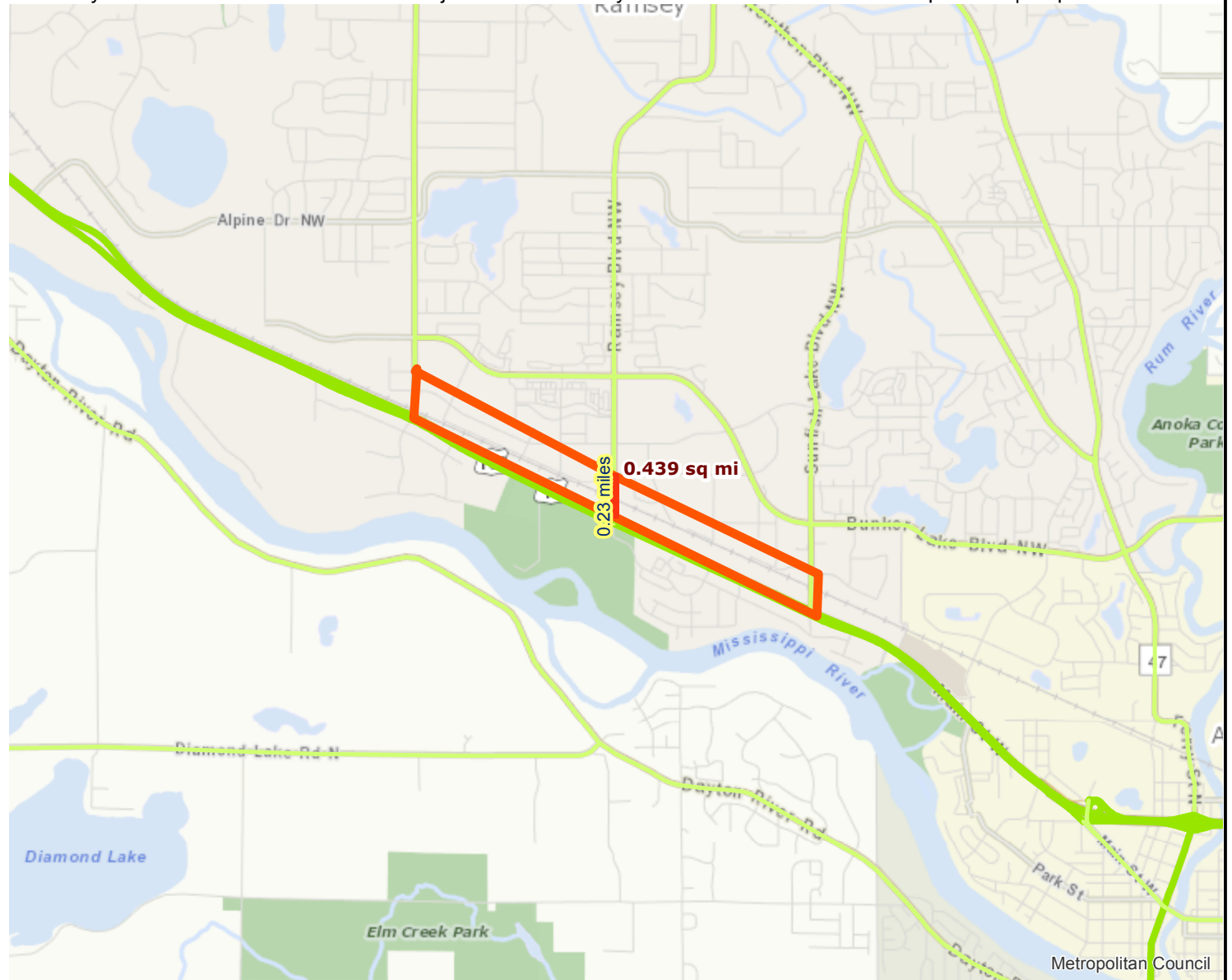
Anoka County

# Roadway Area Definition

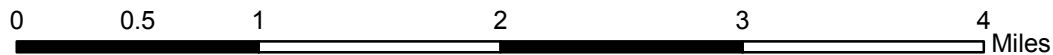
## Results

Project Length: 0.23 miles

Project Area: 0.439 sq mi



- Project
- Project Area
- Principal Arterials
- A Minor Arterials
- Principal Arterials Planned
- A Minor Arterials Planned



Created: 10/29/2014  
LandscapeRSA1



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



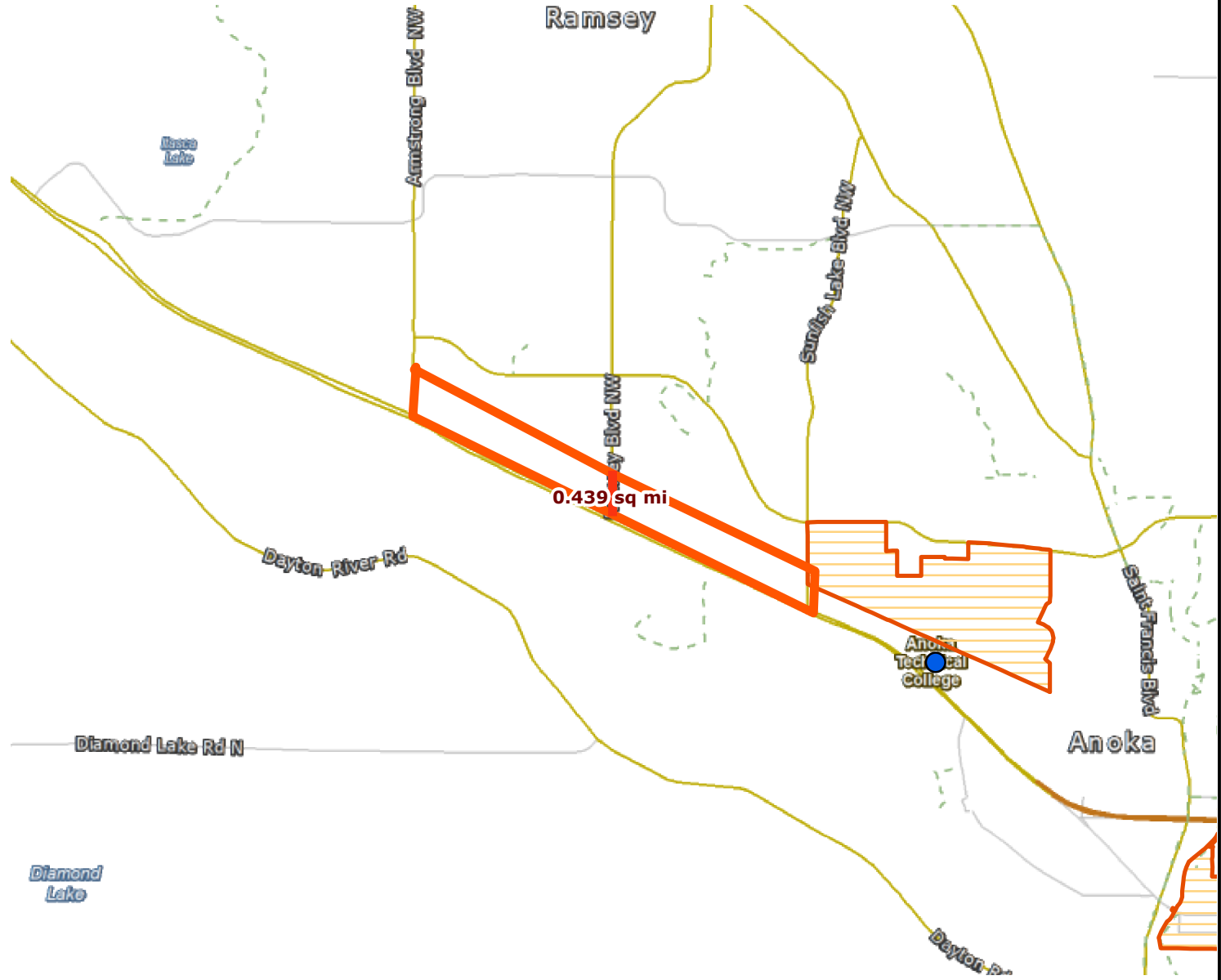
# Regional Economy

## 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
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 10/29/2014  
LandscapeRSA5

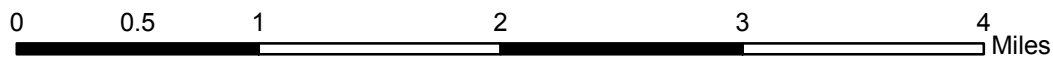
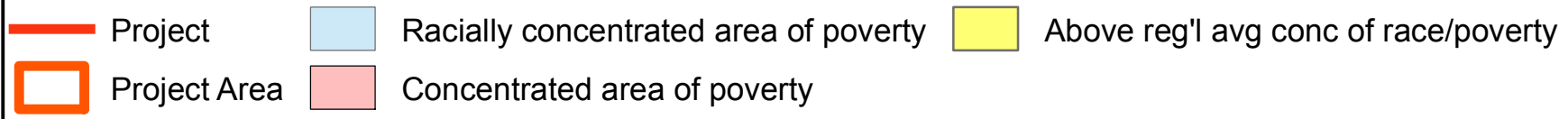
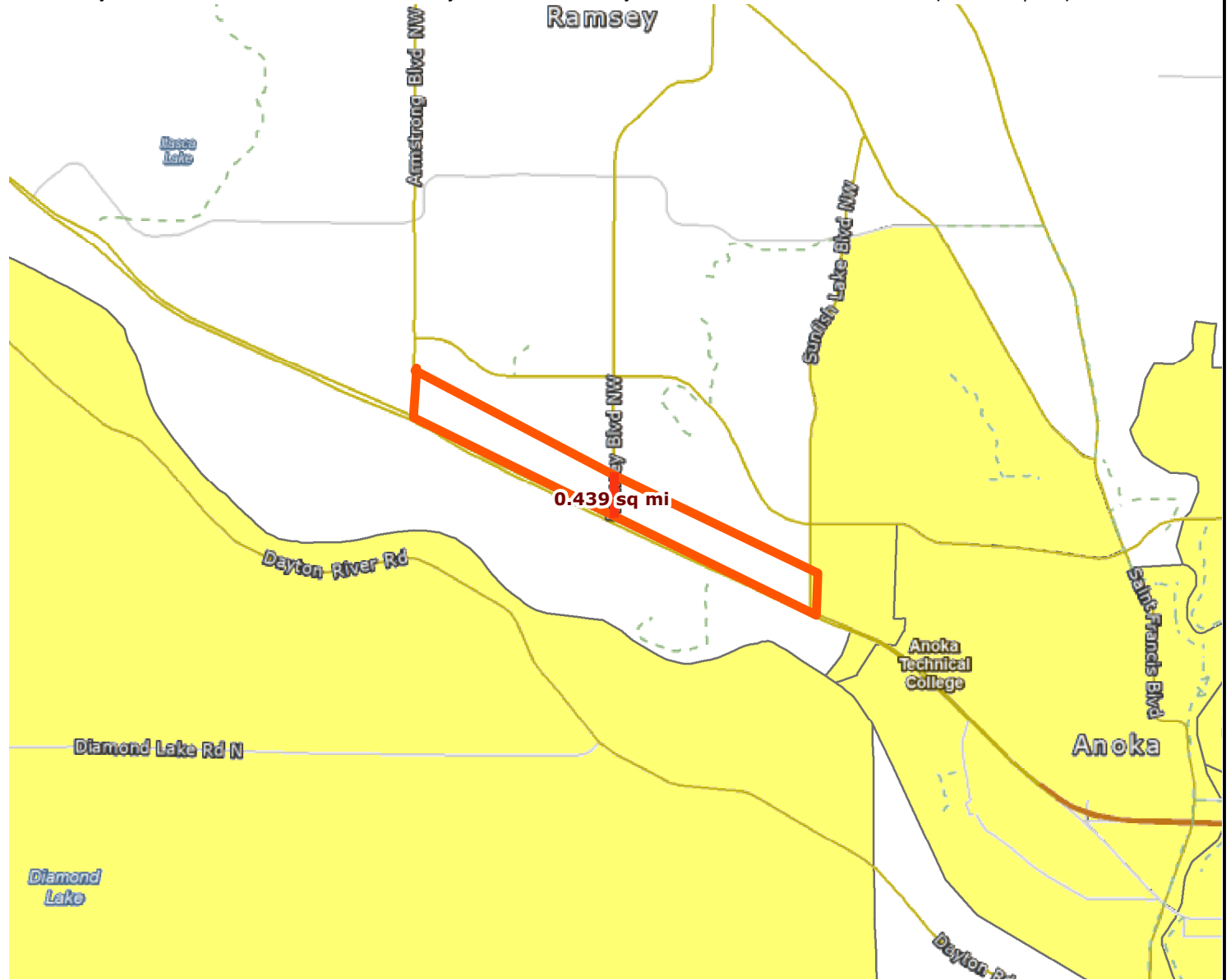


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

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



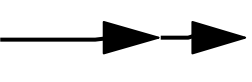



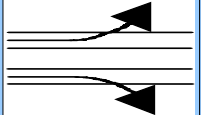
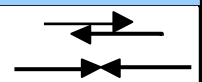
Created: 10/29/2014  
LandscapeRSA2



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



# 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 56   | At Railroad Crossing between 143rd Avenue NW and US 10/US 169                      |   |   |   |                    |  | Ramsey                          | 1/1/2011            | 12/31/2013        |
| Description of Proposed Work  |   | Construct a grade-separated railroad crossing                                     |  |   |   |   |                    |  |                                 |                     |                   |
| 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  |                                 |                     |                   |
|   |  |  |  |  |  |  | Pedestrian         | Other  | Total                           |                     |                   |
| Study Period: Number of Crashes   | Fatal   | F   |  |   |   |   |                    |  |                                 |                     |                   |
|   | Personal Injury (PI)  | A   |  |   |   |   |                    |  |                                 |                     |                   |
|   |   | B   |  |   |   |   |                    |  |                                 |                     |                   |
|   |   | C   |  |   |   |   |                    |  |                                 |                     |                   |
|   | Property Damage   | PD  | 1  |   |   |   |                    |  | 1                               | 2                   |                   |
| % Change in Crashes<br><small>*Use Crash Modification Factors Clearinghouse</small> | Fatal   | F   |  |   |   |   |                    |  |                                 |                     |                   |
|   | PI  | A   |  |   |   |   |                    |  |                                 |                     |                   |
|   |   | B   |  |   |   |   |                    |  |                                 |                     |                   |
|   |   | C   |  |   |   |   |                    |  |                                 |                     |                   |
|   | Property Damage   | PD  | -100%  |   |   |   |                    |  |                                 |                     |                   |
| Change in Crashes<br><small>= No. of crashes X % change in crashes</small>          | Fatal   | F   |  |   |   |   |                    |  |                                 |                     |                   |
|   | PI  | A   |  |   |   |   |                    |  |                                 |                     |                   |
|   |   | B   |  |   |   |   |                    |  |                                 |                     |                   |
|   |   | C   |  |   |   |   |                    |  |                                 |                     |                   |
|   | Property Damage   | PD  | -1.00  |   |   |   |                    |  | 0.00                            | -1.00               |                   |
| Year (Safety Improvement Construction)  |   | 2018  |  |   |   |   |                    |  |                                 |                     |                   |
| Project Cost (exclude Right of Way)   |   | \$ 11,725,000   | Type of Crash  | Study Period: Change in Crashes   | Annual Change in Crashes  | Cost per Crash  | Annual Benefit     | <div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>B/C= 0.01</b> </div> <p>Using present worth values,</p> <p><b>B= \$ 60,476</b></p> <p><b>C= \$ 11,725,000</b></p> <p>See "Calculations" sheet for amortization.</p> |                                 |                     |                   |
| 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)   |   | 30  | PD   | -1.00   | -0.33   | \$ 7,400  | \$ 2,467           |  |                                 |                     |                   |
|   |   |   | Total  |   |   |   | \$ 2,467           | Office of Traffic, Safety and Technology<br>September 2014   |                                 |                     |                   |

## CSAH 56 - created on 11-05-2014 by imsd1jac

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  | 02000056 | 000+00.000 | 0402000056 | 0.000  | Z      |      | A    | 3   | U   |
| 04  | 02000056 | 000+00.106 | 0402000056 | 0.106  | Z      |      | 1    | 3   | U   |

**ATP**

COMP REPORTED A VEHICLE AGAINST A FENCE AT THE MEN

VEHICLE #1 WAS STOPPED AT THE RR TRACKS (CROSSING ARMS DOWN/LIGHTS FLASHING)WHEN HE WAS REAR ENDED

**CO**

2

2



