Application

04774 - 2016 Roadway Modernization

05246 - Anoka County CSAH 11 Reconstruction from CSAH 1 to CSAH 3

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/15/2016 12:03 PM

Primary Contact

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

Organization Information

Name:	ANOKA COUNTY

Jurisdictional Agency (if different):	
Organization Type:	County Government
Organization Website:	
Address:	1440 BUNKER LAKE BLVD

*	ANDOVER	Minnesota	55304
	City	State/Province	Postal Code/Zip

County:	Anoka
Phone:*	763-862-4200 Ext.
Fax:	
PeopleSoft Vendor Number	0000003633A15

Project Information

Project Name	CSAH 11 Reconstruction from CSAH 1 to CSAH 3
Primary County where the Project is Located	Anoka
Jurisdictional Agency (If Different than the Applicant):	
Brief Project Description (Limit 2,800 characters; approximately 400 words)	Anoka County proposes the reconstruction and modernization of CSAH 11 (Foley Blvd) from CSAH 1 (East River Rd) to 750 feet north of CSAH 3 (Coon Rapids Blvd). The primary component of the project is an overpass of two BNSF tracks that carry 87 trains per day at an approved speed of 75 mph. The existing at-grade crossing is a safety concern due to the high vehicle and rail traffic volumes, compounded by identified sight line limitations for northbound trains. The proposed overpass will include four lanes and non-motorized crossings on each side of CSAH 11, providing safe, uninterrupted travel for all types of travelers.
Include location, road name/functional class, type of improvement, etc.	
TIP Description Guidance (will be used in TIP if the project is selected for funding)	Anoka CSAH 11 Reconstruction between CSAHs 1 and 3 and BNSF railroad grade-separation

Project Length (Miles)	0.77

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	$11,439,000.00

Minimum of 20% of project total

Project Total	$18,439,000.00
Match Percentage	62.04%

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

Source of Match Funds	Anoka County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:	2020

For TDM projects, select 2018 or 2019. For Roadway, Transit, or Trail/Pedestrian projects, select 2020 or 2021.

Additional Program Years:	2019

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$824,000.00
Removals (approx. 5% of total cost)	$824,000.00
Roadway (grading, borrow, etc.)	$654,000.00
Roadway (aggregates and paving)	$990,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$361,000.00
Ponds	$155,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$584,000.00
Traffic Control	$103,000.00
Striping	$41,000.00
Signing	$41,000.00
Lighting	$103,000.00

Turf - Erosion & Landscaping	$36,000.00
Bridge	$11,800,000.00
Retaining Walls	$309,000.00
Noise Wall (do not include in cost effectiveness measure)	$0.00
Traffic Signals	$412,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$1,157,000.00
Other Roadway Elements	$0.00
Totals	**$18,394,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$45,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$45,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	$0.00
Stations, Stops, and Terminals	$0.00
Support Facilities	$0.00

Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	$0.00
Vehicles	$0.00
Contingencies	$0.00
Right-of-Way	$0.00
Other Transit and TDM Elements	$0.00
Totals	**$0.00**

Transit Operating Costs

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

Totals

Total Cost	$18,439,000.00
Construction Cost Total	$18,439,000.00
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 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan objectives and strategies that relate to the project.

List the goals, objectives, strategies, and associated pages:

2040 Transportation Policy Plan (TPP)

Goal B: Safety and Security: The regional transportation system is safe and secure for all users (page 60)

- Objectives: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport.

Strategies: Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the process of planning, funding, construction, and operation.

Goal C: Access to Destinations: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond (page 62).

- Objectives: Increase the availability of multimodal travel options, especially in congested highway corridors.

- Increase travel time reliability and predictability for travel on highway and transit systems.

- Ensure access to freight terminals such as river ports, airports, and intermodal rail yards.

Strategies: C7. Regional transportation partners will manage and optimize the performance of the principle arterial system as measured by person throughput.

Strategies: C8. Regional transportation partners will prioritize all regional highway capital investments based on a project?s expected contributions to achieving the outcomes, goals, and objectives identified in Thrive MSP 2040 and the

Transportation Policy Plan.

Strategies: C9. The Council will support investments in A-minor arterials that build, manage, or improve the system?s ability to supplement the capacity of the principal arterial system and support access to the region?s job, activity, and industrial and manufacturing concentrations.
Goal D: Competitive Economy: The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state (page 64).

- Objectives: Support the region?s economic competitiveness through the efficient movement of freight.

Goal F: Leveraging Transportation Investment to Guide Land Use: The leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability (page 70).

- Objectives: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

3.The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages:

Anoka County 2030 Transportation Plan (2009). Chapter 9 Implementation Table 9.2 Mid-Term Improvements, Page 9-5.

4.The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of bicycle/pedestrian projects, transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5.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

6.Applicants must not submit an application for the same project elements in more than one funding application category.

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
Roadway Expansion: *$1,000,000 to $7,000,000*
Roadway Reconstruction/ Modernization: *$1,000,000 to $7,000,000*
Roadway System Management *$250,000 to $7,000,000*
Bridges Rehabilitation/ Replacement: *$1,000,000 to $7,000,000*

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

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

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

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

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

10.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

11.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

12.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

13.The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

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

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

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3.Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using 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.

4.The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are ineligible for funding.

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

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

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Requirements - Roadways Including Multimodal Elements

Project Information-Roadways

County, City, or Lead Agency	Anoka County
Functional Class of Road	A Minor Arterial Expander
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	
Name of Road *Example; 1st ST., MAIN AVE*	CSAH 11 (Foley Blvd)
Zip Code where Majority of Work is Being Performed	55433
(Approximate) Begin Construction Date	03/01/2019
(Approximate) End Construction Date	11/30/2019

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

From: **(Intersection or Address)**	CSAH 1 (East River Rd)
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	CSAH 3 (Coon Rapids Blvd)
Or At	
Primary Types of Work	BRIDGE, CURB AND GUTTER, SANITARY SEWER, PED RAMPS, MULTIUSE TRAIL, SIDEWALK. SIGNALS

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	BNSF Railway Tracks

Expander/Augmentor/Connector/Non-Freeway Principal Arterial

Select one:	Expander
Area	2.11
Project Length	0.769
Average Distance	2.7438
Upload Map	1467382267959_RoadwayArea_MetCouncil.pdf

Reliever: Relieves a Principal Arterial that is a Freeway Facility

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

Reliever: Relieves a Principal Arterial that is a Non-Freeway Facility

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

Non-Freeway Facility Volume/Capacity Table

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

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

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

Existing Employment within 1 Mile:	13145
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	3270
Existing Students:	220
Upload Map	1467383455014_CSAH11_R E.pdf

Measure C: Current Heavy Commercial Traffic

Location:	CSAH 11, south of CSAH 3
Current daily heavy commercial traffic volume:	490
Date heavy commercial count taken:	2015

Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)	The project will include paved shoulders, turn-lanes, and a grade-separated crossing of the BNSF tracks, which will facilitate freight movements both on CSAH 11 and on the rail line.

Measure A: Current Daily Person Throughput

Location	CSAH 11, south of CSAH 3
Current AADT Volume	7000
Existing Transit Routes on the Project	850, 852, 865, 887, 888-Northstar Commuter Rail
For New Roadways only, list transit routes that will be moved to the new roadway	
Upload Transit Map	1467385322500_CSAH11_T C.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	5754.0
Current Daily Person Throughput	14854.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume	Yes
If checked, METC Staff will provide Forecast (2040) ADT volume	0
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	
Forecast (2040) ADT volume	

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):	
Project located in Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color:	Yes
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:	

Response (Limit 2,800 characters; approximately 400 words)

The proposed project will provide benefits to all travelers, especially those who cannot drive (low income, children, elderly, or disabled people).

The project will expand access to the Anoka County Community Action Program, Inc. (ACCAP), which runs programs for those in poverty, including some directed at youth and the elderly. The ACCAP serves over 30,000 people per year, of whom 75 percent are minorities (2012 ACCAP Annual Report).

By constructing an overpass of the railroad, people are able to safely cross the busy tracks on foot, by bicycle or in a wheelchair. The current pedestrian facilities dump travelers into the gravel surrounding the tracks, making crossing difficult for children or elderly and nearly impossible for those using wheelchairs or otherwise disabled. The tracks carry approximately 60 trains per day.

The project's improvements to pedestrian facilities will also make traveling to the nearby Arona Academy High School and Adams Elementary School markedly safer for children.

Grade separation will also allow the addition of a Northstar Commuter Rail Line station at CSAH 11, offering access to jobs, education and services throughout the Twin Cities region.

Short-term construction impacts will be mitigated through phasing to maintain access to the Park & Ride. The County will work with Metro Transit to keep riders informed of conditions during construction.

Finally, the project is consistent with the goals and desired outcomes in Thrive 2040 to connect local residents in these neighborhoods (inclusive of all races, ethnicity, incomes, and abilities) with a safe and reliable transportation system to improve their overall quality of life.

The response should address the benefits, impacts, and mitigation for the populations affected by the project.

Upload Map 1467385246042_CSAH11_S E C.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Coon Rapids	0.77
	1

Total Project Length

Total Project Length (Total Population) 0.77

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
Coon Rapids	0.77	0.77	89.0	1.0	89.0
		1	**89**	**1**	**89**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 0.77

Total Housing Score 89.0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1988	0.77	1530.76	994.0

1988	0.77	1530.76	994.0
	2	**3062**	**1988**

Average Construction Year

Weighted Year 1988

Total Segment Length (Miles)

Total Segment Length 1.54

Measure B: Geometric, Structural, or Infrastructure Improvements

Improving a non-10-ton roadway to a 10-ton roadway:

Response (Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response (Limit 700 characters; approximately 100 words)

Improved roadway geometrics: Yes

Response (Limit 700 characters; approximately 100 words) Turn-lanes and improved storage at intersections

Access management enhancements: Yes

Response (Limit 700 characters; approximately 100 words) Grade-separate the crossing of the BNSF tracks to eliminate a conflict point between travelers of different modes and address sight line issues for northbound trains. With an AADT of 7,000 and a daily train volume of 70, the average daily train exposure is 490,000, well above the warrant for grade separation.

Vertical/horizontal alignments improvements:

Response (Limit 700 characters; approximately 100 words)

Improved stormwater mitigation: Yes

Response (Limit 700 characters; approximately 100 words) - Improve outdated utilities by rebuilding the sanitary sewer system and water main.

- Construct a detention pond to better manage stormwater runoff.

Signals/lighting upgrades: Yes

Response (Limit 700 characters; approximately 100 words)	Signalize the entrance to the Foley St Park & Ride lot to better manage traffic and pedestrian crossings. Improved traffic signals at CSAH 11 with CSAH 1 and with CSAH 3.
Other Improvements	Yes
Response (Limit 700 characters; approximately 100 words)	Provide non-motorized crossings of the tracks on both sides of CSAH 11, where none currently exist. Replace a five-foot sidewalk with an eight-foot trail along the north side of CSAH 11. Completion of the sidewalk on the south side of CSAH 11, where none currently exists. Realigned pedestrian crosswalks at CSAH 1 Provision of a non-motorized crossing of CSAH 11 near the park and ride lot. Installation of ADA-compliant ramps at pedestrian crossings where none currently exist.

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports

103.0	0	103.0	760	78280.0	CSAH 11 (Foley Blvd) RAILROAD CROSSING CALCULATION of CONGESTION WITHOUT PROJECT: Inputs: 760 = Number of vehicles per p.m. peak hour 4.53 = Minutes of delay per train (observed in April 2016) 5 = Number of trains during p.m. peak hour Calculations: 287 = Total Stops in Vehicles per hour without Project (5 trains per hour *4.53 minutes of delay /60 minutes per hour x 760 vehicles per hour) 103 seconds of delay per Vehicle (1.71 minutes), calculated as: 4.53 minutes of delay per train x 287 stops vehicles per peak hour / 760 vehicles during peak hour 21.61 Total Hours of Delay,	1468340532241_Measure A Calculation for CSAH 11 RR Crossing Congestion.pdf

calculated as: 760 vehicles during peak hour x 103 seconds of delay / 3600 seconds in an hour) WITH THE PROJECT: With a grade-separated crossing of the roadway and the RR Tracks, the conflict (and delay) would be removed.

Total Delay

Total Peak Hour Delay Reduced 78280.0

Measure B:Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0		0	0

Total

Total Emissions Reduced: 0

Upload Synchro Report

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0		0	0

Total Parallel Roadways

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

Measure B:Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	40.0
Vehicle miles traveled without the project:	590.0
Total delay in hours without the project:	21.6
Total stops in vehicles per hour without the project:	287.0
Cruise speed in miles per hour with the project:	40.0
Vehicle miles traveled with the project:	590.0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	589.831

Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	589.831
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	58.806

CSAH 11 (Foley Blvd) RAILROAD CROSSING

CALCULATION of EMISSIONs WITHOUT PROJECT:

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Inputs:

40 mph = Posted Speed Limit

760 vehicles = P.M Peak hour traffic

0.77 miles = Project length
590 (VMT) = 760 vehicles per hour * 0.77 mile length of project

5 trains = Number of trains during p.m. peak hour

4.53 minutes = Delay on roadway due to train

Calculations:

287 = Total Stops in Vehicles per hour without Project (5 trains per hour *4.53 minutes of delay /60 minutes per hour x 760 vehicles per hour)

1.71 = Minutes of Delay per Vehicle (103 seconds), calculated as:

4.53 minutes of delay per train x 287 stops vehicles per peak hour / 760 vehicles during peak hour

21.6 Total Hours of Delay, calculated as:
760 vehicles during peak hour x 103 seconds of delay / 3600 seconds in an hour)

WITH THE PROJECT:

With a grade-separated crossing of the roadway and the RR Tracks, the conflict (and delay) would be removed.

Transit Projects Not Requiring Construction

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1)Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified Yes

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

3)Environmental Documentation (5 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% date submitted

Document in progress; environmental impacts identified; review request letters sent Yes

50%

Document not started

0%

Anticipated date or date of completion/approval 02/05/2018

4)Review of Section 106 Historic Resources (10 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

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%

Unsure if there are any historic/archaeological resources in the project area

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 (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?
6(f) Does the project impact any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or historic property that was purchased or improved with federal funds?

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

100%

No impact to 4f property. The 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%

Project impacts to Section 4f/6f resources likely coordination/documentation has begun

50%

Project impacts to Section 4f/6f resources likely coordination/documentation has not begun

30%

Unsure if there are any impacts to Section 4f/6f resources in the project area

0%

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

Right-of-way, permanent or temporary easements not required

100%

Right-of-way, permanent or temporary easements has/have been acquired

100%

Right-of-way, permanent or temporary easements required, offers made

75%

Right-of-way, permanent or temporary easements required, appraisals made

50%

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

25%

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

0%

Right-of-way, permanent or temporary easements identification has not been completed

0%

Anticipated date or date of acquisition 10/06/2017

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 Yes

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)Interchange Approval (15 Percent of Points)*

**Please contact Karen Scheffing at MnDOT (Karen.Scheffing@state.mn.us or 651-234-7784) to determine if your project needs to go through the Metropolitan Council/MnDOT Highway Interchange Request Committee.*

Project does not involve construction of a new/expanded interchange or new interchange ramps	Yes

100%

Interchange project has been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

100%

Interchange project has not been approved by the Metropolitan Council/MnDOT Highway Interchange Request Committee

0%

9)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	Yes

50%

Construction plans have not been started

0%

Anticipated date or date of completion	10/06/2017

10)Letting

Anticipated Letting Date	02/01/2019

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:	0

Rationale for Crash Modification Selected:

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$0.00

Worksheet Attachment

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	7000.0
Average daily trains:	87.0
Crash Risk Exposure eliminated:	609000.0

Measure A: Multimodal Elements and Existing Connections

Response (Limit 2,800 characters; approximately 400 words)

The CSAH 11 reconstruction will dramatically improve the travel experience, safety and security for all modes of travel.

Transit Elements:

The grade-separated rail crossing is necessary to support a new commuter rail station as identified in the Northstar Corridor DEIS and EA.

Grade separation will reduce delays and enhance safety for existing Northstar service.

The project includes enhancements to the existing Foley Blvd Park & Ride lot to improve bus movement and increase pedestrian safety and travel experience within the facility.

Bicycle and Pedestrian Elements:

Reconstruction will add an eight-foot wide trail and a sidewalk along the north and south sides of CSAH 11, respectively. There is currently a narrow sidewalk on the north and an incomplete sidewalk on the south.

The projects trail crosses a Regional Bicycle Transportation Network Tier 1 corridor and is positioned to provide access to the Foley Blvd Park & Ride from a future regional trail.

Multimodal Integration:

Grade separation of CSAH 11 will dramatically reduce conflicts between modes, allowing rail, vehicle, bus, and non-motorized traffic to flow more safely.

A new signalized intersection with crosswalks near

the Park & Ride will improve interactions between travelers of different modes while providing greater pedestrian access to transit service.

A raised median will reduce crash risks.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$18,439,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$18,439,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Anoka County Board Resolution in Support of CSAH 11 Project.pdf	Anoka County Board Resolution of Support for Project	692 KB
Coon Rapids Resolution of Support for CSAH 11 Project.pdf	Coon Rapids Resolution of Support	989 KB
CSAH 11 Layout.pdf	Project Layout	2.9 MB
CSAH 11 Project Area Overview.pdf	Project Area Overview	2.2 MB
CSAH11_ProjectArea.pdf	Project Area	3.3 MB
RAD05246AnokRM.pdf	RAD05246AnokRM	391 KB

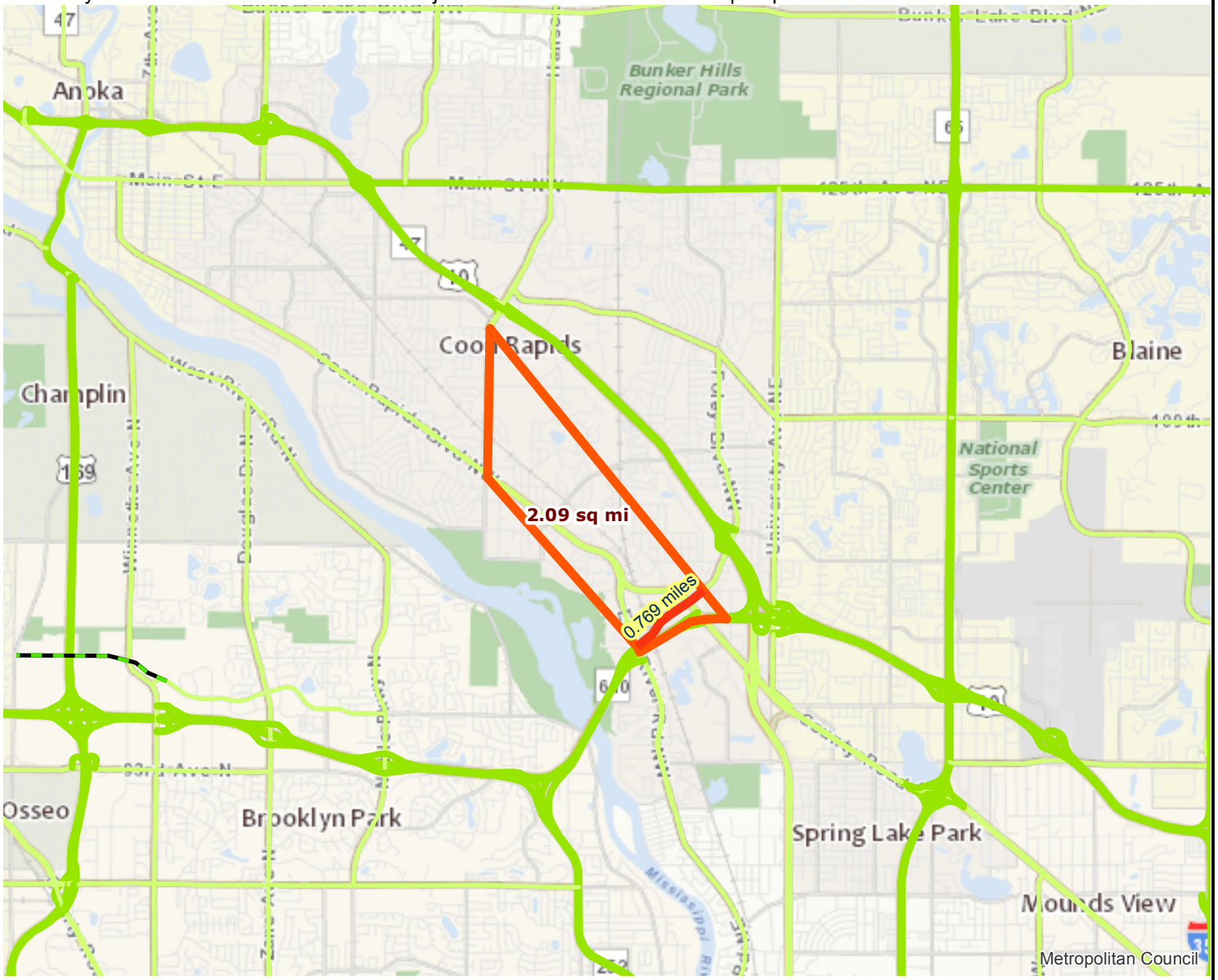
Roadway Area Definition

Roadway Reconstruction/Modernization Project: CSAH 11 Reconstruction | Map ID: 1459801736863

Results

Project Length: 0.769 miles

Project Area: 2.09 sq mi



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

0 0.75 1.5 3 4.5 6 Miles

Created: 4/4/2016
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: CSAH 11 Reconstruction and Grade Separation from CSAH 1 to C | Map ID: 14673828

Results

WITHIN ONE MI of project:

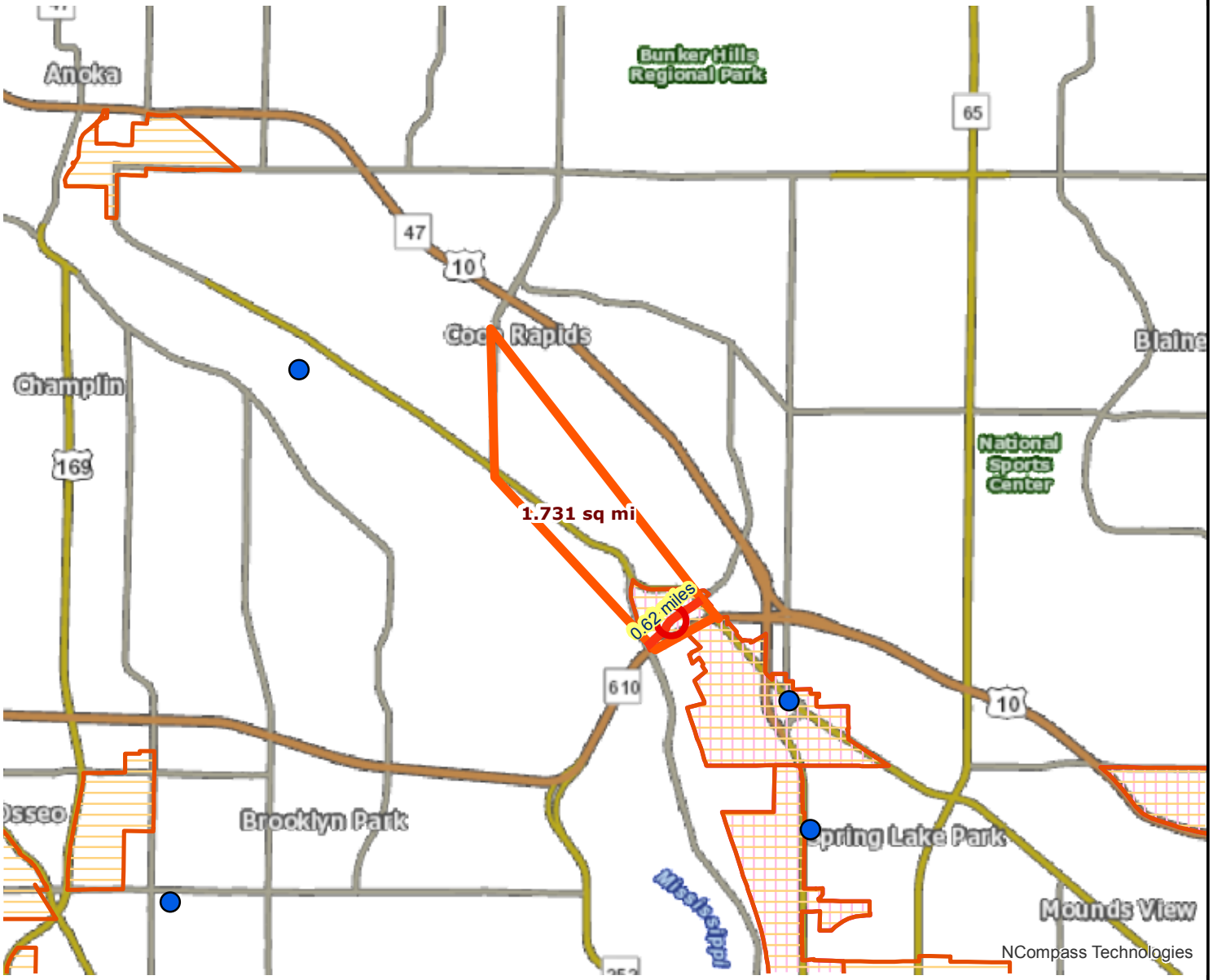
Totals by City:

Blaine
Population: 5514
Employment: 3692
Mfg and Dist Employment: 57

Brooklyn Park
Population: 298
Employment: null
Mfg and Dist Employment: null

Coon Rapids
Population: 19471
Employment: 9453
Mfg and Dist Employment: 3213

Postsecondary Students:
220



Project Points
Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.75 1.5 3 4.5 6 Miles

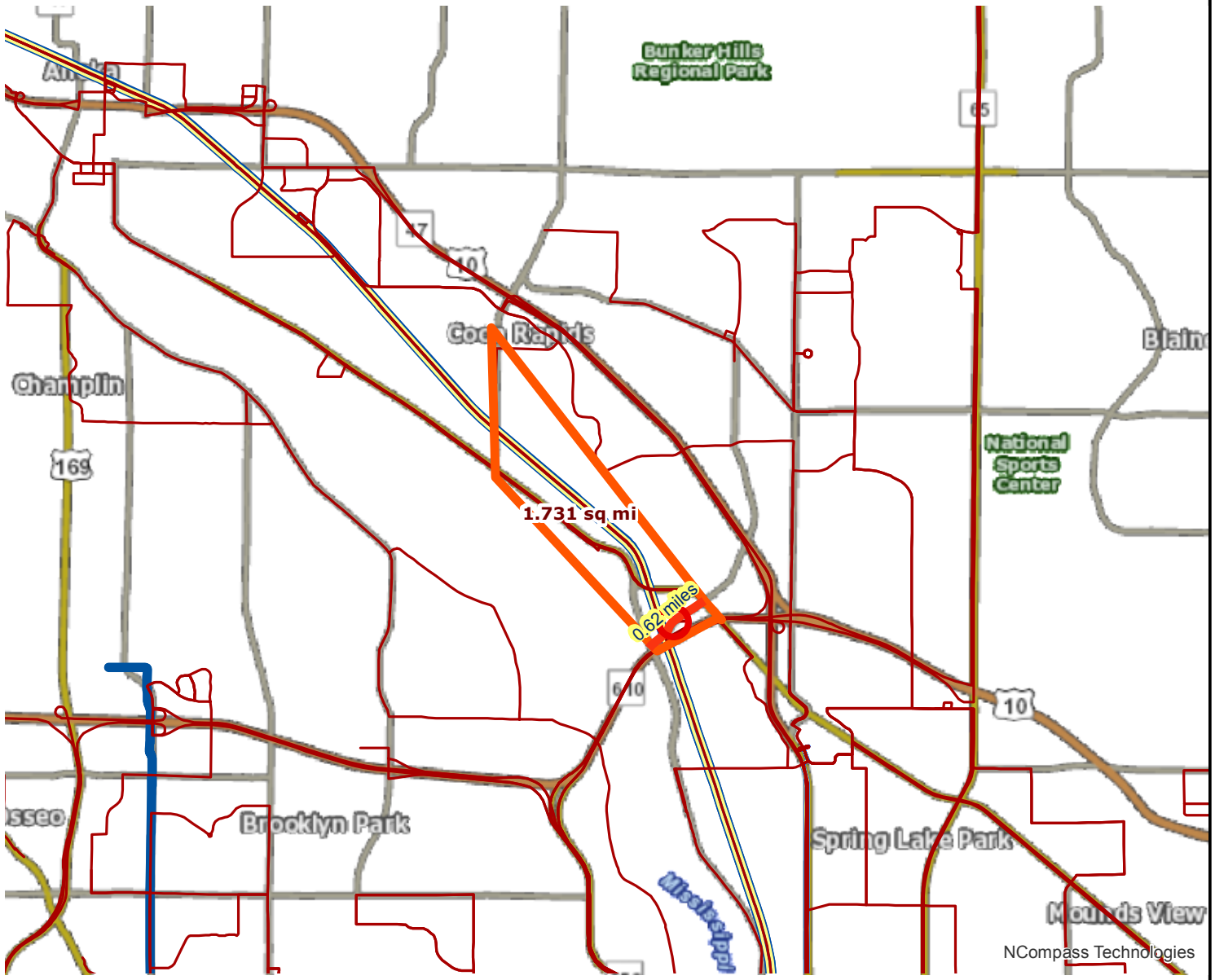
Created: 7/1/2016
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 11 Reconstruction and Grade Separation from CSAH 1 to C | Map ID: 1467382813



Results

Transit with a Direct Connection to project:
850 852 865 887 888

**indicates Planned Alignments*

Project Points
Project
Project Area
Transit Routes

Transitway
Northstar Line

Planned Alignments
Arterial BRT

Light Rail, Blue Line Extension

0 0.75 1.5 3 4.5 6 Miles

Created: 7/1/2016
LandscapeRSA3

For complete disclaimer of accuracy, please visit
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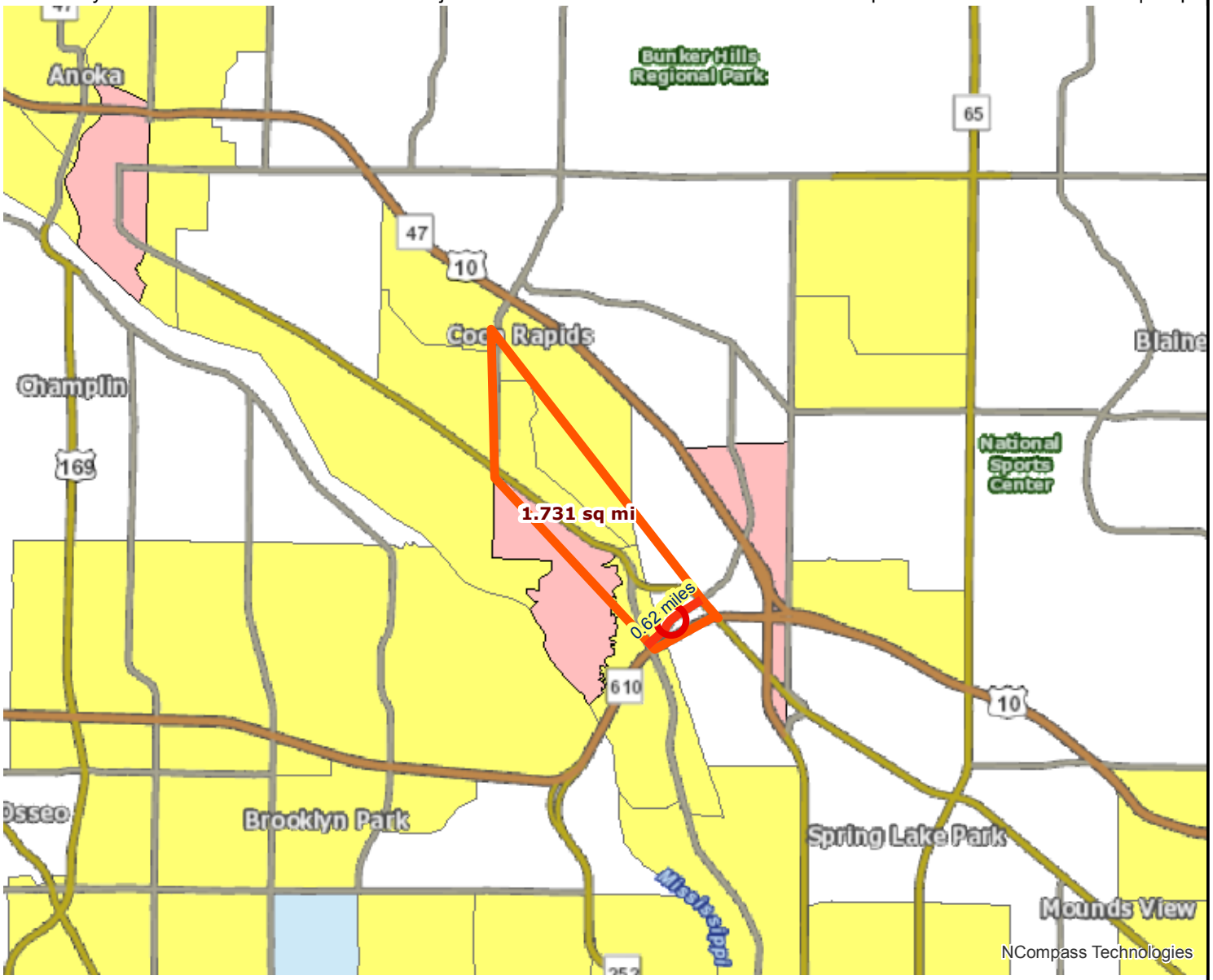
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 11 Reconstruction and Grade Separation from CSAH 1 to C | Map ID: 14

Results

Project census tracts are above the regional average for population in poverty or population of color:
(0 to 18 Points)



Project Points
Project
Project Area
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 0.75 1.5 3 4.5 6 Miles

Created: 7/1/2016
LandscapeRSA2

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

METROPOLITAN COUNCIL

CSAH 11 (Foley Blvd) RAILROAD CROSSING

CALCULATION of CONGESTION ***WITHOUT*** PROJECT:
Inputs:
760 = Number of vehicles per p.m. peak hour
4.53 = Minutes of delay per train (observed in April 2016)
5 = Number of trains during p.m. peak hour

Calculations:
287 = Total Stops in Vehicles per hour without Project (5 trains per hour *4.53 minutes of delay /60 minutes per hour x 760 vehicles per hour)

103 seconds of delay per Vehicle (1.71 minutes), calculated as:
4.53 minutes of delay per train x 287 stops vehicles per peak hour / 760 vehicles during peak hour

21.61 Total Hours of Delay, calculated as:
760 vehicles during peak hour x 103 seconds of delay / 3600 seconds in an hour)

WITH THE PROJECT:
With a grade-separated crossing of the roadway and the RR Tracks, the conflict (and delay) would be removed.

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: July 12, 2016 **RESOLUTION #2016-92**

OFFERED BY COMMISSIONER: Schulte

RESOLUTION AUTHORIZING SUBMITTAL OF FEDERAL FUNDING APPLICATION FOR CSAH 11

WHEREAS, CSAH 11 (Foley Boulevard) is an "A" minor arterial expander route that provides an important transportation connection in Anoka County; and,

WHEREAS, the at-grade rail crossing of CSAH 11 at the BNSF railroad results in major public safety concerns; and,

WHEREAS, existing and future traffic volumes are such that safety is a concern at intersections and along some segments of the corridor; and,

WHEREAS, existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic; and,

WHEREAS, Anoka County has identified this corridor as needing safety and capacity improvements; and,

WHEREAS, Anoka County and the City of Coon Rapids have worked together to make capacity and safety improvements to other roadways to protect safety and mobility; and,

WHEREAS, the Anoka County Board of Commissioners is aware of and understands the project being submitted, and commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MnDOT and the Federal Highway Administration:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Highway Department is hereby authorized to submit an application to the Transportation Advisory Board of the Metropolitan Council for 2019-2021 to receive federal transportation funds to make capacity and safety improvements on CSAH 11 between CSAH 1 (East River Road) and CSAH 3 (Coon Rapids Blvd.) in Coon Rapids.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

I, Jerry Soma, County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on July 12, 2016, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 12th day of July 2016.

JERRY SOMA
COUNTY ADMINISTRATOR

	YES	NO
DISTRICT #1 – LOOK	X	
DISTRICT #2 – BRAASTAD	X	
DISTRICT #3 – WEST	X	
DISTRICT #4 – KORDIAK	X	
DISTRICT #5 – GAMACHE	X	
DISTRICT #6 – SIVARAJAH	X	
DISTRICT #7 – SCHULTE	X	

RESOLUTION NO. 16-77

RESOLUTION SUPPORTING ANOKA COUNTY FEDERAL FUNDING APPLICATION FOR FOLEY BOULEVARD (CSAH 11)

WHEREAS, CSAH 11 is an "A" minor arterial expander route that provides an important north-south transportation connection in Anoka County; and,

WHEREAS, the at-grade rail crossing of CSAH 11 at the BNSF railroad results in major public safety concerns; and,

WHEREAS, existing and future traffic volumes are such that safety is a concern at intersections and along some segments of the corridor; and,

WHEREAS, existing and future traffic volumes are such that congestion does and will continue to negatively impact the ability of the corridor to move traffic; and

WHEREAS, Anoka County has identified this corridor as needing safety and capacity improvements; and,

WHEREAS, Anoka County and the City of Coon Rapids have worked together to make capacity and safety improvements to other roadways to protect safety and mobility; and,

WHEREAS, Anoka County would like to submit an application to the Transportation Advisory Board to the Metropolitan Council for 2019 - 2021 to receive federal transportation funds to make capacity and safety improvements on CSAH 11; and,

WHEREAS, the City of Coon Rapids views the transportation improvements along CSAH 11 as an opportunity to further redevelopment in the area around the Foley Boulevard Park and Ride Lot.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Coon Rapids, Minnesota that the City of Coon Rapids supports Anoka County in preparing and submitting an application for CSAH 11 in the Roadway Reconstruction/Modernization category based upon preliminary layout information provided to the City for review.

BE IT FURTHER RESOLVED that the City of Coon Rapids hereby supports Anoka County's pursuit of federal funding for the reconstruction of CSAH 11 between CSAH 1 (East River Road) and CSAH 3 (Coon Rapids Boulevard).

Adopted this 5th day of July, 2016.

Jerry Koch

Jerry Koch, Mayor

ATTEST:

Joan Lenzmeier

Joan Lenzmeier, City Clerk

CITY OF COON RAPIDS
LA VILLE DU NORD
ANOKA COUNTY, MN

11155 Robinson Drive
Coon Rapids MN 55433
Tel 763-755-2880
Fax 763-767-6491
www.coonrapidsmn.gov

COON RAPIDS
Minnesota

July 11, 2016

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

RE: REGIONAL FUNDING SOLICITATION – CSAH 11

Dear Mr. Fischer,

The City of Coon Rapids 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 the expansion and reconstruction of CSAH 11 (Foley Boulevard) in our community. The City of Coon Rapids and Anoka County continue to coordinate our efforts in improving the area's transportation issues. We feel this project will help address safety and mobility issues occurring in the City and fully support Anoka County's funding application.

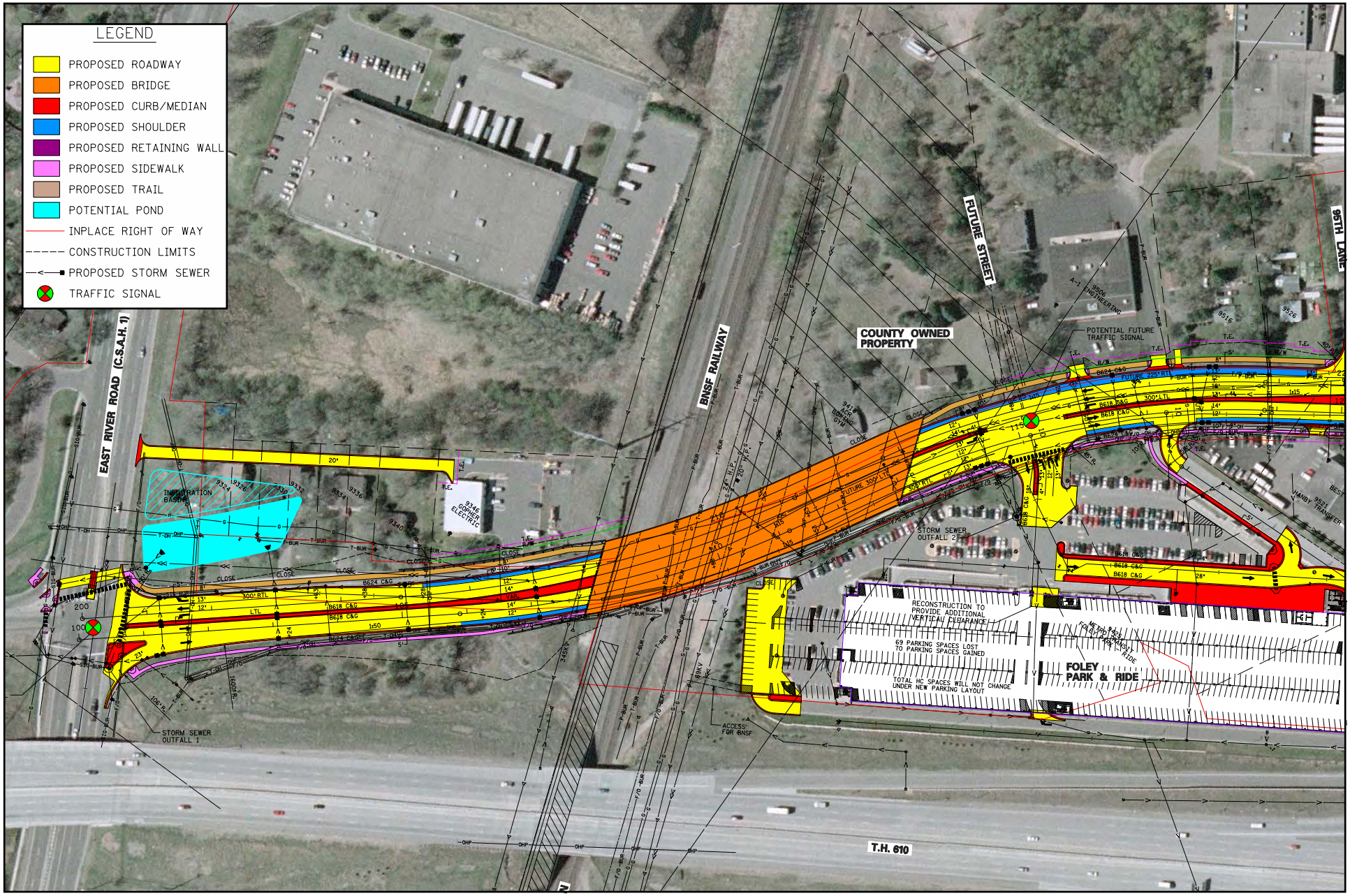
While we do support the funding application for this project, we have a few concerns with the proposed draft layout with regard to property access. Municipal consent for this project will not occur until such time that City and County staff have the ability to meet and collaborate on a mutually agreeable design that will improve safety along this corridor while preserving local access for our residents and business community. Of particular concern is the inclusion of a median break that would provide full access along the corridor somewhere between the railroad tracks and Coon Rapids Boulevard. We have worked together on many similar projects in the past and believe we can cooperate once again to make this a successful project for all parties.

If you have further questions regarding the project on the City's end, please feel free to contact us. We look forward to collaborating with Anoka County on this important project.

Sincerely,

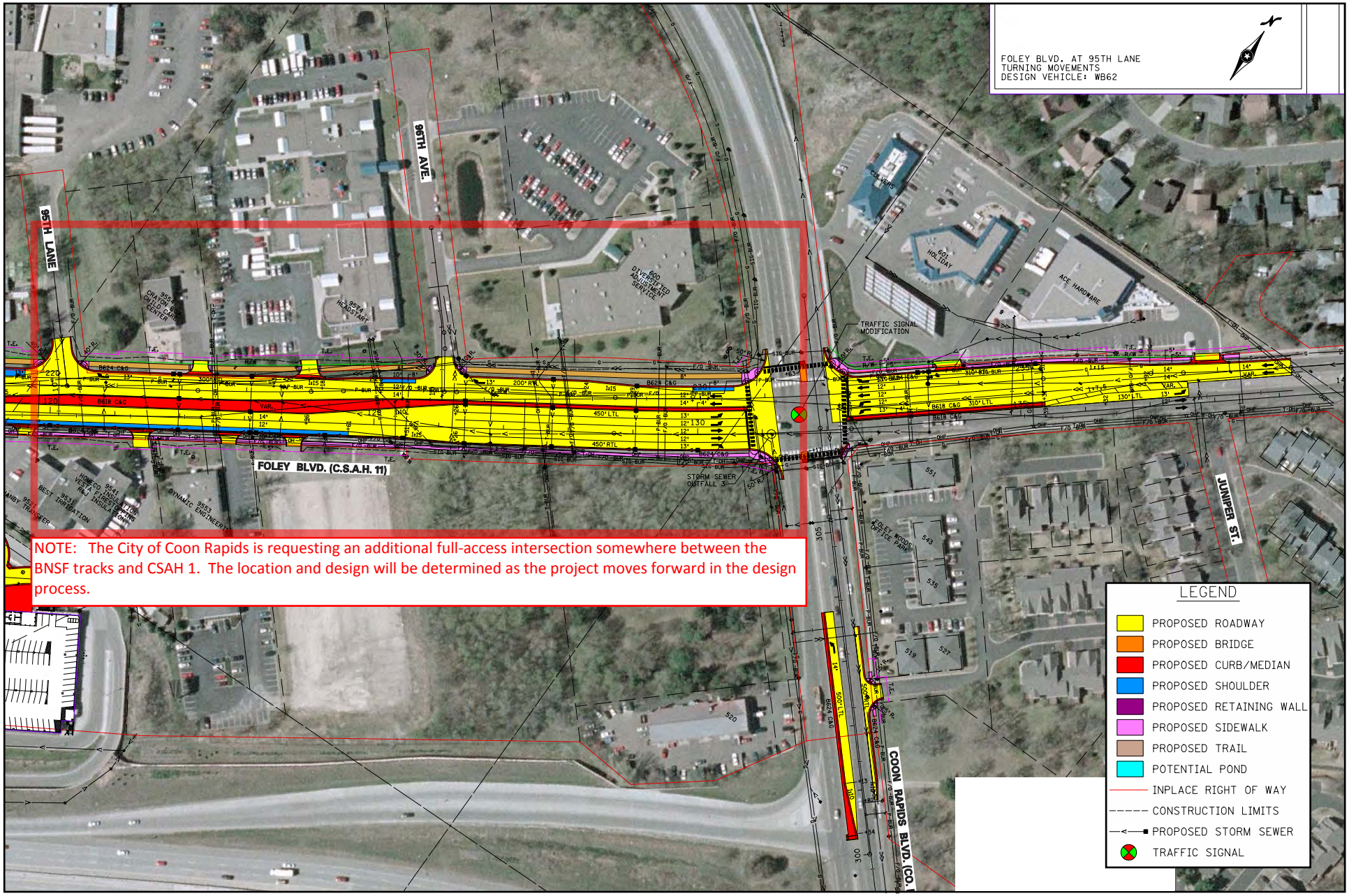
Jerry Koch

Jerry Koch, Mayor



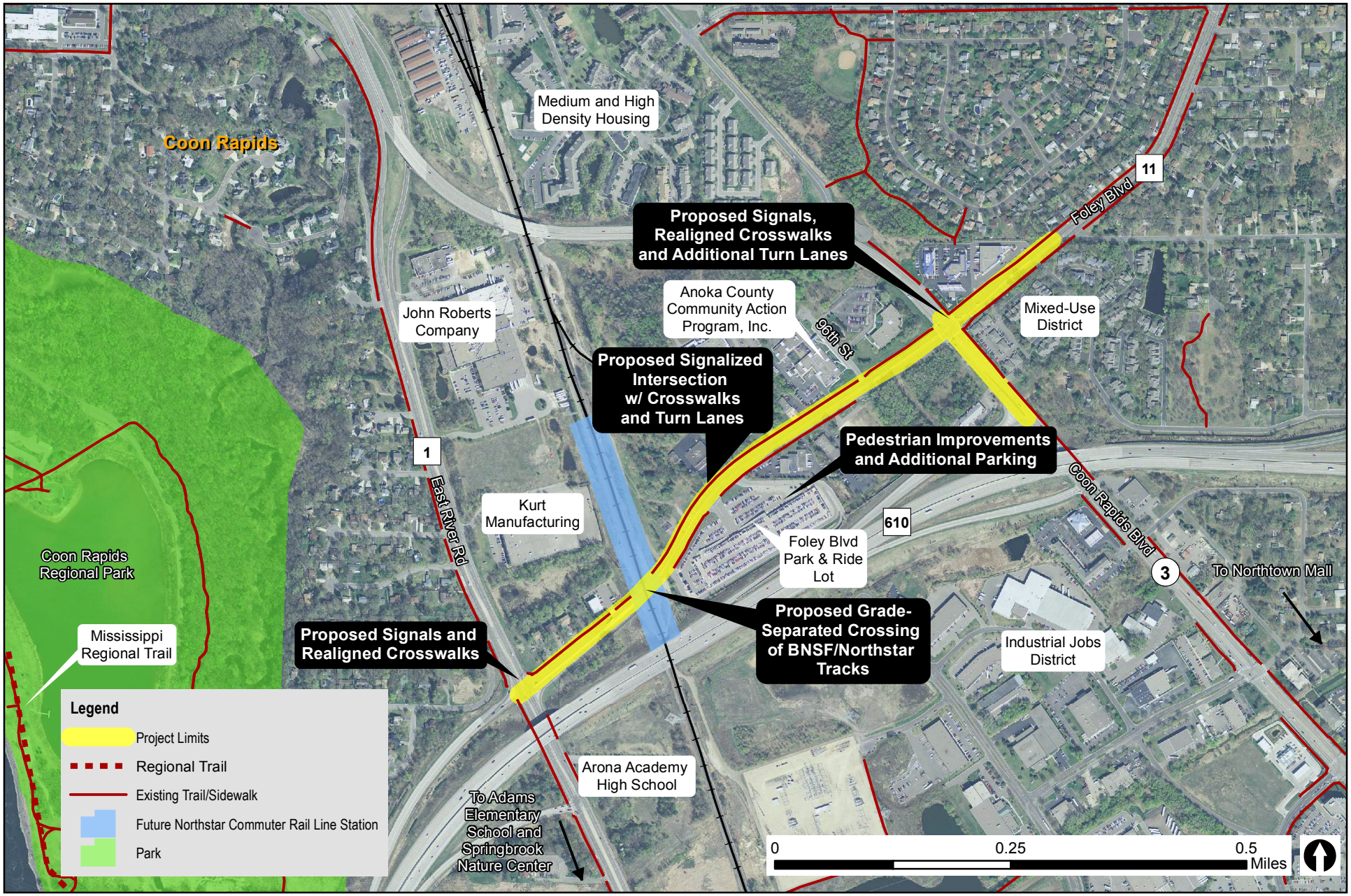
Layout Sheet (1/2): CSAH 11 from CSAH 1 to NW of BNSF

CSAH 11 Reconstruction/Modernization from CSAH 1 to CR 3
Anoka County



Layout Sheet (2/2): CSAH 11 from NW of BNSF to NW of CSAH 3

CSAH 11 Reconstruction/Modernization from CSAH 1 to CR 3
Anoka County



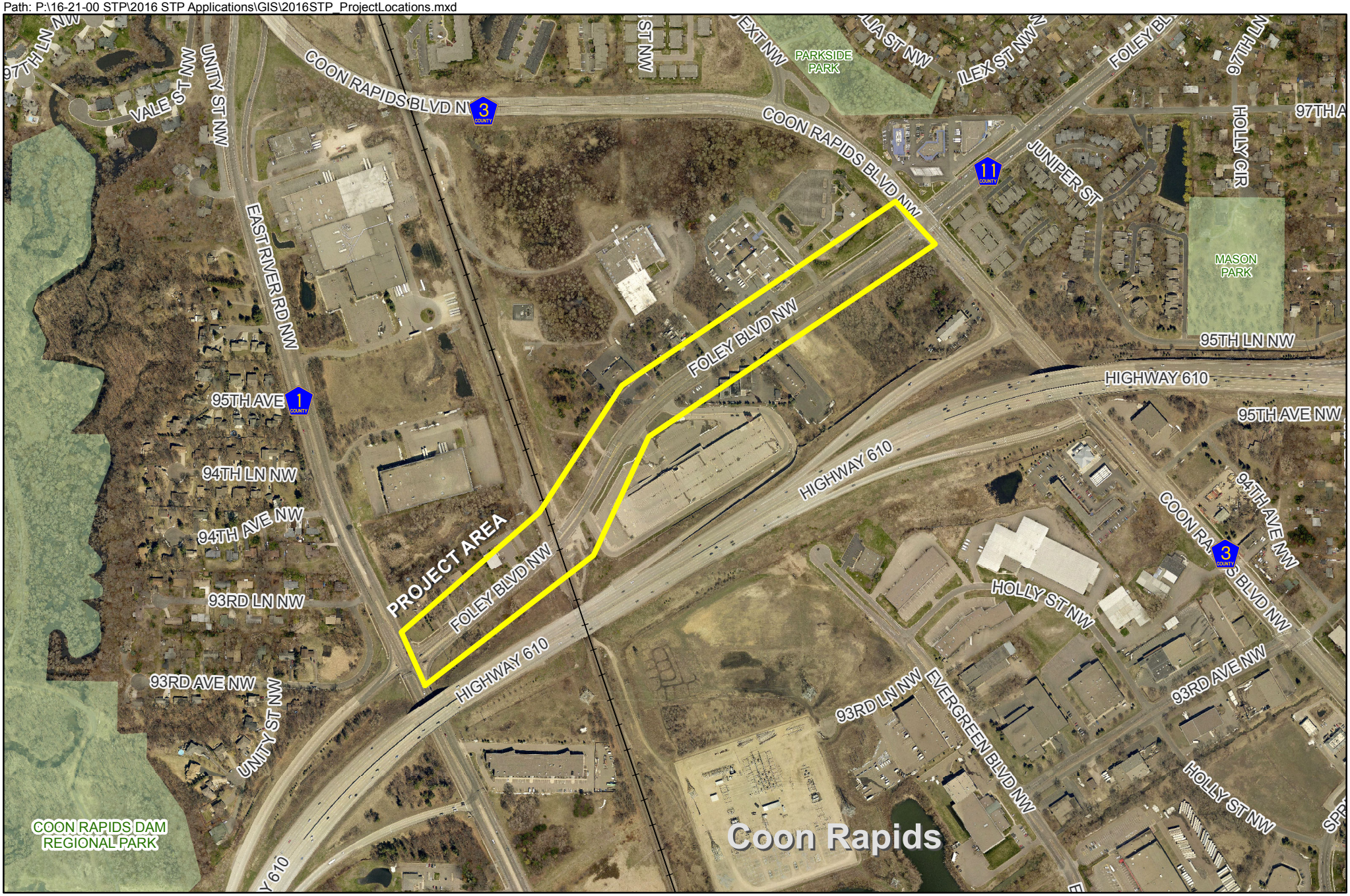
Project Limits

CSAH 11 Reconstruction/Modernization from CSAH 1 to CR 3

Anoka County

Figure 1

Path: P:\16-21-00 STP\2016 STP Applications\GIS\2016STP_ProjectLocations.mxd



Project Area

N

0 0.075 0.15 0.3 Miles

Regional Solicitation

CSAH 11 - Roadway Reconstruction

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

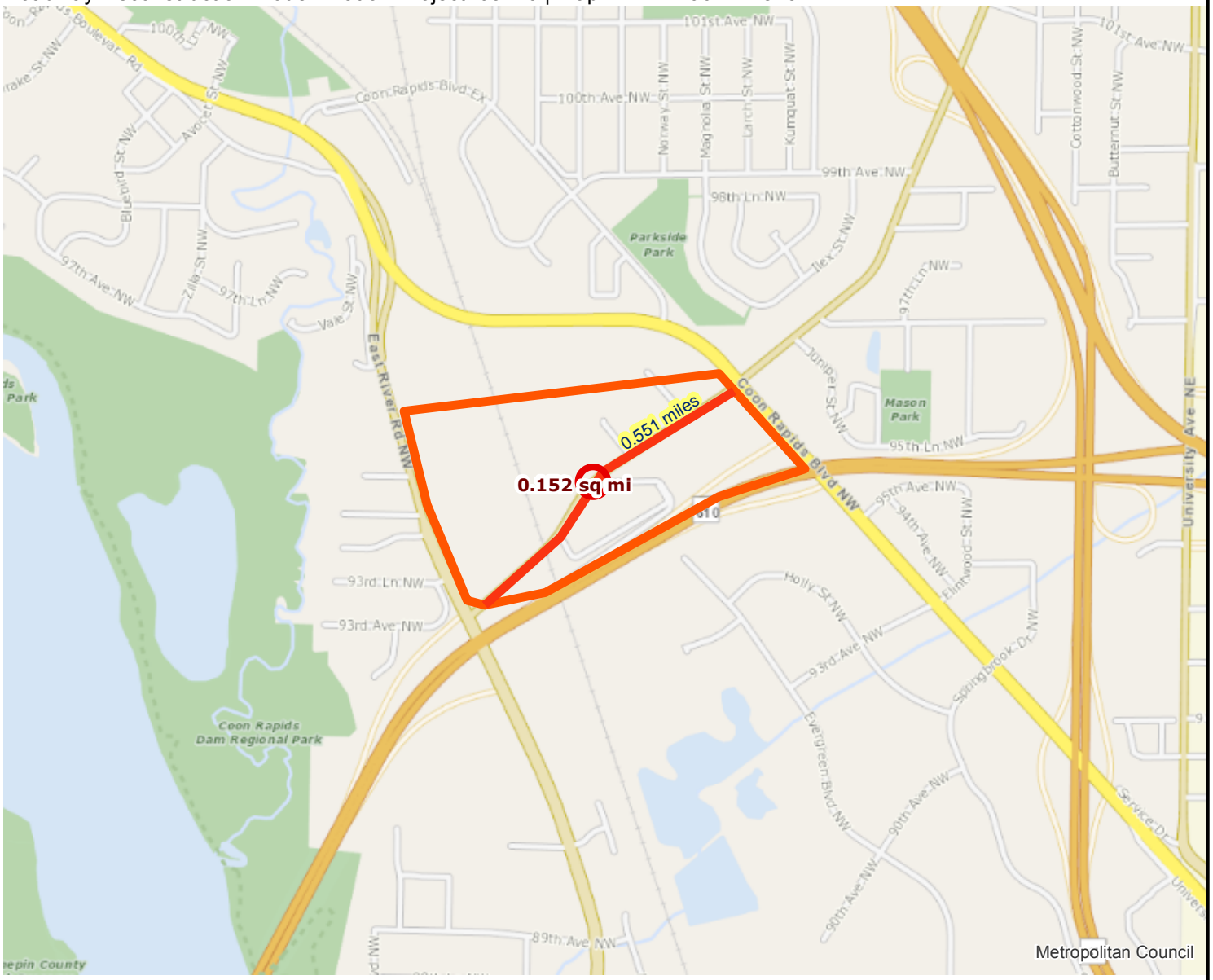
Roadway Area Definition

Roadway Reconstruction/Modernization Project: 05246 | Map ID: 1471964444825

Results

Project Length: 0.551 miles

Project Area: 0.152 sq mi



Project Points
Project
Project Area
Principal Arterials
A Minor Arterials
Principal Arterials Planned
A Minor Arterials Planned

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 8/23/2016
LandscapeRSA1

For complete disclaimer of accuracy, please visit
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METROPOLITAN COUNCIL