



Application

04774 - 2016 Roadway Modernization

05403 - Anoka CSAH 56 - BNSF Grade Separation

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 07/15/2016 12:13 PM

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## Primary Contact

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<b>What Grant Programs are you most interested in?</b>	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 BNSF RR 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. 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,

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

Currently, over 8,000 vehicles travel through the CSAH 56 and BNSF intersection. This intersection also experiences 87 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.

*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 56 - BNSF RR Grade-Separation

**Project Length (Miles)**

0.23

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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 \$5,439,000.00

*Minimum of 20% of project total*

Project Total \$12,439,000.00

Match Percentage 43.73%

*Minimum of 20%*

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

Source of Match Funds Anoka County Highway Fund

*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: 2021

*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.*

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## Specific Roadway Elements

### CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES

	Cost
Mobilization (approx. 5% of total cost)	\$637,000.00
Removals (approx. 5% of total cost)	\$106,000.00
Roadway (grading, borrow, etc.)	\$530,000.00
Roadway (aggregates and paving)	\$658,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$583,000.00
Ponds	\$21,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$249,000.00
Traffic Control	\$53,000.00
Striping	\$11,000.00
Signing	\$11,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$21,000.00
Bridge	\$4,774,000.00
Retaining Walls	\$1,273,000.00



Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$212,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$2,122,000.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$1,061,000.00
<b>Totals</b>	<b>\$12,322,000.00</b>

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## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$106,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$11,000.00
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>\$117,000.00</b>

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## 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
Contingencies	\$0.00

Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

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

## Totals

Total Cost	\$12,439,000.00
Construction Cost Total	\$12,439,000.00
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.

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.

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

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.*

TH 10 Access Planning Study (2014)

**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**

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## 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 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.**

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.**

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## Requirements - Roadways Including Multimodal Elements

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### Project Information-Roadways

County, City, or Lead Agency	Anoka County
Functional Class of Road	A-Minor Arterial Expander
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Road/Route No.	56
<i>i.e., 53 for CSAH 53</i>	
Name of Road	Ramsey Boulevard
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55303
(Approximate) Begin Construction Date	04/01/2020
(Approximate) End Construction Date	11/02/2020
<b>TERMINI:(Termini listed must be within 0.3 miles of any work)</b>	
From: (Intersection or Address)	143rd Avenue NW
To: (Intersection or Address)	US 10/US 169
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	
Primary Types of Work	GRADE, SIDEWALK, BIKE PATH, PED RAMPS, BRIDGE

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 RR

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

Select one: Expander  
Area 0.441  
Project Length 0.23  
Average Distance 1.9174  
Upload Map 1468250638491\_CSAH 56\_ R A D.pdf

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### 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

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### 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

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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			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:	4131
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	1765
Existing Students:	0
Upload Map	1468250705981_CSAH 56_ R E.pdf

### Measure C: Current Heavy Commercial Traffic

Location:	On CSAH 56 north of the BNSR Tracks
Current daily heavy commercial traffic volume:	550
Date heavy commercial count taken:	May, 2016

### Measure D: Freight Elements

Response (Limit 1,400 characters; approximately 200 words)	The project entails the separation of roadway and train traffic, which will greatly improve freight movement, security, and safety.
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## Measure A: Current Daily Person Throughput

Location	On CSAH 56, north of BNSF RR
Current AADT Volume	7200
Existing Transit Routes on the Project	2
<i>For New Roadways only, list transit routes that will be moved to the new roadway</i>	
Upload Transit Map	1468251068262_CSAH 56_ T C.pdf

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## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	3578.0
Current Daily Person Throughput	12938.0

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## 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

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## 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:

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

The 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 region's job centers.

In Ramsey, 3 percent of workers commute from communities with areas of poverty and high minority populations. 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.

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

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.

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**

1468251164031\_CSAH 56\_ S E C.pdf

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## Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Ramsey	0.23
	<b>0</b>

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## Total Project Length

Total Project Length (Total Population)	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	Segment Length	Calculation	Calculation 2
2004	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
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## Total Segment Length (Miles)

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

Improving a non-10-ton roadway to a 10-ton roadway:	Yes
Response (Limit 700 characters; approximately 100 words)	The roadway, currently a 9-ton roadway, will be reconstructed as a 10-ton roadway.
Improved clear zones or sight lines:	Yes
Response (Limit 700 characters; approximately 100 words)	The intersection of CSAH 56 with the BNSF rail-line will be eliminated, essentially maximizing the sight-line between the two facilities.
Improved roadway geometrics:	Yes
Response (Limit 700 characters; approximately 100 words)	Install ADA compliant ramps at the bridge to facilitate pedestrian crossings.
Access management enhancements:	
Response (Limit 700 characters; approximately 100 words)	The construction of the bridge to separate roadway and rail traffic eliminates this conflict, essentially representing an improvement in access management.
Vertical/horizontal alignments improvements:	Yes
Response (Limit 700 characters; approximately 100 words)	The construction of the bridge to separate roadway represents a large improvement in the vertical alignment.
Improved stormwater mitigation:	
Response (Limit 700 characters; approximately 100 words)	
Signals/lighting upgrades:	Yes
Response (Limit 700 characters; approximately 100 words)	The project will entail improvements to traffic control and lighting.
Other Improvements	Yes
Response (Limit 700 characters; approximately 100 words)	The bridge design incorporates a sidewalk/trail that will facilitate pedestrian/bicyclist mobility and safety.

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## 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
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CSAH 56  
 (Ramsey Blvd)  
 RAILROAD  
 CROSSING  
 CALCULATIO  
 N of  
 CONGESTIO  
 N WITHOUT  
 PROJECT:

Inputs: 600 =  
 Number of  
 vehicles per  
 p.m. peak  
 hour 4.25 =  
 Minutes of  
 delay per train  
 (observed in  
 April 2016) 4 =  
 Number of  
 trains during  
 p.m. peak  
 hour

Calculations:  
 170 = Total  
 Stops in  
 Vehicles per  
 hour without  
 Project (4  
 trains per hour  
 \*4.25 minutes  
 of delay /60  
 minutes per  
 hour x 600  
 vehicles per  
 hour) 72  
 Seconds of  
 Delay per  
 Vehicle (0.90  
 minutes),  
 calculated as:  
 4.25 minutes  
 of delay per  
 train x 170  
 stops vehicles  
 per peak hour  
 / 600 vehicles  
 during peak  
 hour 12.04  
 Total Hours of  
 Delay,

14683491815  
 03\_Measure A  
 Calculation for  
 CSAH 56 RR  
 Crossing -  
 Congestion.pd  
 f

72.0

0

72.0

600

43200.0

calculated as:  
 600 vehicles  
 during peak  
 hour x 72  
 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.

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## Total Delay

Total Peak Hour Delay Reduced 43200.0

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## 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

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## Total

Total Emissions Reduced: 0

[Upload Synchro Report](#)

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## 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:	55.0
Vehicle miles traveled without the project:	138.0
Total delay in hours without the project:	12.04
Total stops in vehicles per hour without the project:	170.0
Cruise speed in miles per hour with the project:	55.0
Vehicle miles traveled with the project:	138.0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	348.824



Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	348.824
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	34.778

## CSAH 56 (Ramsey Blvd) RAILROAD CROSSING

### CALCULATION of EMISSIONs WITHOUT PROJECT:

Inputs:

55 mph = Posted Speed Limit

600 vehicles = P.M Peak hour traffic

0.23 miles = Project length

138 (VMT) = 600 vehicles per peak hour \* 0.23 mile length of project

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

4.25 minutes = Delay on roadway due to train

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

Calculations:

170 = Total Stops in Vehicles per hour without Project (4 trains per hour x 4.25 minutes of delay /60 minutes per hour x 600 vehicles per hour)

1.20 = Minutes of Delay per Vehicle (72 seconds), calculated as:

4.25 minutes of delay per train x 170 stops vehicles per peak hour / 600 vehicles during peak hour

12.04 Total Hours of Delay, calculated as:  
600 vehicles during peak hour x 72 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 Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

### 3) Environmental Documentation (5 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% date submitted

**Document in progress; environmental impacts identified; review request letters sent**  
50%

**Document not started** Yes  
0%

**Anticipated date or date of completion/approval** 05/01/2018

#### **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**

02/01/2019

**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** 04/03/2018

**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**

50%

**Construction plans have not been started** Yes

0%

**Anticipated date or date of completion** 07/04/2018

**10)Letting**

**Anticipated Letting Date** 04/01/2020

---

**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:	7200.0
Average daily trains:	71.0
Crash Risk Exposure eliminated:	511200.0

## Measure A: Multimodal Elements and Existing Connections

Response (Limit 2,800 characters; approximately 400 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. 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. Both bicycle and pedestrian facilities are included in the project cost. This project will also improve access to the Northstar Commuter Rail station in Ramsey.

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$12,439,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$12,439,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

## Other Attachments

File Name	Description	File Size
Anoka County Board Resolution in Support of CSAH 56 Project.pdf	Anoka County Board Resolution of Support for Project	682 KB
City of Ramsey Letter of Support.pdf	City of Ramsey Letter of Support	406 KB
CSAH 56 Project Area Characteristics.pdf	CSAH 56 Project Area Characteristics	3.9 MB
CSAH 56 RR Xing Conceptual Layout.pdf	Project Layout Concept	179 KB
CSAH56_ProjectArea.pdf	Project Area	2.6 MB

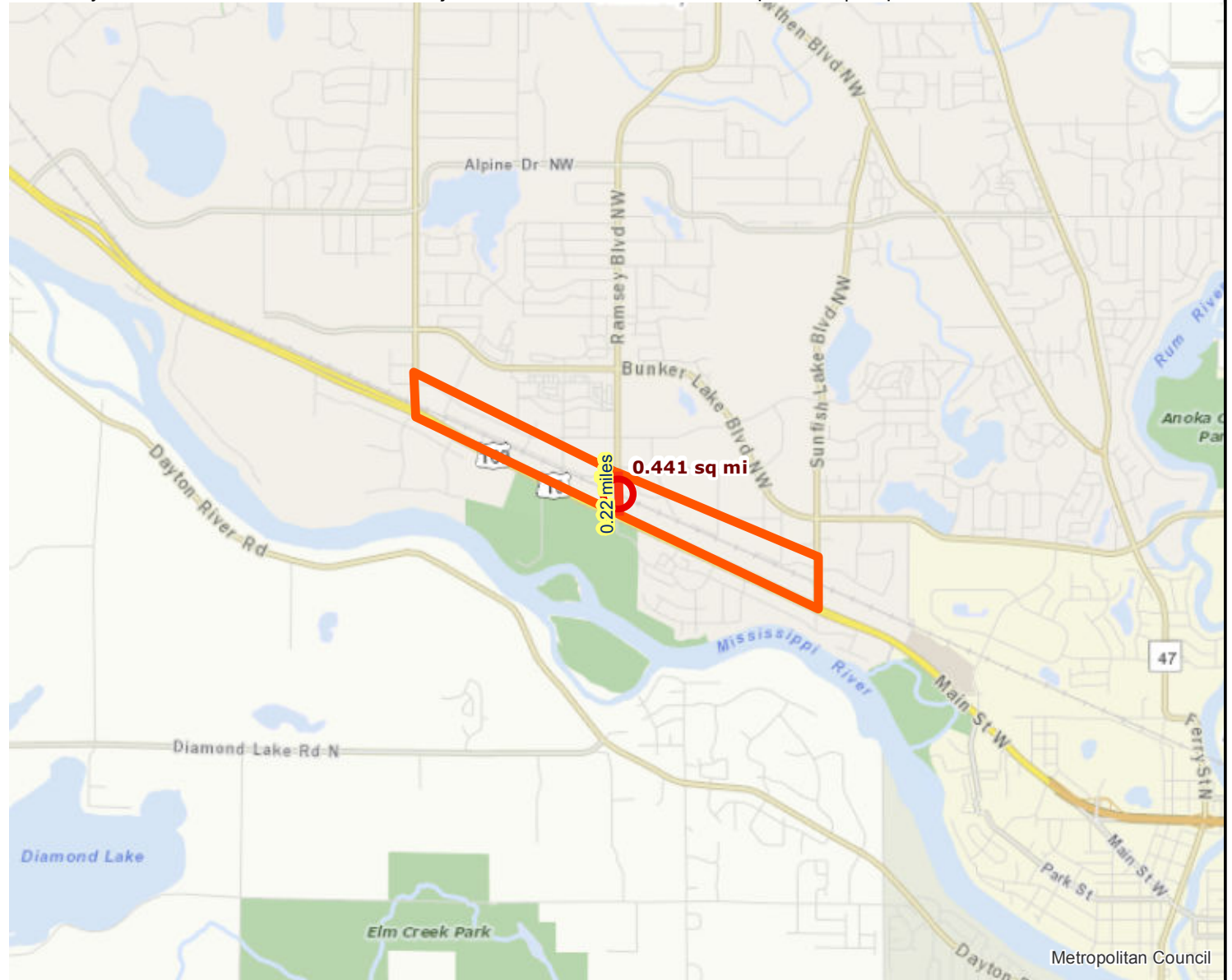
# Roadway Area Definition

Roadway Reconstruction/Modernization Project: CSAH 56 - BNSF Grade-separation | Map ID: 1468250361307

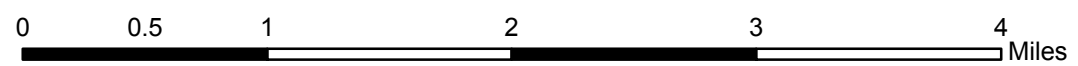
## Results

Project Length: 0.22 miles

Project Area: 0.441 sq mi



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



Created: 7/11/2016  
LandscapeRSA1



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





# Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 56 - BNSF Grade-separation | Map ID: 1468250361307

## Results

**WITHIN ONE MI** of project:

Totals by City:

**Dayton**

Population: 1031

Employment: 44

Mfg and Dist Employment: 2

**Ramsey**

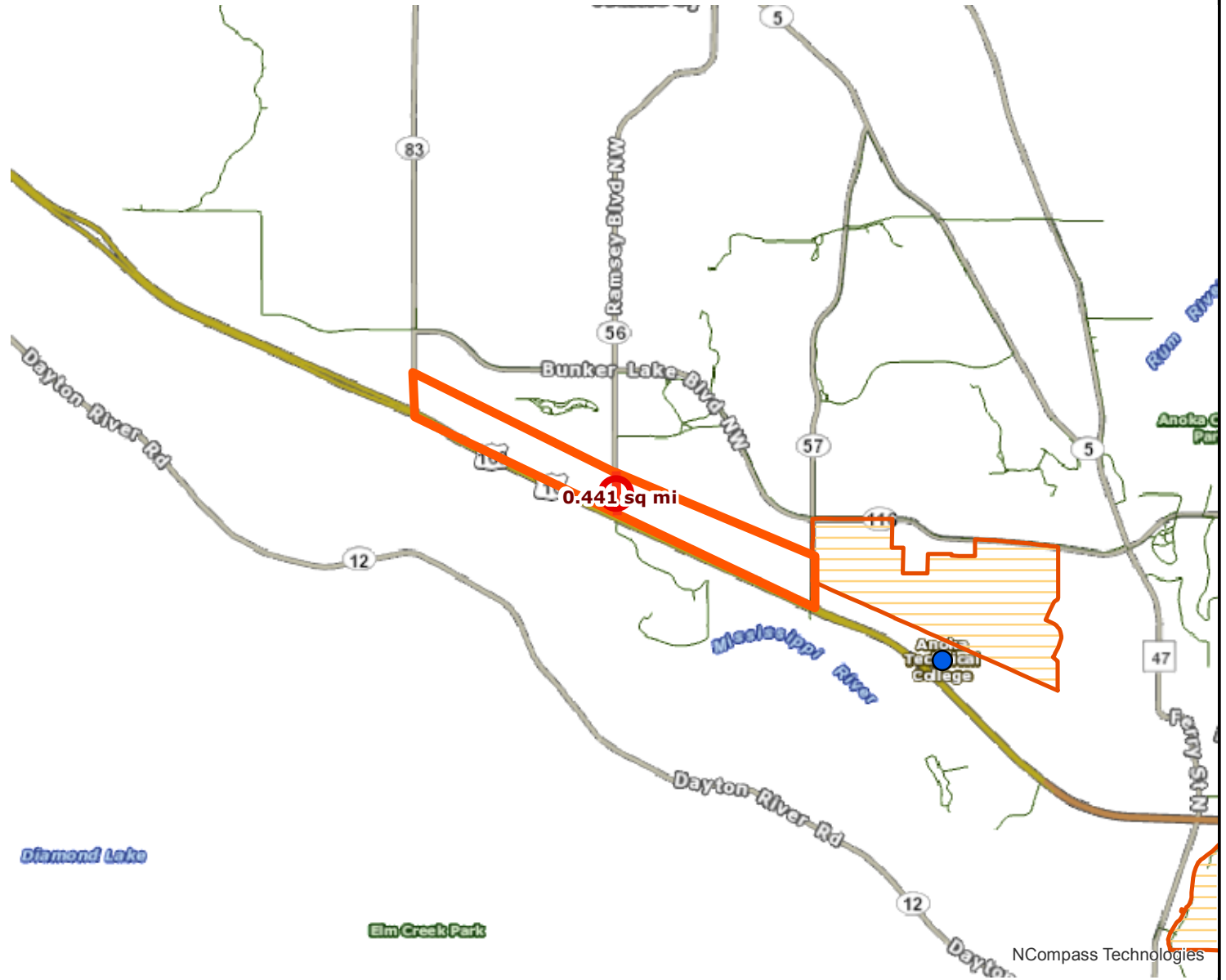
Population: 7775

Employment: 4087

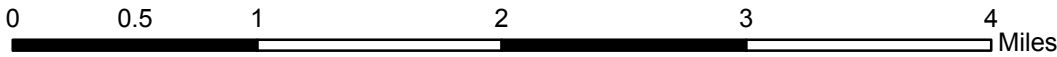
Mfg and Dist Employment: 1763

Postsecondary Students:

0



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



Created: 7/11/2016  
LandscapeRSA5



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



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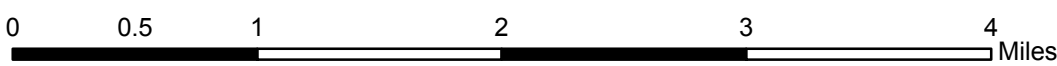
Results

Transit with a Direct Connection to project:  
 -- NONE --

\*indicates Planned Alignments



○ Project Points   
  Project Area   
 **Transitway**  
 Project   
 Northstar Line



Created: 7/11/2016  
 LandscapeRSA3



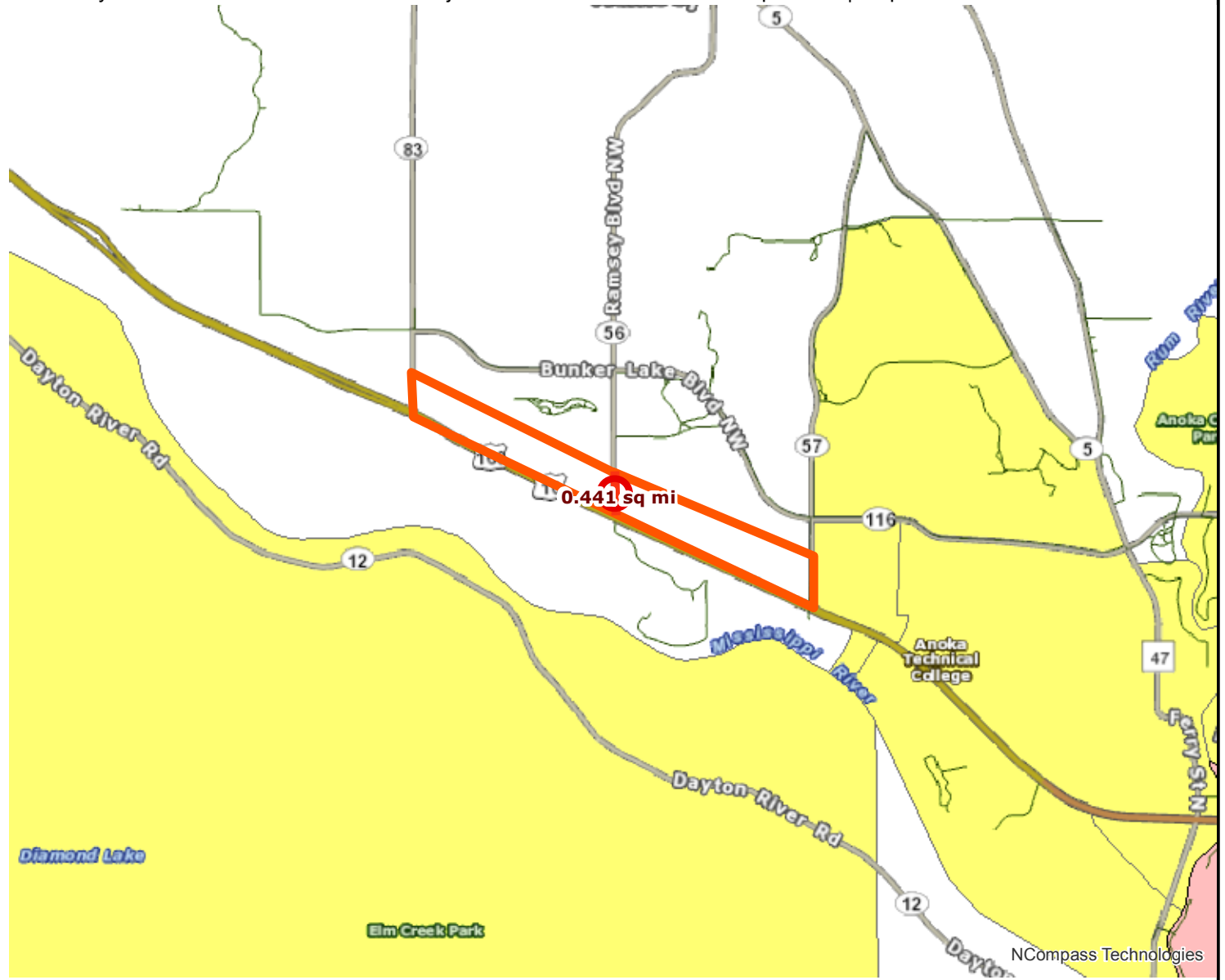
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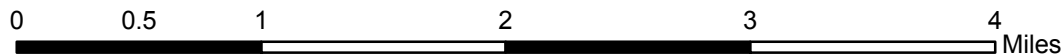
NCompass Technologies

Results

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:  
(0 to 12 Points)



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



Created: 7/11/2016  
LandscapeRSA2



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



NCompass Technologies

## **CSAH 56 (Ramsey Blvd) RAILROAD CROSSING**

### CALCULATION of CONGESTION **WITHOUT** PROJECT:

Inputs:

600 = Number of vehicles per p.m. peak hour

4.25 = Minutes of delay per train (observed in April 2016)

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

Calculations:

170 = Total Stops in Vehicles per hour without Project (4 trains per hour

\*4.25 minutes of delay /60 minutes per hour x 600 vehicles per hour)

72 Seconds of Delay per Vehicle (0.90 minutes), calculated as:

4.25 minutes of delay per train x 170 stops vehicles per peak hour / 600 vehicles during peak hour

12.04 Total Hours of Delay, calculated as:

600 vehicles during peak hour x 72 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 #2016-93

OFFERED BY COMMISSIONER: Schulte

**RESOLUTION AUTHORIZING SUBMITTAL OF  
FEDERAL FUNDING APPLICATION FOR CSAH 56**

WHEREAS, CSAH 56 is an "A" minor arterial expander route that provides an important north-south transportation connection in Anoka County; and,

WHEREAS, existing and future train traffic volumes are such that safety will become a greater concern at this rail crossing; and,

WHEREAS, existing and future traffic volumes are such that safety will become a greater concern at this rail crossing; and,

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

WHEREAS, in September 2014 the cities of Ramsey and Anoka along with MnDOT, Anoka County, and the Metropolitan Council completed the Highway 10 Access Planning Study, which indicated a grade-separated crossing at CSAH 56 and the BNSF railroad tracks; and,

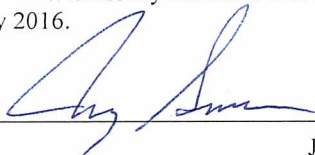
WHEREAS, the Anoka County Board of Commissioners is aware of and understands the project being submitted, and commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MnDOT and the Federal Highway Administration:

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 56 (Ramsey Blvd.) over the BNSF Railroad tracks in Ramsey.

STATE OF MINNESOTA)  
COUNTY OF ANOKA ) ss

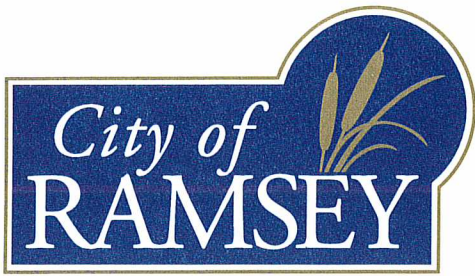
I, Jerry Soma, County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings 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

	<u>YES</u>	<u>NO</u>
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	

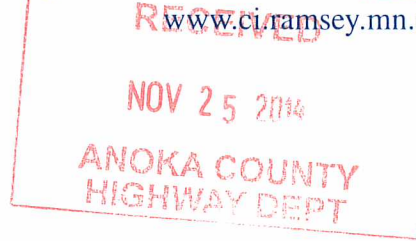




7550 Sunwood Drive NW • Ramsey, Minnesota 55303

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.

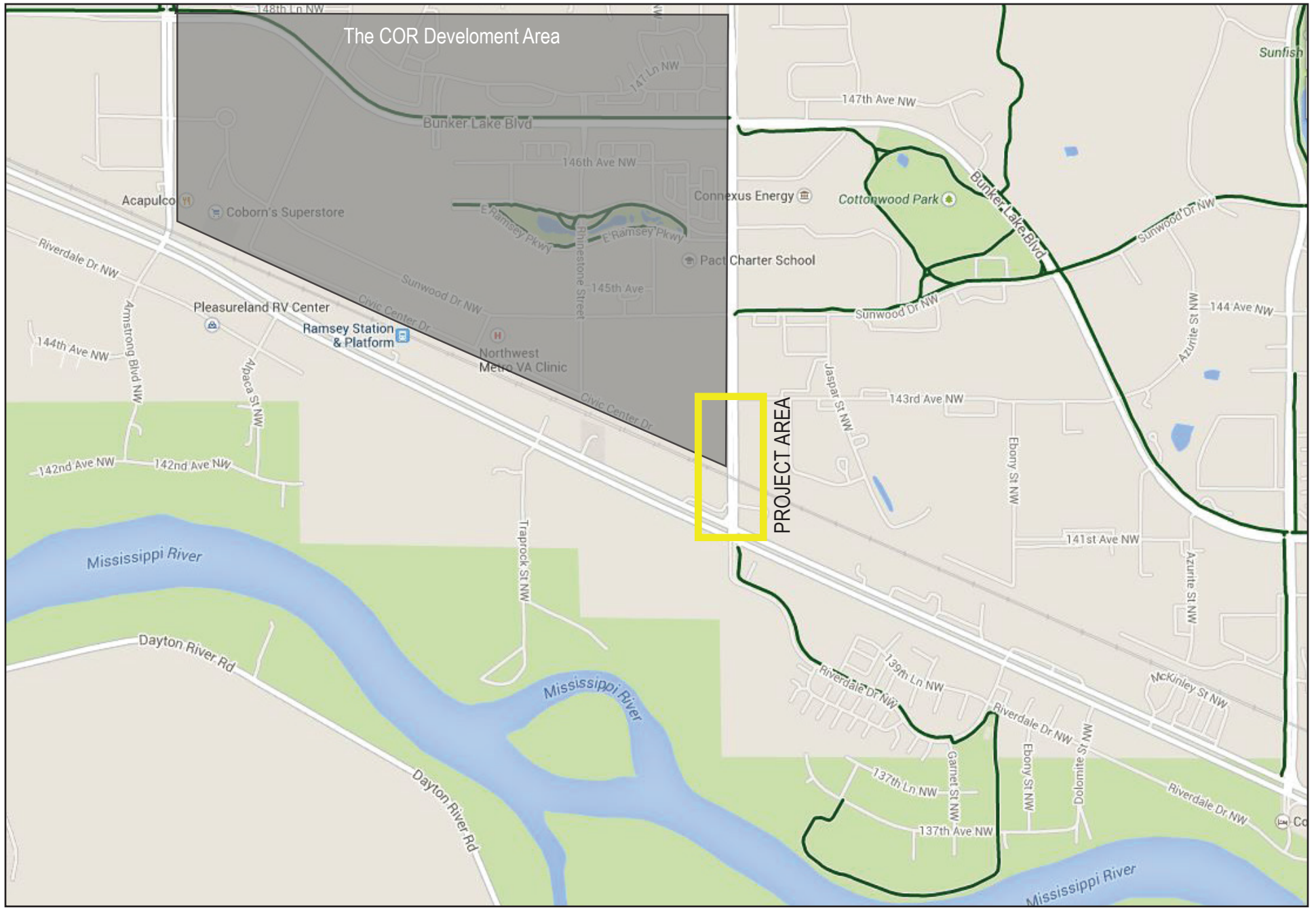
Sincerely,

Sarah Strommen  
Mayor, City of Ramsey



The COR Ramsey, Minnesota  
 Regional Solicitation  
 Anoka County









Ramsey Blvd NW At-Grade Railroad Crossing

Regional Solicitation

Anoka County



## Railroad Grade Separation (Ramsey Blvd)

Regional Solicitation

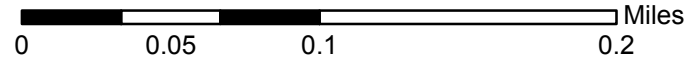
Anoka County





## Project Area

Regional Solicitation  
CSAH 56 - Roadway Reconstruction



**Anoka County**  
MINNESOTA

Respectful, Innovative, Fiscally Responsible