



Application

10356 - 2018 Bridges

10816 - 1. CSAH 22 Bridge over the Rum River in Oak Grove

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 07/13/2018 9:45 AM

---

## Primary Contact

**Name:\*** Mr. Jack L Forslund  
Salutation First Name Middle Name Last Name

**Title:** Transportation Planner

**Department:** Anoka County Transportation Division

**Email:** jack.forslund@co.anoka.mn.us

**Address:** 1440 Bunker Lake Boulevard NW

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

**Phone:\*** 763-324-3179  
Phone Ext.

**Fax:** 763-324-3020

**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:\*** 763-324-3100  
Ext.

**Fax:** 763-324-3020

**PeopleSoft Vendor Number** 0000003633A15

---

## Project Information

**Project Name** CSAH 22 Bridge Rehabilitation in Oak Grove; Bridge Number 02519

**Primary County where the Project is Located** Anoka

**Cities or Townships where the Project is Located:** Oak Grove

**Jurisdictional Agency (If Different than the Applicant):**

**Brief Project Description (Include location, road name/functional class, type of improvement, etc.)**

The project includes rehabilitation of the CSAH 22 (Viking Boulevard) bridge over the Rum River in the city of Oak Grove. This A Minor Arterial Connector roadway currently carries 6,800 vehicles per day. The pavement width on the bridge is 28 feet which provides two 12-foot travel lanes. However, there are no shoulders or other accommodations for bicyclists or pedestrians. The bridge would be rehabilitated with a wider design that would provide eight-foot shoulders to safely accommodate bicyclists and pedestrians. Widening of the piers and abutments will be needed to support the widened bridge cross section.

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

**TIP Description Guidance (will be used in TIP if the project is selected for funding)**

CSAH 22 Bridge Rehabilitation

**Project Length (Miles)** 0.1

to the nearest one-tenth of a mile

---

## Project Funding

Are you applying for competitive funds from another source(s) to implement this project? No

If yes, please identify the source(s)

Federal Amount \$1,436,296.00

Match Amount \$359,074.00

*Minimum of 20% of project total*

Project Total \$1,795,370.00

Match Percentage 20.0%

*Minimum of 20%*

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

Source of Match Funds Anoka County Highway Fund

*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: 2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

Additional Program Years: 2021

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

---

## Project Information-Roadways

County, City, or Lead Agency Anoka County

Functional Class of Road A Minor Connector

Road System CSAH

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

Road/Route No. 22

*i.e., 53 for CSAH 53*

Name of Road Viking Boulevard

*Example; 1st ST., MAIN AVE*

Zip Code where Majority of Work is Being Performed 55011

(Approximate) Begin Construction Date 04/01/2022

(Approximate) End Construction Date 11/02/2022

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

From:

(Intersection or Address)

**To:**  
**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION*

**Or At** CSAH 22 (Viking Blvd. NW) Bridge over Rum River

**Primary Types of Work** BRIDGE widening to provide SHOULDERS

*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.:** 02519

**New Bridge/Culvert No.:**

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

---

## 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 (2015), 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 goals, objectives, and strategies that relate to the project.

From the 2040 Transportation Policy Plan, Table 2-1, pages 2.6 through 2.16 as well as text from pages 2.17 to 2.55.

A. Goal: Transportation System Stewardship. Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.

Objectives:

A. Efficiently preserve and maintain the regional transportation system in a state of good repair.

Strategies:

A1.

A2.

B. Goal: Safety and Security. The regional transportation system is safe and secure for all users.

Objectives:

A. Reduce crashes and improve safety and security for all modes

of passenger travel and freight transport.

Strategies:

B1.

B6.

C. Goal: 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.

Objectives:

A. Increase the availability of multimodal travel options, especially in congested highway corridors.

E. Improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically under-

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

represented populations.

Strategies:

C4.

C16.

D. Goal: Competitive Economy. The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

Objectives:

B. Invest in a multimodal transportation system to attract and retain businesses and residents.

Strategies:

D1.

E. Goal: Healthy Environment. The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.

Objectives:

A. Reduce transportation-related air emissions.

B.Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.

D.Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.

Strategies:

E1.

E3.

E4.

E5.

E6.

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.

Anoka County 2030 Transportation Plan, Table 5-1  
(p 5-8), Figure 7-5 (p. 7-25)

List the applicable documents and pages:

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of 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 Modernization and Spot Mobility:** \$1,000,000 to \$7,000,000

**Traffic Management Technologies (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 (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Yes

02/01/2018

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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**

13. 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**

14. 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 and Spot Mobility 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.**

### 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. Yes**

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. Yes**

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



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

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. Yes

**Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:**

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT ( Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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

---

## Requirements - Roadways Including Multimodal Elements

---

### Specific Roadway Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Mobilization (approx. 5% of total cost)	\$81,000.00
Removals (approx. 5% of total cost)	\$275,262.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$50,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$0.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$0.00
Traffic Control	\$10,000.00
Striping	\$5,000.00
Signing	\$5,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$25,000.00
Bridge	\$1,344,108.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00

Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,795,370.00</b>

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
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
<b>Totals</b>	<b>\$0.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
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	\$1,795,370.00
Construction Cost Total	\$1,795,370.00
Transit Operating Cost Total	\$0.00

---

## Measure A: Distance to the nearest parallel bridge

RESPONSE:

Location of nearest parallel bridge crossing: CSAH 24 (Bridge Street NW) in St. Francis

Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project (calculated by Council Staff): 0

Explanation:

The closest parallel crossing of the Rum River is located over four miles to the north in the city of St. Francis. To the south, there is another crossing, but that is on TH 47, which is a north-south route that serves a completely different travel shed. The CSAH 22 Bridge is a critical part of a major transportation route, which serves the northern part of the metropolitan area.

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

---

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

Existing Employment within 1 Mile:	206
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	11
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1530541900827_4. RE Map.pdf

*Please upload attachment in PDF form.*

---

## Measure C: Regional Truck Corridor Tiers

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):

The project is located on either a Tier 1, Tier 2, or Tier 3 corridor:

(65 Points)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

(10 Points)

The project is not located on a Tier 1, Tier 2, or Tier 3 corridor: Yes

(0 Points)

---

## Measure A: Current Daily Person Throughput

Location	CSAH 22 (Viking Blvd.) Bridge#02546 (e. of CSAH 7)
Current AADT Volume	6800.0
Existing Transit Routes on the Project:	N/A
Upload "Transit Connections" map	1530542121061_3. TC Map.pdf

Please upload attachment in PDF form.

---

## Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	8840.0

---

## Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume No

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	Met Council ABM (refined by SEH/Haifeng Xiao for use on the Anoka County 2040 Transportation Plan)
--	--

Forecast (2040) ADT volume	9900
----------------------------	------

---

## Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

**Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):**

*(up to 100% of maximum score)*

**Project located in Area of Concentrated Poverty:**

*(up to 80% of maximum score )*

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

*(up to 60% of maximum score )*

**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

*(up to 40% of maximum score )*

*1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.*

*Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.*

**Response:**

Anoka County will conduct a robust engagement process which will involve collaboration with city staff, emergency service providers, and directly with the public through a series of project open houses and small group meetings (e.g. city council meetings, individual property owner and/or neighborhood meetings). A project web page will also be developed to provide updates and notices of upcoming events/activities. For this project, the engagement plan includes a public open house early in the design phase so that project staff can identify community priorities and incorporate elements into the design that balances the efficient transportation of vehicles, pedestrians and bicycles with safety, convenience and the costs of construction and future maintenance. A second public meeting is scheduled at the midpoint of design to present design modifications that were incorporated as a result of stakeholder comments or unforeseen project obstacles. A final public meeting will be held near the completion of design to inform the public of final estimated project costs, construction schedule, anticipated traffic delays/detours and other relevant project information. The Oak Grove Fire Station is located west of CSAH 7. Coordination with the Fire Chief will occur during the design process so that input can be used in the preparation of construction staging and phasing plans.

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

*2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.*

**Response:**

The project will preserve existing bridge infrastructure and modernize it to close gaps in and strengthen multimodal transportation options in an area that includes, children, people with disabilities, people of color, the elderly, and low-income populations; although not in concentrations recognized by the Metropolitan Council. The CSAH 22 Bridge connects residents and commuters (inclusive of all races, ethnicity, incomes, and abilities) to jobs, shopping, recreational facilities, educational opportunities, and other destinations. CSAH 22 is a critical part of a connection between the Rum River Central Park and the Cedar Creek Conservation Area, which are on opposite sides of the Rum River.

The project will provide benefits to all residents, including children, the elderly, and people with disabilities that currently live in the area by increasing the safety of this bridge. The CSAH 22 bridge rehabilitation project will provide a safer bridge design by maintaining space on the bridge for non-motorized transportation options to walk or bike along this facility. The project will not negatively impact low-income populations, populations of color, or the elderly. All facilities will be upgraded to current ADA standards to improve access for people with disabilities.

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

*3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

Response: None.

(Limit 2,800 characters; approximately 400 words)

Upload Map 1530542341233\_2. SE Map.pdf

---

### Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Oak Grove	0.1	1.0	33.0	33.0

---

### Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.1

---

### Affordable Housing Scoring

Total Project Length (Miles) or Population 0.1  
Total Housing Score 33.0

---

### Affordable Housing Scoring

---

### Measure A: Bridge Condition

Bridge Sufficiency Rating 62.2

Upload Structure Inventory Report 1530632183545\_CSAH 22 Bridge 2519 2016 Sufficiency  
Rating Report.pdf

Please upload attachment in PDF form.

---

### Measure B: Load-Posting

Load Posted (Check box if the bridge is load-posted): Yes

---



## **Measure A: Multimodal Elements and Existing Connections**

CSAH 22 provides an east/west connection across Anoka County for all users of the transportation system. The CSAH 22 Bridge Rehabilitation project area currently includes gaps in the pedestrian and bicycle network and sub-standard facilities. This segment of CSAH 22 has two 12-foot travel lanes and 8-foot outside paved shoulders. The existing CSAH 22 Bridge over the Rum River is 28-feet wide and only accommodates two 12-foot travel lanes and outside concrete post and beam railings/barriers. Therefore, no shoulders currently exist across the bridge. There is no transit service in the project area.

**Response:**

Within the CSAH 22 Bridge Rehabilitation project area, the Anoka County Transportation Plan identifies a "Planned" trail along CSAH 22 east of CSAH 7 and across the CSAH 22 Bridge over the Rum River. West of CSAH 7 (approximately 1,200 feet west of the bridge) the Regional Bicycle Transportation Network (RBTN) map prepared by the Met Council identifies this segment of CSAH 22 as a Regional Trail Search Corridor. The bridge rehabilitation design concepts sought opportunities to improve safety and mobility conditions for people walking and biking both for local and regional recreation and transportation purposes. While a trail corridor has been identified among plans and studies, the actual trail alignment and timeline for implementation remain uncertain.

Given the opportunity but uncertainty of future trail corridor improvements, the overall bridge width and planned on-road bikeable shoulders will allow for future flexibility in design of trail improvements. The bridge rehabilitation will improve existing conditions by better defining space and preserving a seamless transition between the bridge and non-motorized transportation use of the paved shoulders.

The CSAH 22 bridge rehabilitation project will

include the following multimodal elements:

- 8-foot shoulders that can accommodate bicycles and pedestrians

- Improved roadway/bridge surface

The improvements will provide a more comfortable, safe, and reliable travel experience for all modes. Bicycles, pedestrians, and general traffic will be separated throughout the project area, no longer mixing on and leading up to the bridge. This approach increases comfort and reduces crash risk for motorists, including trucks, bicyclists, and pedestrians.

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

---

## Transit Projects Not Requiring Construction

*If the applicant is completing a transit 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 - Construction Projects

### 1)Layout (30 Percent of Points)

*Layout should include proposed geometrics and existing and proposed right-of-way boundaries.*

**Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.** Yes

100%

**Attach Layout**

1531342914187\_CSAH\_22\_BRIDGE.pdf

*Please upload attachment in PDF form.*

**Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.**

50%

**Attach Layout**

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

Anticipated date or date of completion

**2)Review of Section 106 Historic Resources (20 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

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

Yes

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

**3)Right-of-Way (30 Percent of Points)**

Right-of-way, permanent or temporary easements either not required or all have been acquired

Yes

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

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

0%

Anticipated date or date of acquisition

**4)Railroad Involvement (20 Percent of Points)**

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement**

---

## Measure A: Cost Effectiveness

<b>Total Project Cost (entered in Project Cost Form):</b>	\$1,795,370.00
<b>Enter Amount of the Noise Walls:</b>	\$0.00
<b>Total Project Cost subtract the amount of the noise walls:</b>	\$1,795,370.00
<b>Points Awarded in Previous Criteria</b>	
<b>Cost Effectiveness</b>	\$0.00

---

## Other Attachments

<b>File Name</b>	<b>Description</b>	<b>File Size</b>
1-Page Project Information Sheet - CSAH 22 Bridge Rehab in Oak Grove.pdf	1-Page Project Information Sheet	432 KB
1. AC Resolution.pdf	Anoka County Resolution of Support	694 KB
2. Resolution of Support from Oak Grove for CSAH 22 Bridge.pdf	Resolution of Support from the City of Oak Grove	456 KB
PROJECT Area Map - CSAH 22 Bridge Rehab in Oak Grove.pdf	Project Area Map	355 KB

# Regional Economy

Bridges Project: CSAH 22 Bridge over the Rum River in Oak Grove | Map ID: 1528303540205

## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 0

Totals by City:

### Nowthen

Population: 332

Employment: 37

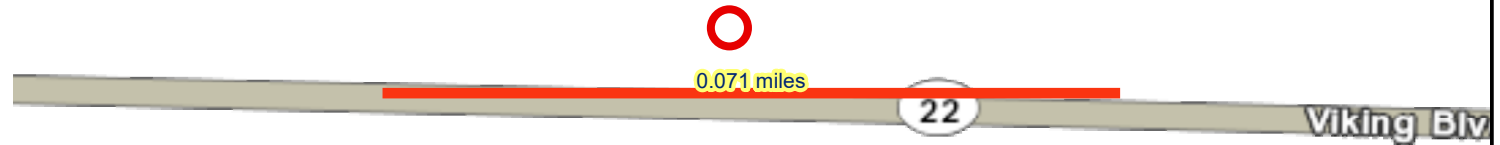
Mfg and Dist Employment: 10


### Oak Grove





Population: 2169

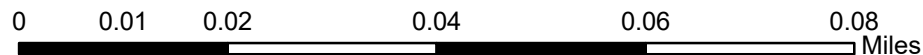
Employment: 169

Mfg and Dist Employment: 1



 NCompass Technologies

-  Project Points
-  Project
-  Manufacturing/Distribution Centers
-  Job Concentration Centers



Created: 6/6/2018  
LandscapeRSA5



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



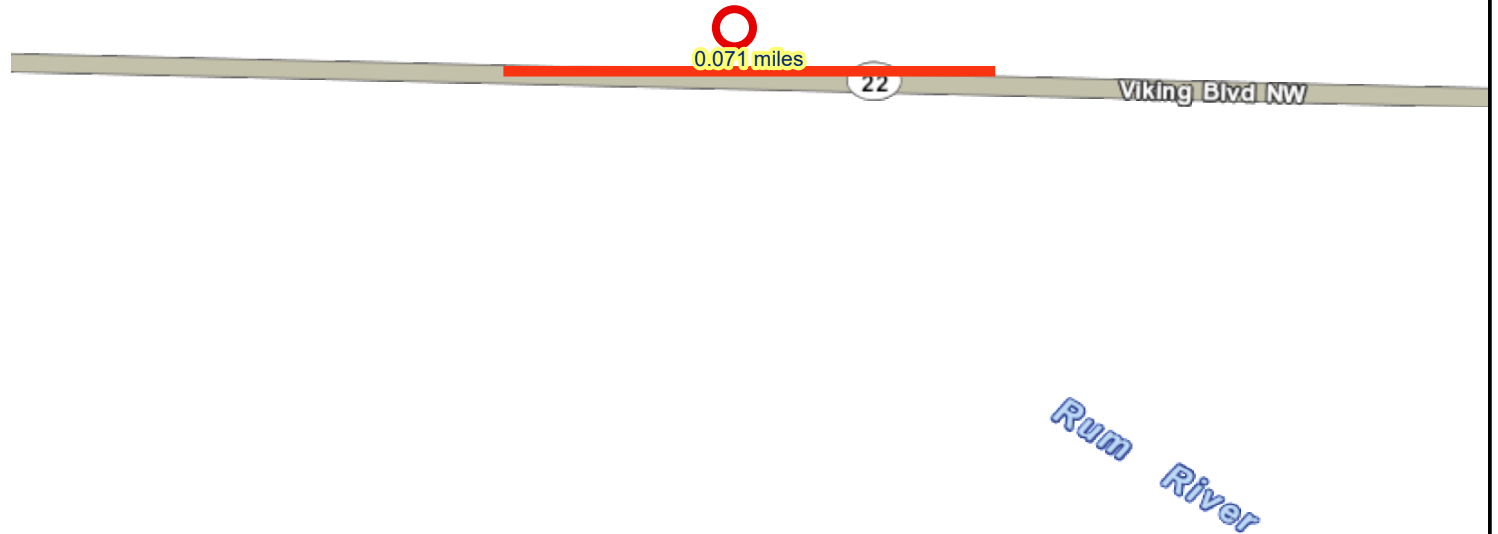
# Transit Connections

Bridges Project: CSAH 22 Bridge over the Rum River in Oak Grove | Map ID: 1528303540205

## Results

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

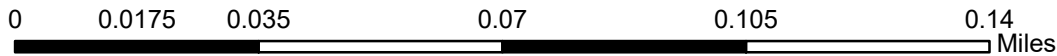
*\*indicates Planned Alignments*



NCompass Technologies

 Project Points     Active Stop

 Project



Created: 6/6/2018  
LandscapeRSA3



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

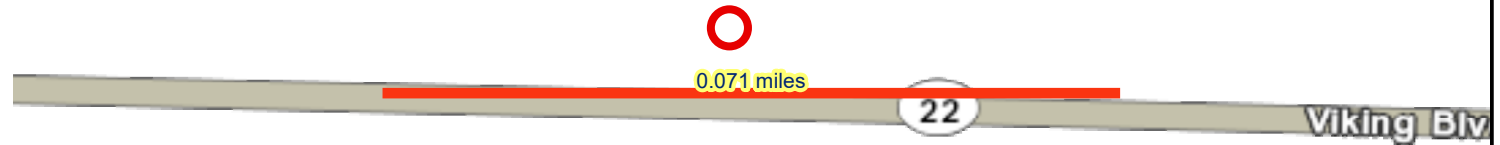


# Socio-Economic Conditions

Bridges Project: CSAH 22 Bridge over the Rum River in Oak Grove | Map ID: 1528303540205

## 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)




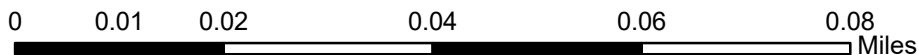
 Project Points

 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty


 Above reg'l avg conc of race/poverty



Created: 6/6/2018  
LandscapeRSA2



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

 NCompass Technologies





2016 ROUTINE  
BRIDGE INSPECTION REPORT

**BRIDGE # 02519**  
**CSAH 22 over RUM RIVER**

DISTRICT: Metro

COUNTY: Anoka

CITY/TOWNSHIP: Oak Grove

STATE: Minnesota

Date of Inspection: 11/16/2016

Equipment Used:

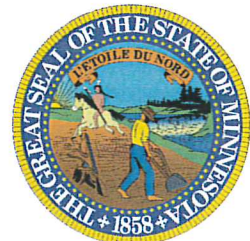
Owner: County Highway Agency

Inspected By: Anderson, Gregory

Report Written By: Gregory Anderson

Report Reviewed By: Matthew John

Final Report Date: 01/12/2017



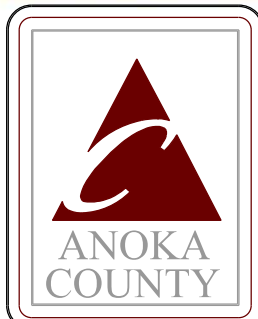
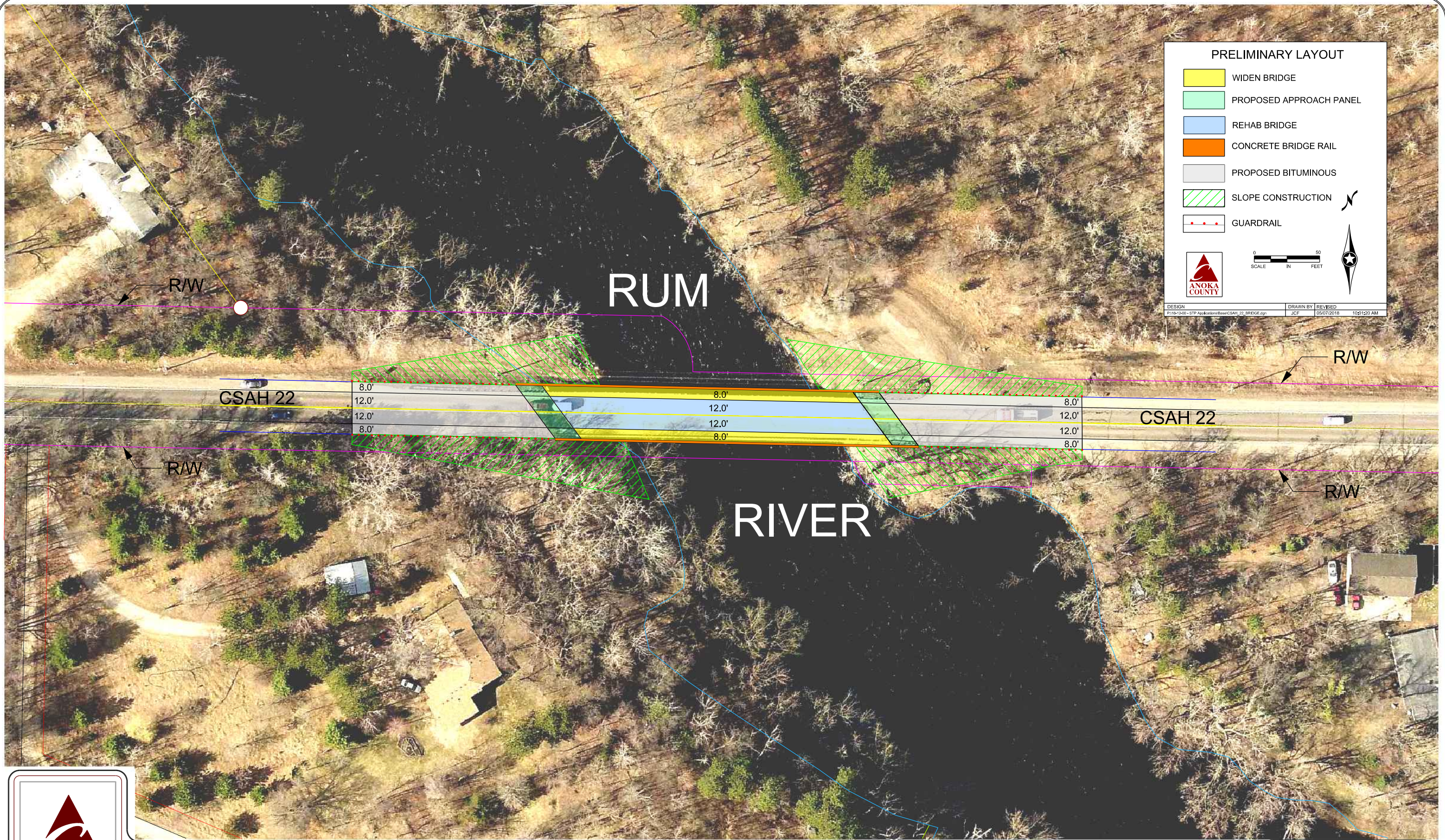
# Minnesota Structure Inventory Report

Bridge ID: 02519

CSAH 22 over RUM RIVER

Date: 01/11/2017

+ GENERAL +	+ ROADWAY +	+ INSPECTION +
Agency Br. No. Crew District 05 Maint. Area County 002 - Anoka City Oak Grove Township Desc. Loc. 0.2 MI E OF JCT CR 55 Sect., Twp., Range 30 - 033N - 24W Latitude 45° 19' 39.14" Longitude 93° 22' 22.25" Custodian 02 - County Highway Agency Owner 02 - County Highway Agency BMU Agreement Year Built 1969 MN Year Reconstructed FHWA Year Reconstructed MN Temporary Status Bridge Plan Location 3 - COUNTY Date Opened to Traffic 10/1/1969 On - Off System 1 - ON Legislative District 48A Potential ABC 2 - N/A	Bridge Match ID (TIS) 0 Roadway O/U Key Route On Structure Route Sys 04 - CSAH Number 22 Roadway Name or Description CSAH 22 Level of Service 1 - MAINLINE Roadway Type 2 - 2-way traffic Control Section (TH Only) Reference Point 008+00.810 Detour Length 5.0 mi. Lanes ON 2 UNDER 0 ADT 8149 YEAR 2008 HCADT ADTT % Functional Class 06 - Rural - Minor Arterial	Userkey 42 Structurally Deficient N Functionally Obsolete N Sufficiency Rating 62.2 Routine Inspection Date 11/16/2016 Routine Inspection Frequency 24 Inspector Name Anderson, Gregory Status P - Posted for Load
		+ NBI CONDITION RATINGS +
		Deck 5 Unsound Deck % Superstructure 6 Substructure 7 Channel 6 Culvert N
		+ NBI APPRAISAL RATINGS +
		Structure Evaluation 5 Deck Geometry 4 Underclearances N Waterway Adequacy 8 Approach Alignment 7
		+ SAFETY FEATURES +
		Bridge Railing 1 - MEETS STANDARDS GR Transition 1 - MEETS STANDARDS Appr. Guardrail 1 - MEETS STANDARDS GR Termini 1 - MEETS STANDARDS
		+ IN DEPTH INSP. +
		Y/N Freq Date
		Frac. Critical N Underwater N 60 05/24/2016 Pinned Asbly. N Spec. Feat.
		+ WATERWAY +
		Drainage Area (sq. mi.) 1360.0 Waterway Opening (sf.) 1834 Navigation Control 0 - No nav. control on Pier Protection Nav. Clr. (ft.) Vert. 0.0 Horiz. 0.0 Nav. Vert. Lift Bridge Clear. (ft.) MN Scour Code 0 - STBL - ACT Year 1997
		+ CAPACITY RATINGS +
		Deslgn Load 4 - H 20 Operating Rating 2 - HS TRUCK 20.6 Inventory Rating 2 - HS TRUCK 12.4 Posting VEH: 36 SEMI: 40 DBL: 40 Rating Date 10/03/2013 Overweight Permit Codes A N - N/A B N - N/A C N - N/A
+ STRUCTURE +	+ RDWY DIMENSIONS +	
Service On 1 - Highway Service Under 5 - Waterway Main Span Type 5 - Prestress or Precast Main Span Design 01 - Beam Span Main Span Detail Appr. Span Type Appr. Span Design Appr. Span Detail Skew 37 LEFT Culvert Type Barrel Length Cantilever ID  Number of Spans MAIN: 3 APPR: 0 TOTAL: Main Span Length 78.2 ft. Structure Length 238.9 ft. Deck Width (Out-to-Out) 34.2 ft. Deck Material 1 - Concrete Cast-in-Place Wear Surf Type 4 - Low Slump Concrete Wear Surf Install Year 1986 Wear Course/Fill Depth 0.16 ft. Deck Membrane 0 - None Deck Rebars 0 - None Deck Rebars Install Year Structure Area (Out-to-Out) 8170 sq. ft. Roadway Area (Curb-to-Curb) 7169 sq. ft. Sidewalk Width 50A. Lt 0.00 ft. 50B. Rt 0.00 ft. Curb Height Lt 0.50 ft. Rt 0.50 ft. Rail Type Lt 03 Rt 03	If Divided NB-EB SB-WB Roadway Width 30.00 ft. ft. Vertical Clearance ft. ft. Max. Vert. Clear. ft. ft. Horizontal Clear. ft. ft. Lateral Clearance ft. ft. Appr. Surface Width 32.0 ft. Bridge Roadway Width 30.0 ft. Median Width On Bridge ft.	
	+ MISC. BRIDGE DATA +	
	Structure Flared 0 - No flare Parallel Structure N - No parallel structure Field Conn. ID Abutment Foundation (Material/Type) 1 - CONC 3 - FTG PILE Pier Foundation (Material/Type) 1 - CONC 3 - FTG PILE Historic Status 5 - Not eligible	
	+ PAINT +	
	Year Painted Unsound Paint % Painted Area sq. ft. Primer Type Finish Type	
	+ BRIDGE SIGNS +	
	Posted Load 2 - Vehicle & Semi (Type R12-5) Traffic 0 - Not Required Horizontal 1 - Object Markers Vertical N - Not Applicable	



**CSAH 22 (Viking Blvd.) Bridge Replacement.**

**EXHIBIT A**  
 Date: 05/07/2018

# 1-Page Information Sheet: CSAH 22 Bridge Widening in Oak Grove

**PROJECT NAME:** CSAH 22 (Viking Blvd) Bridge widening in Oak Grove

**PROJECT LOCATION:** City of Oak Grove, Anoka County

**APPLICANT:** Anoka County Highway Department

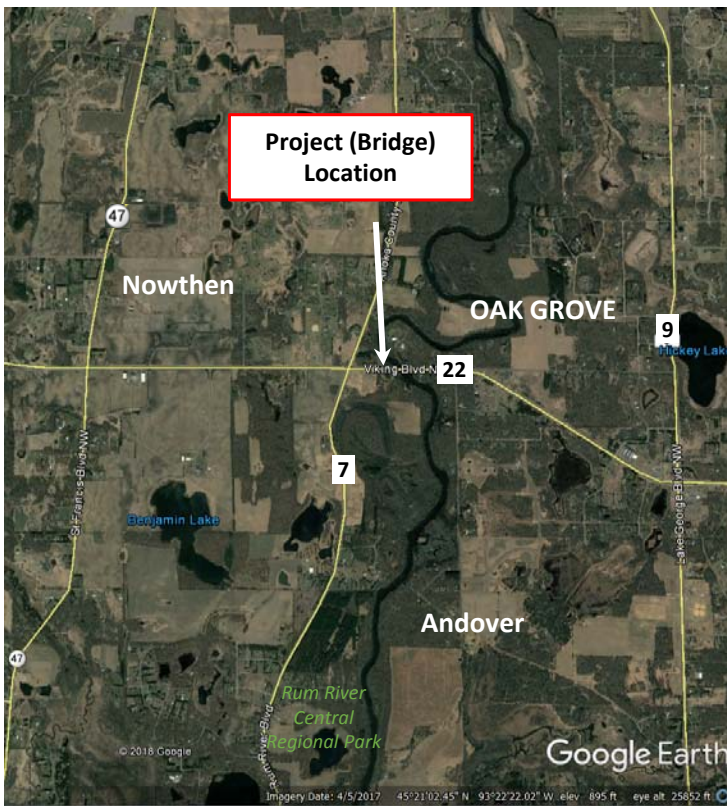
**FUNDING REQUEST:** \$1,436,296

**TOTAL PROJECT COST:** \$1,795,370

## PROJECT DESCRIPTION

This project is for the rehabilitation and widening of the CSAH 22 (Viking Boulevard) bridge over the Rum River in the city of Oak Grove. This A Minor Arterial Connector roadway currently carries 6,800 vehicles per day. The pavement width on the bridge is 28 feet which provides two 12-foot travel lanes. However, there are no shoulders or other accommodations for bicyclists or pedestrians.

The bridge will be rehabilitated with a wider design that would provide eight-foot shoulders to safely accommodate bicyclists and pedestrians. Widening of the piers and abutments will be required to support the widened bridge cross section.



## PROJECT BENEFITS

- Extend the life of the bridge (current sufficiency rating of 62.4)
- Reduced pedestrian and bicyclist exposure
- Enhanced pedestrian and bicyclist connectivity
- Improved access between parks, open space, and population centers



**BOARD OF COUNTY COMMISSIONERS**

*Anoka County, Minnesota*

**DATE: May 22, 2018**

**RESOLUTION #2018-74**

**OFFERED BY COMMISSIONER: Schulte**

**AUTHORIZING SUBMITTAL OF FEDERAL FUNDING APPLICATION  
FOR CSAH 22 RUM RIVER BRIDGE REHABILITATION PROJECT**

WHEREAS, CSAH 22 is an "A" Minor Arterial Connector route that provides an important east-west transportation connection in Anoka County; and,

WHEREAS, the CSAH 22 (Viking Blvd. NW) bridge is an important crossing over the Rum River for motorized traffic as well as for pedestrians and bicyclists; and,

WHEREAS, the CSAH 22 bridge (Bridge No. 02519) is one of only three crossings over the Rum River within the northern half of the county, with the next closest bridge located over four miles away; and,

WHEREAS, the CSAH 22 bridge, with a bridge deck width of 30 feet wide, lacks sufficient room to accommodate an eight to ten foot wide shoulder to safely accommodate pedestrian and bicyclist travel across the river; and,

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

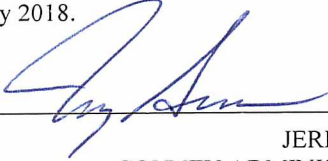
WHEREAS, existing and future traffic volumes are such that travel delay congestion will negatively impact the ability of the corridor to move traffic:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Highway Department is hereby authorized to submit an application through the Metropolitan Council's 2018 Regional Solicitation program to the Transportation Advisory Board to receive federal transportation funds to make improvements to rehabilitate (widen) the CSAH 22 (Viking Blvd. NW) bridge over the Rum River in Oak Grove in the Bridge Reconstruction/Rehabilitation category.

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 May 22, 2018, 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 22nd day of May 2018.

  
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	

**RESOLUTION NO. 18-077**

**CITY OF OAK GROVE  
COUNTY OF ANOKA  
STATE OF MINNESOTA**

**SUPPORTING ANOKA COUNTY FEDERAL FUNDING APPLICATION FOR  
CSAH 22 RUM RIVER BRIDGE REHABILITATION PROJECT**

**WHEREAS**, CSAH 22 is an "A" Minor Arterial Connector route that provides an important east-west transportation connection in Anoka County; and

**WHEREAS**, the CSAH 22 bridge is an important crossing of the Rum River for motorized traffic as well as for pedestrians and bicyclists; and

**WHEREAS**, the CSAH 22 bridge (Structure ID 02519) is one of only three crossings over the Rum River within the northern half of the county, with the closest east-west bridge located over four miles away.

**WHEREAS**, the CSAH 22 bridge, with a bridge deck of 30 feet wide lacks sufficient room to accommodate an 8-10-foot shoulder to safely accommodate pedestrian and bicyclist travel across the river; and

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

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

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

**WHEREAS**, Anoka County would like to submit an application to the Transportation Advisory Board to the Metropolitan Council for 2021 - 2023 to receive federal transportation funds to rehabilitate and widen the CSAH 22 Bridge over the Rum River in Oak Grove.

**NOW THERE, BE IT RESOLVED** that the Oak Grove City Council supports Anoka County in preparing and submitting an application for the CSAH 22 (Viking Blvd.) in the Bridge Rehabilitation category.

  
\_\_\_\_\_  
Mark R. Korin, Mayor

ATTEST:

  
\_\_\_\_\_  
Kathy Nielsen, City Clerk

(Seal)



**PROJECT NAME:** CSAH 22 (Viking Blvd) Bridge widening in Oak Grove

**PROJECT LOCATION:** City of Oak Grove, Anoka County

**APPLICANT:** Anoka County Highway Department

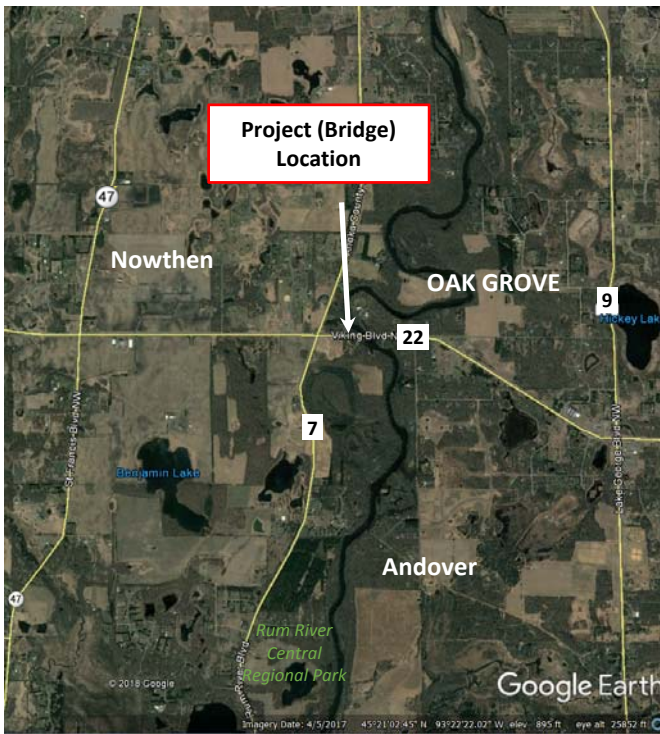
**FUNDING REQUEST:** \$1,436,296

**TOTAL PROJECT COST:** \$1,795,370

### PROJECT DESCRIPTION

This project is for the rehabilitation or widening of the CSAH 22 (Viking Boulevard) bridge over the Rum River in the city of Oak Grove. This A Minor Arterial Connector roadway currently carries 6,800 vehicles per day. The pavement width on the bridge is 28 feet which provides two 12-foot travel lanes. However, there are no shoulders or other accommodations for bicyclists or pedestrians.

The bridge would be rehabilitated with a wider design that would provide eight-foot shoulders to safely accommodate bicyclists and pedestrians. Widening of the piers and abutments will be needed to support the widened bridge cross section.



### PROJECT BENEFITS

- Reduced pedestrian and bicyclist exposure
- Enhanced pedestrian and bicyclist connectivity
- Improved access between parks, open space, and population centers

