



Application

10354 - 2018 Roadway Modernization

10817 - 2. TH 47/CSAH 116 Intersection Area Improvements in Anoka and Ramsey

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
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Primary Contact

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

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

1440 BUNKER LAKE BLVD

*

ANDOVER

Minnesota

55304

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:*

763-324-3100

Ext.

Fax:

763-324-3020

PeopleSoft Vendor Number

0000003633A15

Project Information

Project Name

CSAH 116/Bunker Lake Blvd and MN 47/Ferry Street
Intersection Improvements

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

Ramsey; Anoka

Jurisdictional Agency (If Different than the Applicant):

Minnesota Department of Transportation & Anoka Cou

The CSAH 116/Bunker Lake Blvd and TH 47/Ferry St intersection is at the junction of the cities of Anoka and Ramsey. These roads facilitate both regional and local travel. CSAH 116 is an A Minor Reliever to Hwy 10 to the south. TH 47 is an A Minor Connector, which transitions to a Principal Arterial at the Hwy 10/169 interchange to the south.

The intersection experiences long AM and PM peak hour queues. Southbound left turns from TH 47 onto CSAH 116 create long AM peak hour delays. Westbound right turns from CSAH 116 onto TH 47 create long PM peak hour delays.

This project will increase intersection capacity by providing additional travel and turn lanes. Additional left turn lanes will better accommodate turns from TH 47 onto CSAH 116 and will reduce queuing in thru lanes due to left turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety on both roadways, by removing vehicles waiting to turn from thru-lanes. These turn lane improvements include extending the CSAH 116 westbound right turn lane across the CSAH 116 bridge.

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

A commercial center that provides services and amenities to the local population is located in the southwest corner of the CSAH 116/TH 47 intersection. Currently, northbound drivers can cut around the short median and use southbound lanes to access the driveway. This move greatly reduces their travel time to this property. (The proper move is to make a northbound left onto CSAH 116 and a westbound U-turn at Tower Pond Dr). The project will add a northbound left turn into this center which will improve access to businesses and safety.

Non-motorized accommodations in the project area

are discontinuous. The project will close an existing gap in the non-motorized network by construction a portion of sidewalk on the south side of CSAH 116, west of TH 47. The sidewalk will improve access to the local commercial center in the southwest quadrant of the intersection. Additionally, the existing pedestrian crossing over the CSAH 116 bridge will be significantly widened from 6? to 10?, improving this segment of the network to more standard trail width. Planned improvements will maintain access to all businesses while improving non-motorized access throughout the project area.

(Limit 2,800 characters; approximately 400 words)

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

CSAH 116 from approximately 750? west of TH 47 to approximately 1250? east of NB 47 and TH 47 from 142nd Ave NW to Coolidge St. Intersection reconstruct, improve turning lanes and road configurations.

Project Length (Miles)

0.76

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

\$1,868,000.00

Match Amount

\$467,000.00

Minimum of 20% of project total

Project Total

\$2,335,000.00

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

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:

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	CSAH 116 is an A Minor Reliever MN 47 is an A Minor Connector
Road System <i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	CSAH, TH
Road/Route No. <i>i.e., 53 for CSAH 53</i>	116
Name of Road <i>Example; 1st ST., MAIN AVE</i>	CSAH 116, BUNKER LAKE BLVD, MN 47
Zip Code where Majority of Work is Being Performed	55303
(Approximate) Begin Construction Date	05/09/2022
(Approximate) End Construction Date	11/18/2022
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	
To: (Intersection or Address)	
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	CSAH 116 from approximately 750? west of MN 47 to
Primary Types of Work <i>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.</i>	GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, LIGHTING
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	

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.

Goal: Transportation System Stewardship (pg 58).

Objective: B) Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations (pg 58).

Strategy: A2) Regional transportation partners should regularly review planned preservation and maintenance projects to identify cost-effective opportunities to incorporate improvements for safety, lower-cost congestion management and mitigation, transit, bicycle, and pedestrian facilities (pg 2.6).

Goal: Access to Destinations (pg 62)

Objective: B) Increase travel time reliability and predictability for travel on highway and transit systems. (pg. 62)

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

Strategy: 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 (pg 2.9).

(C16) Regional transportation partners should fund projects that provide for bicycle and pedestrian travel across or around physical barriers and/or improve continuity between jurisdictions (pg 2.10).

Goal: Competitive Economy (pg 64)

Objectives: B) Invest in a multimodal transportation system to attract and retain businesses and

residents C) Support the region's economic competitiveness through the efficient movement of freight (pg 64).

Strategy: D1) The Council and its transportation partners will identify and pursue the level of increased funding needed to create a multimodal transportation system that is safe, well-maintained, offers modal choices, manages and eases congestion, provides reliable access to jobs and opportunities, facilitates the shipping of freight, connects and enhances communities, and shares benefits and impacts equitably among all communities and users (pg 2.11).

Goal: Leveraging Transportation Investment to Guide Land Use (pg 70)

Objective: A) Focus regional growth in areas that support the full range of multimodal travel (pg 70).

Strategy: F3) Metropolitan Council, MnDOT, and local governments will plan, build, operate, maintain, and rebuild an adequate system of interconnected highways and local roads.

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 2030 Comprehensive Plan ? pages: 175, 176, 183, 185, 189

- City of Ramsey 2030 Comprehensive Plan ? pages: 6-2, 6-8, 6-16, 6-18

List the applicable documents and pages:

- Anoka County 2030 Transportation Plan ? pages: 2.1, 2.2, 2.3, 2.4

- City of Anoka Capital Improvements Plan ? page 4, 12, 13

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

03/30/2018

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. 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. Yes

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.

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. Yes

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$50,000.00
Removals (approx. 5% of total cost)	\$160,000.00
Roadway (grading, borrow, etc.)	\$10,000.00
Roadway (aggregates and paving)	\$575,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$230,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$180,000.00
Traffic Control	\$100,000.00
Striping	\$10,000.00
Signing	\$10,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$50,000.00
Bridge	\$250,000.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$250,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00

Roadway Contingencies	\$370,000.00
Other Roadway Elements	\$15,000.00
Totals	\$2,260,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$20,000.00
Sidewalk Construction	\$20,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$25,000.00
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	\$10,000.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$75,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

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

Totals

Total Cost	\$2,335,000.00
Construction Cost Total	\$2,335,000.00
Transit Operating Cost Total	\$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	TH 10
Adjacent Parallel Corridor Start and End Points:	
Start Point:	TH 47
End Point:	Main Street W
Free-Flow Travel Speed:	58
<i>The Free-Flow Travel Speed is black number.</i>	
Peak Hour Travel Speed:	41
<i>The Peak-Hour Travel Speed is red number.</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	29.31%
Upload the "Level of Congestion" map:	1530891948686_CSAH 116 TH 47 Seg 1 Congestion.pdf

Principal Arterial Intersection Conversion Study:

Proposed at-grade project that reduces delay at a High Priority Intersection:

(65 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(55 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(45 Points)

Not listed as a priority in the study: Yes

(0 Points)

Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:

(65 Points)

Not listed as a CMSP priority location: Yes

(0 Points)

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

Existing Employment within 1 Mile: 6595

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 1832

Existing Post-Secondary Students within 1 Mile: 0

Upload Map 1531497498000_Combined_Econ_Maps.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

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

Along Tier 1:

Along Tier 2:

Along Tier 3: Yes

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

None of the tiers:

Measure A: Current Daily Person Throughput

Location CSAH 116 at TH 47 Intersection

Current AADT Volume 12800

Existing Transit Routes on the Project N/A

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map 1531497718468_Combined_Transit_Maps.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput

16640.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume

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

24000

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:

Yes

(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:

(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.

This project is included the County Roadways System Deficiencies list that is included in the Draft Anoka County 2040 Transportation Plan Update (see Table 39) of the draft plan, located here: <https://bit.ly/2MSxy03>. The County's transportation planning process included an information meeting on March 28, 2018. This meeting introduced the planning effort and the results of the technical analyses processes, including the recommendation to further study CSAH 116.

Response:

Anoka County has met with representatives from the Cities of Ramsey and Anoka regarding the proposed CSAH 116 and TH 47 intersection improvements. Both cities have provided letters of support for this project, which are attached to this application. The County has also coordinated with the Minnesota Department of Transportation regarding the proposed improvements; a letter from that agency is also attached to this application.

As the CSAH 116 and TH 47 intersection improvements project continues through project development, Anoka County will further engage the local communities, including affected property owners, in the planning process.

(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.

The project area is partially located in two census tracts that are above the regional average for population in poverty. Within the project area, existing pedestrian facilities are discontinuous which makes non-motorized travel difficult and unsafe. The majority residential areas directly adjacent to Highway 10/169 in Anoka are single family homes. Retail and commercial as well as industrial land uses are also nearby. Commercial areas composed of fast food, a gas station, and other auto-oriented land uses are located on the west side of TH 47.

This project will close a gap in the non-motorized transportation network by adding a sidewalk on the south side of CSAH 116, west of TH 47.

Improvements will improve access to area businesses in the Cities of Anoka and Ramsey, Rivers? Bend Park in the City of Ramsey, and Anoka County?s Trail System, benefitting all populations.

Response:

This will improve connections to destinations in the vicinity of the Hwy 116 and TH 47 intersection will be improved which will enhance access to essential daily functions, including services and jobs. provide safer conditions which will benefit all, including low-income populations, elderly, and persons with disabilities, and persons of color.

Planned improvements will improve vehicles travel times. Intersection improvements will enable peak hour traffic to flow better, which will decrease travel times. This benefits cars and freight users through improved reliability of travel times and speeds. Reduced queue lengths will decrease the number of idling vehicles waiting to turn or move through the intersection, which is a benefit to public health of area residents.

Ideally, all improvements will be constructed in

continuous phasing to use resources efficiently and to minimize disruptions to regional traffic and local businesses and residents.

(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:

Adding turn lanes to CSAH 116 and TH 47 will increase the distance of roadway that pedestrians and bicyclists will need to cross at this intersection. Pedestrians and bicyclists, including those traveling on the Central Anoka Regional Trail, will need to cross six or seven lanes of traffic to continue travel. Overall, however, the project will improve pedestrian and bicycle access considerably over existing conditions by completing a gap in the sidewalk network and widening the existing bridge crossing from 6' to 10'. Additionally, the new traffic signal/intersection will include full accessible pedestrian signals, countdown timers, appropriate pedestrian phasing timing, and ADA compliant ramps to help offset any negative effects of the longer crossing distances. As project development continues, Anoka County will consider measures which might be taken to enhance the safety of pedestrians and bicyclists crossing through the intersection.

The project will address congestion at the intersection of CSAH 116 and TH 47. This will improve safety by addressing conditions that contribute to rear end crashes.

The improvements at CSAH 116 and TH 47 are not anticipated to require displacing residents and/or businesses. The project may require acquiring some permanent right-of-way acquisition or temporary easements (primarily during construction). These details will be determined during project development.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1531498026921_Combined_Socioecon_Maps.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
Ramsey	0.76	1.0	81.0	81.0
Anoka	0	0	83.0	0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.76

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.76
 Total Housing Score 81.0

Affordable Housing Scoring

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1997	0.23	459.31	604.355
1990	0.15	298.5	392.763
1964	0.38	746.32	982.0
	1	1504	1979

Total Project Length

Total Project Length (as entered in "Project Information" form) 0.76

Average Construction Year

Weighted Year

1979

Total Segment Length (Miles)

Total Segment Length

0.76

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements:

Yes

Response:

TH 47/Ferry Street is a Tier 3 freight corridor in the Metropolitan Council Regional Freight Network. Adding and extending turn lanes in the project area will increase intersection capacity. This will improve the ability of highway freight trucks to navigate the intersection, by reducing wait times at intersections and providing queuing space that is not within a through lane. This will improve freight movement along this regional corridor.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines:

Yes

Response:

The proposed lane configuration across the existing bridge deck will improve horizontal clear distances across the bridge by adding shoulder area along the north side (along the newly extended right turn lane).

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

Response:

The existing westbound right turn lane is insufficient in length and also does not include a proper taper to transition into the lane. Queue lengths for westbound traffic frequently block access to this heavily used turn lane during peak periods, negatively affecting safety and operations at this location.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Response:

The extension of the right turn lane on westbound CSAH 116 / Bunker Lake Blvd will improve access onto TH 47/Ferry Street by providing adequate queuing space for right-turning vehicles. The addition of a second left turn lane on southbound TH 47 / Ferry Street will improve access to eastbound CSAH 116. Improving access management in these locations will benefit traffic flow on both of these roads, which are often congested with vehicles waiting to turn.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Response:

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Response:

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Signals will be upgraded to a new system with full pedestrian accommodations (accessible pedestrian signals, countdown timers, etc.). Additionally, the intersection lighting will be upgraded to LED for longer life and improved energy usage.

Response:

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

This project will also fill gaps in the existing pedestrian and trail network. Currently, the Central Anoka Regional Trail ends about 460' short of the project intersection on the south side. This project will fill this identified gap, creating continuous connections, extending access to the neighborhood south of the project, and continuing progress toward the completion of the Central Anoka Regional Trail. Sidewalk and trail improvements and completion will also better facilitate non-motorized travel to businesses located near the intersection.

Response:

(Limit 700 characters; approximately 100 words)

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Reduced by Project (Seconds/Vehicle)	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
345.0	79.0	266.0	3750	997500.0	15308168387 33_BMI Conditions MOD_PM peak_2017 - Emissions Report.pdf	

Vehicle Delay Reduced

Total Peak Hour Delay Reduced 997500.0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
37.96	16.88	21.08
38	17	21

Total

Total Emissions Reduced: 21.08

Upload Synchro Report 1531499052421_Item_5_Emissions_&_Timing.pdf

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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
without the Project
(Kilograms):

0

Total (CO, NOX, and VOC)
Peak Hour Emissions with
the Project (Kilograms):

0

Total (CO, NOX, and VOC)
Peak Hour Emissions
Reduced by the Project
(Kilograms):

0

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

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: 0

Vehicle miles traveled without the project: 0

Total delay in hours without the project: 0

Total stops in vehicles per hour without the project: 0

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 (F1) 0

Fuel consumption in gallons (F2) 0

Fuel consumption in gallons (F3) 0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0

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

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

Crash Modification Factor Used:

Crash modification factors used include; install pedestrian countdown timer. In addition, a reduction of crashes to reach the state average for similar intersections was identified due to the anticipated reduction in congestion. Both are displayed in the B/C worksheet.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

The existing signal system does not feature APS equipment. The construction of sidewalks in addition to making connections to existing trail networks further adds to the need for an APS system and upgraded pedestrian accessibility at the intersection. Additionally, the existing crash rate at the intersection can be expected to be reduced with the proposed improvements due to the anticipated reduction in congestion. The intersection is currently experiencing a crash rate above the statewide average for similar intersections, most likely due to the extensive queuing during peak hours. Reduced congestion will decrease queuing and therefore decrease the crash rate to at or below average levels.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio \$966,787.00

Worksheet Attachment 1531501126046_Item_6_Safety.pdf

Please upload attachment in PDF form.

Roadway projects that include railroad grade-separation elements:

Current AADT volume: 0

Average daily trains: 0

Crash Risk Exposure eliminated: 0

Measure A: Multimodal Elements and Existing Connections

Response:

Non-motorized accommodations in the project area are discontinuous. The project will close an existing gap non-motorized accommodations network by construction a portion of sidewalk on the south side of CSAH 116, west of TH 47. The sidewalk will improve access to the local commercial center in the southwest quadrant of the intersection. Planned improvements will maintain access to all businesses while improving non-motorized access throughout the project area. Proposed improvements will also enhance the quality of bicycle and pedestrian facilities throughout the project area, specifically the existing trail crossing on the south side of the CSAH 116 bridge. The existing crossing is only 6' in width, which will be increased to 10' with modifications made to usage of the existing bridge deck. All facilities will be continuous and ADA compliant.

There are no transit connections in the project area.

(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

1531500058171_Concept_and_Letters_red.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 Yes

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

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

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

Total Project Cost (entered in Project Cost Form): \$2,335,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$2,335,000.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

Other Attachments

File Name	Description	File Size
All_Met_Council_Generated_Maps.pdf	All maps generated by Council's online tool	17.4 MB
County_Resolution_&_Letters_of_Support.pdf	County Resolution and Letters of Support	1.1 MB
CSAH116_TH47_Existing_Condition_Photos.pdf	Existing Conditions Photos	311 KB
CSAH_116_&_MN_47_One_Page_Description.pdf	One-page project summary	198 KB
TH47_CSAH116_FIGURE_02_red.pdf	Project Concept	483 KB

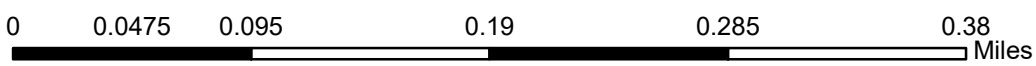
Level of Congestion

Roadway Reconstruction/Modernization Project: TH 47 at CR 116 Intersection Seg 1 | Map ID: 1529950817075



Metropolitan Council

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



Created: 6/25/2018
LandscapeRSA1



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



Regional Economy

Roadway Reconstruction/Modernization Project: TH 47 at CR 116 Intersection Seg 1 | Map ID: 1529950817075

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Andover

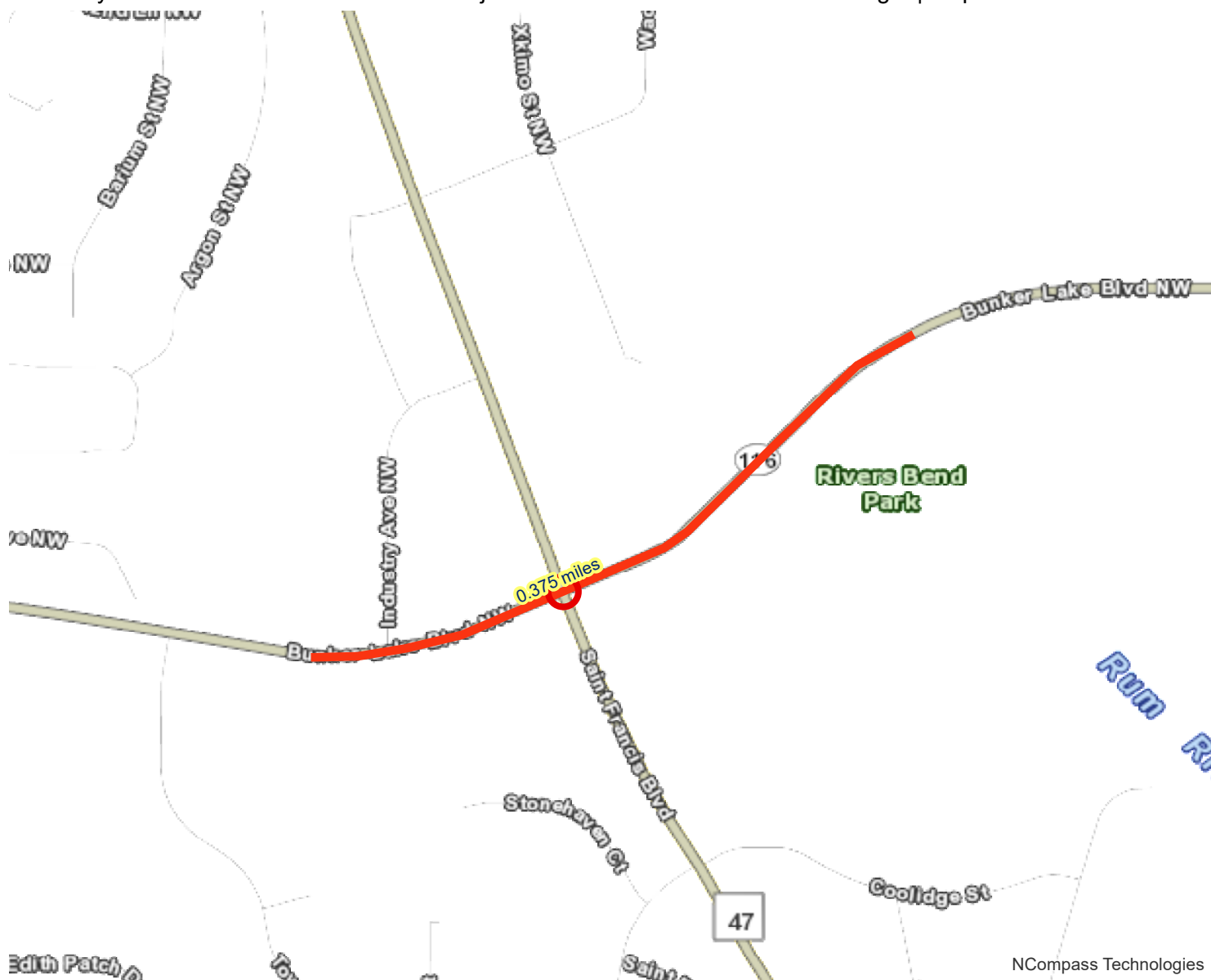
Population: 2569
Employment: 140
Mfg and Dist Employment: 8





Anoka

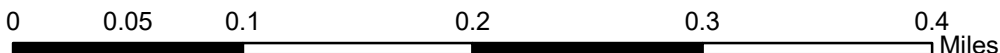
Population: 7998
Employment: 5730
Mfg and Dist Employment: 1819

Ramsey

Population: 6652
Employment: 725
Mfg and Dist Employment: 5



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



Created: 6/25/2018
LandscapeRSA5



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



NCompass Technologies

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 116 TH 47 Intersection Seg 2 | Map ID: 1529951550492

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Andover

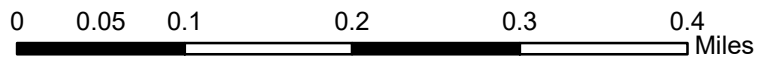
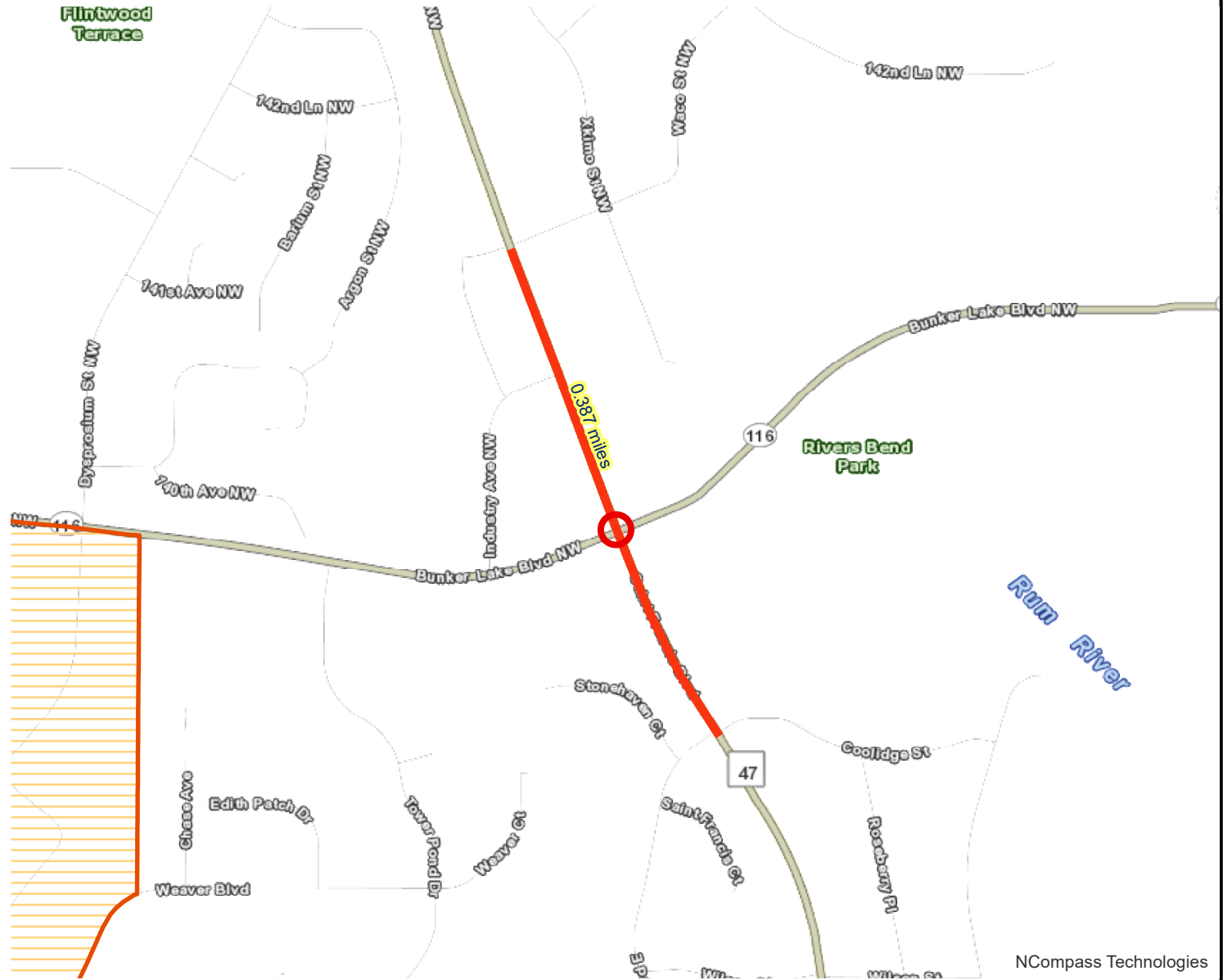
Population: 2569
Employment: 140
Mfg and Dist Employment: 8

Anoka

Population: 7998
Employment: 5730
Mfg and Dist Employment: 1819

Ramsey

Population: 6652
Employment: 725
Mfg and Dist Employment: 5



Created: 6/25/2018
LandscapeRSA5



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



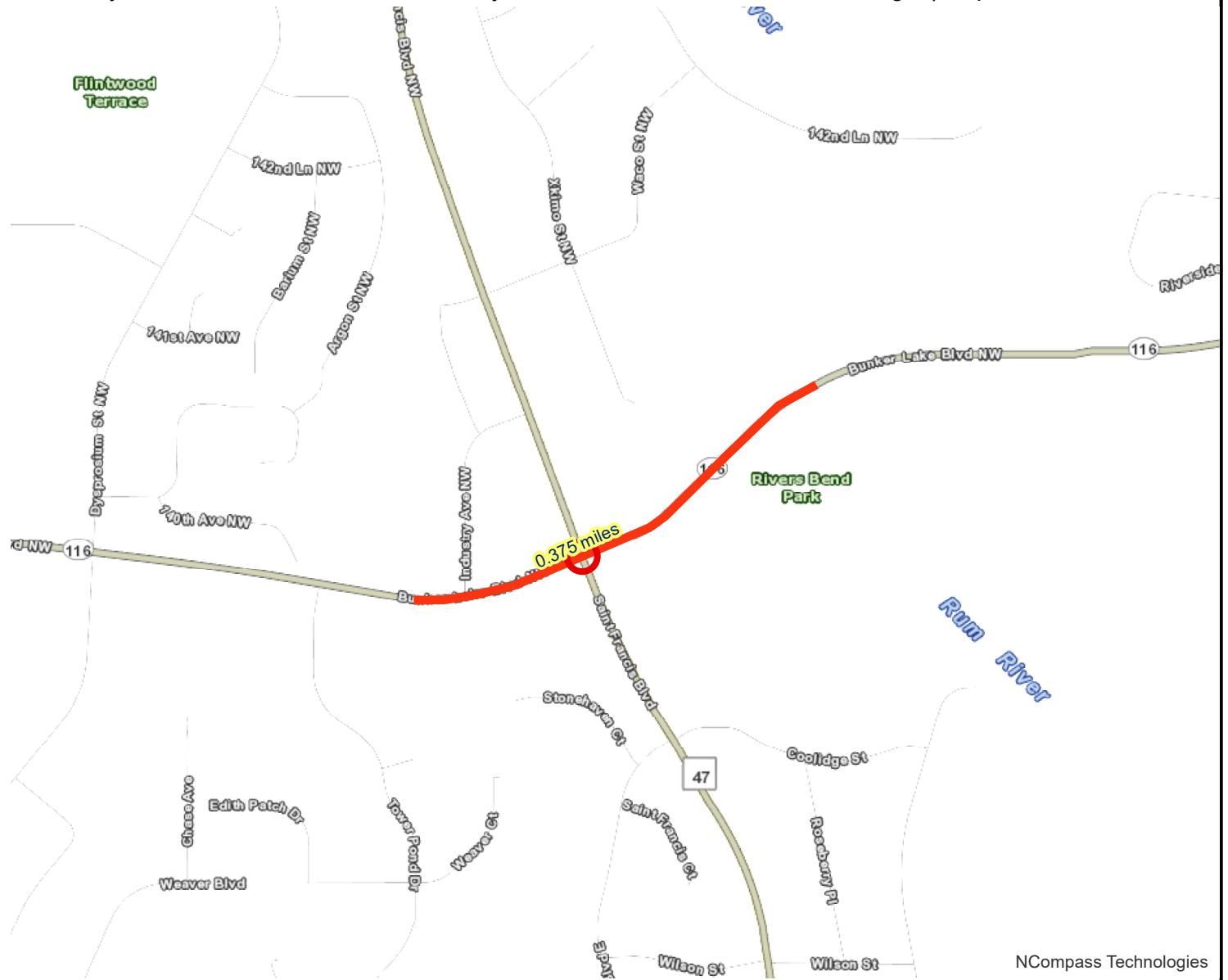
Transit Connections

Roadway Reconstruction/Modernization Project: TH 47 at CR 116 Intersection Seg 1 | Map ID: 1529950817075

Results

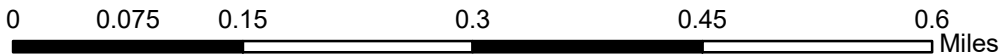
Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*



○ Project Points ● Active Stop

— Project



Created: 6/25/2018
LandscapeRSA3



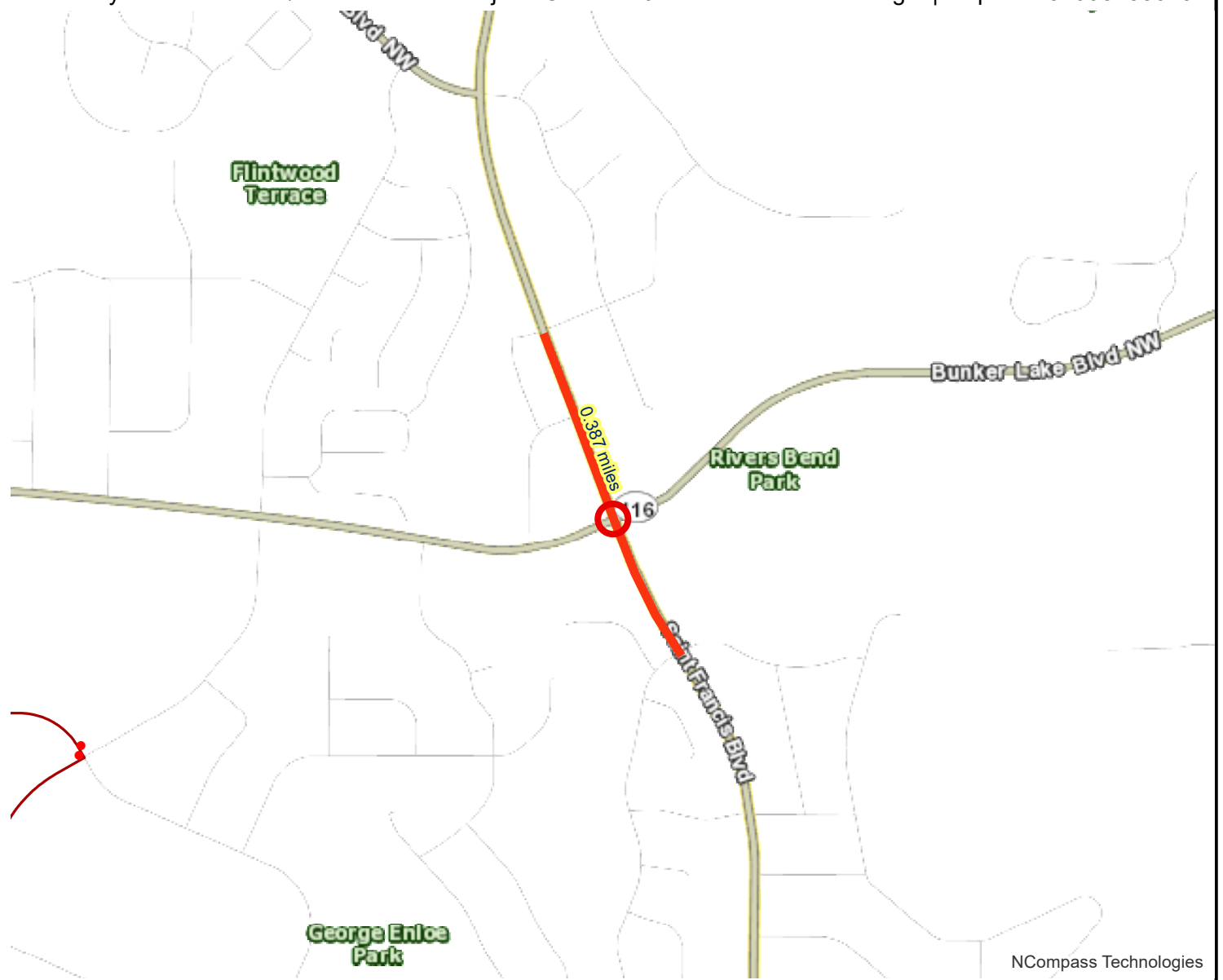
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 116 TH 47 Intersection Seg 2 | Map ID: 1529951550492

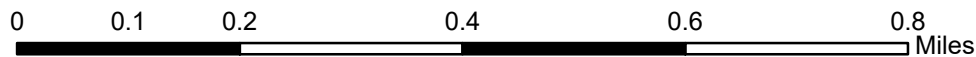


Results

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

**indicates Planned Alignments*

-  Project Points
-  Active Stop
-  Project
-  Transit Routes



Created: 6/25/2018
LandscapeRSA3



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

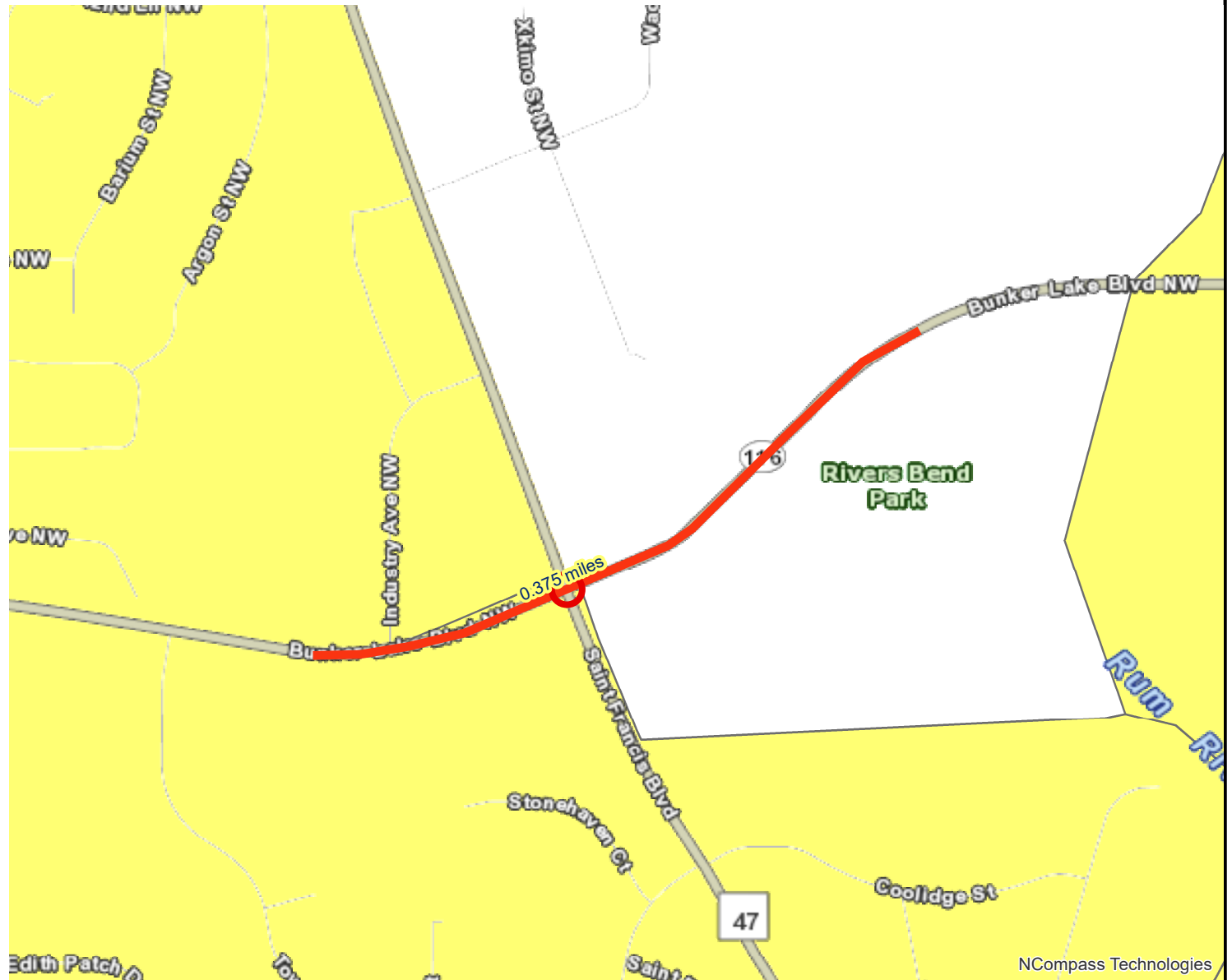





NCompass Technologies



Socio-Economic Conditions

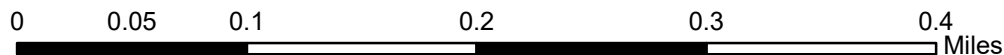
Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 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: 6/25/2018
LandscapeRSA2



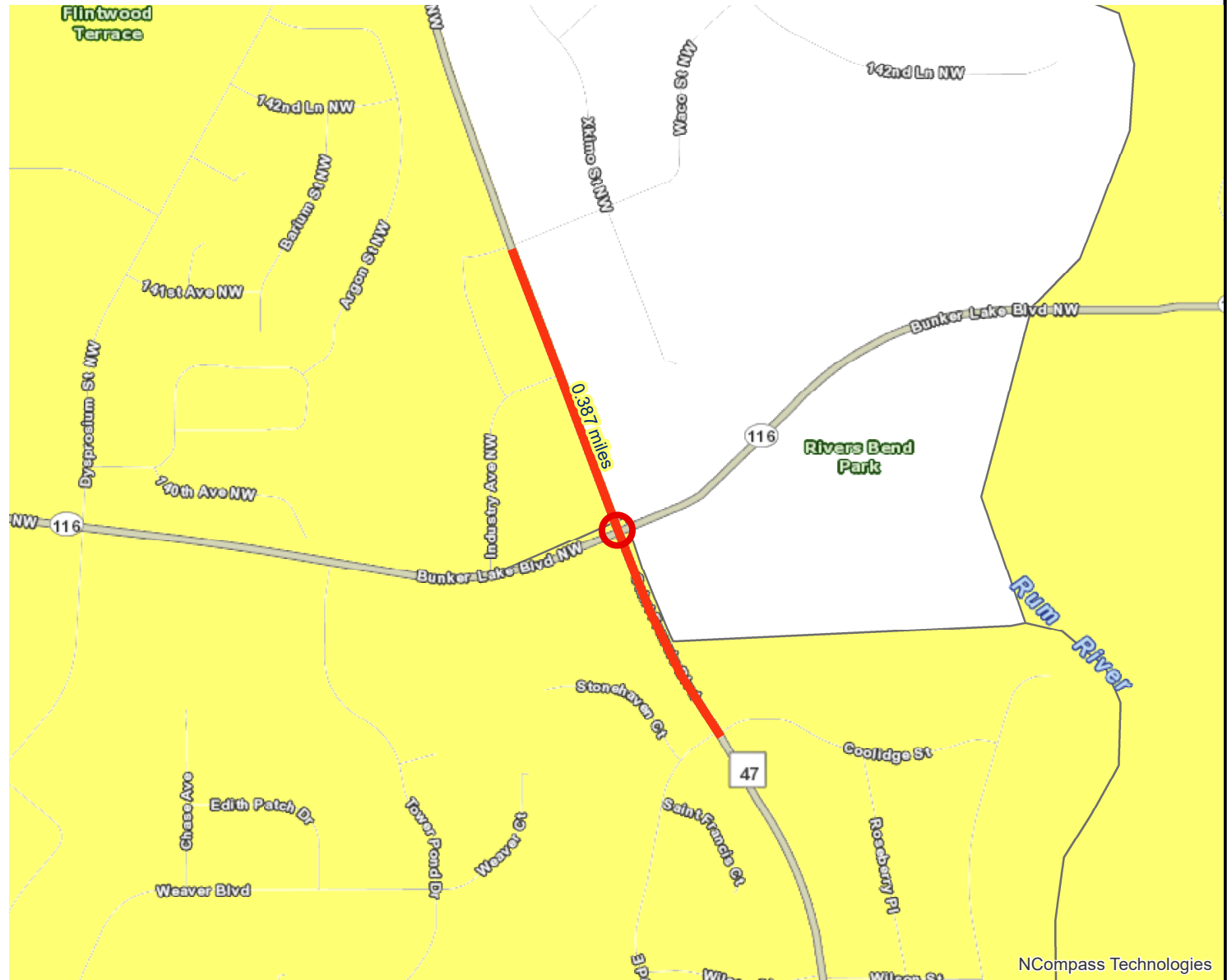
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>








Socio-Economic Conditions

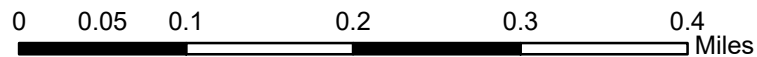
Results

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



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



1: TH 47 & Bunker Lake Blvd.

Direction	All
Future Volume (vph)	3750
Total Delay / Veh (s/v)	82
CO Emissions (kg)	11.94
NOx Emissions (kg)	2.32
VOC Emissions (kg)	2.77

1: TH 47 & Bunker Lake Blvd.

Direction	All
Future Volume (vph)	3750
Total Delay / Veh (s/v)	79
CO Emissions (kg)	11.84
NOx Emissions (kg)	2.30
VOC Emissions (kg)	2.74

Timings

1: TH 47 & Bunker Lake Blvd.

07/11/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↗	↔	↕	↗	↔	↕	↗	↔	↕	↗
Traffic Volume (vph)	130	385	69	101	382	547	107	908	80	347	649	45
Future Volume (vph)	130	385	69	101	382	547	107	908	80	347	649	45
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	1!	5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	12.5	38.5	38.5	12.5	39.5	12.5	12.5	42.5	42.5	12.5	41.5	41.5
Total Split (s)	15.0	38.7	38.7	15.8	39.5	25.0	13.0	70.5	70.5	25.0	82.5	82.5
Total Split (%)	10.0%	25.8%	25.8%	10.5%	26.3%	16.7%	8.7%	47.0%	47.0%	16.7%	55.0%	55.0%
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5	3.0	3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.5	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	7.5	7.5	5.5	7.5	5.5	5.5	6.5	6.5	5.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Act Effct Green (s)	9.5	24.4	24.4	10.3	25.2	52.2	7.5	64.1	64.1	19.5	76.1	76.1
Actuated g/C Ratio	0.07	0.17	0.17	0.07	0.18	0.36	0.05	0.45	0.45	0.14	0.53	0.53
v/c Ratio	1.21	0.70	0.19	0.87	0.67	0.96	0.65	1.19	0.11	0.81	0.71	0.05
Control Delay	202.5	62.3	1.1	115.4	60.6	68.0	84.5	131.6	0.3	74.6	31.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	202.5	62.3	1.1	115.4	60.6	68.0	84.5	131.6	0.3	74.6	31.2	0.1
LOS	F	E	A	F	E	E	F	F	A	E	C	A
Approach Delay		86.2			69.9			117.4			44.3	
Approach LOS		F			E			F			D	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 143.3

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.21

Intersection Signal Delay: 79.2

Intersection LOS: E

Intersection Capacity Utilization 117.9%

ICU Level of Service H

Analysis Period (min) 15

! Phase conflict between lane groups.

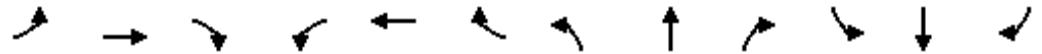
Splits and Phases: 1: TH 47 & Bunker Lake Blvd.



Phasings

1: TH 47 & Bunker Lake Blvd.

07/11/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8	1!	5	2		1	6	
Permitted Phases			4			8			2			6
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	12.5	38.5	38.5	12.5	39.5	12.5	12.5	42.5	42.5	12.5	41.5	41.5
Total Split (s)	15.0	38.7	38.7	15.8	39.5	25.0	13.0	70.5	70.5	25.0	82.5	82.5
Total Split (%)	10.0%	25.8%	25.8%	10.5%	26.3%	16.7%	8.7%	47.0%	47.0%	16.7%	55.0%	55.0%
Maximum Green (s)	9.5	31.2	31.2	10.3	32.0	19.5	7.5	64.0	64.0	19.5	76.0	76.0
Yellow Time (s)	3.0	5.5	5.5	3.0	5.5	3.0	3.0	4.5	4.5	3.0	4.5	4.5
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.5	2.5	2.0	2.0	2.5	2.0	2.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	3.0	4.0	4.0
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
90th %ile Green (s)	9.5	31.2	31.2	10.3	32.0	19.5	7.5	64.0	64.0	19.5	76.0	76.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Max	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	9.5	28.1	28.1	10.3	28.9	19.5	7.5	64.0	64.0	19.5	76.0	76.0
70th %ile Term Code	Max	Gap	Gap	Max	Hold	Max	Max	Max	Max	Max	Hold	Hold
50th %ile Green (s)	9.5	24.7	24.7	10.3	25.5	19.5	7.5	64.0	64.0	19.5	76.0	76.0
50th %ile Term Code	Max	Gap	Gap	Max	Hold	Max	Max	Max	Max	Max	Hold	Hold
30th %ile Green (s)	9.5	21.4	21.4	10.3	22.2	19.5	7.5	64.0	64.0	19.5	76.0	76.0
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Max	Max	Max	Max	Max	Hold	Hold
10th %ile Green (s)	9.5	17.1	17.1	10.3	17.9	19.5	7.4	64.0	64.0	19.5	76.1	76.1
10th %ile Term Code	Max	Gap	Gap	Max	Hold	Max	Gap	Max	Max	Max	Hold	Hold

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 143.3

Control Type: Actuated-Uncoordinated

90th %ile Actuated Cycle: 150

70th %ile Actuated Cycle: 146.9

50th %ile Actuated Cycle: 143.5

30th %ile Actuated Cycle: 140.2

10th %ile Actuated Cycle: 135.9

! Phase conflict between lane groups.



CMF / CRF Details

CMF ID: 5272

Install pedestrian countdown timer

Description: Install pedestrian countdown timer

Prior Condition: Unknown

Category: Intersection traffic control

Study: [Evaluating pedestrian safety improvements, Van Houten et al., 2012](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.3

Adjusted Standard Error:

Unadjusted Standard Error:

Crash Reduction Factor (CRF)

Value: 70 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:

Applicability

Crash Type:	Vehicle/pedestrian
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not specified
Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not specified
Traffic Control:	Signalized
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details


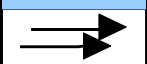



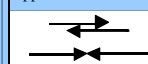
Date Range of Data Used:	
Municipality:	Detroit
State:	MI
Country:	

Type of Methodology Used:	Time series
Sample Size Used:	449 Sites

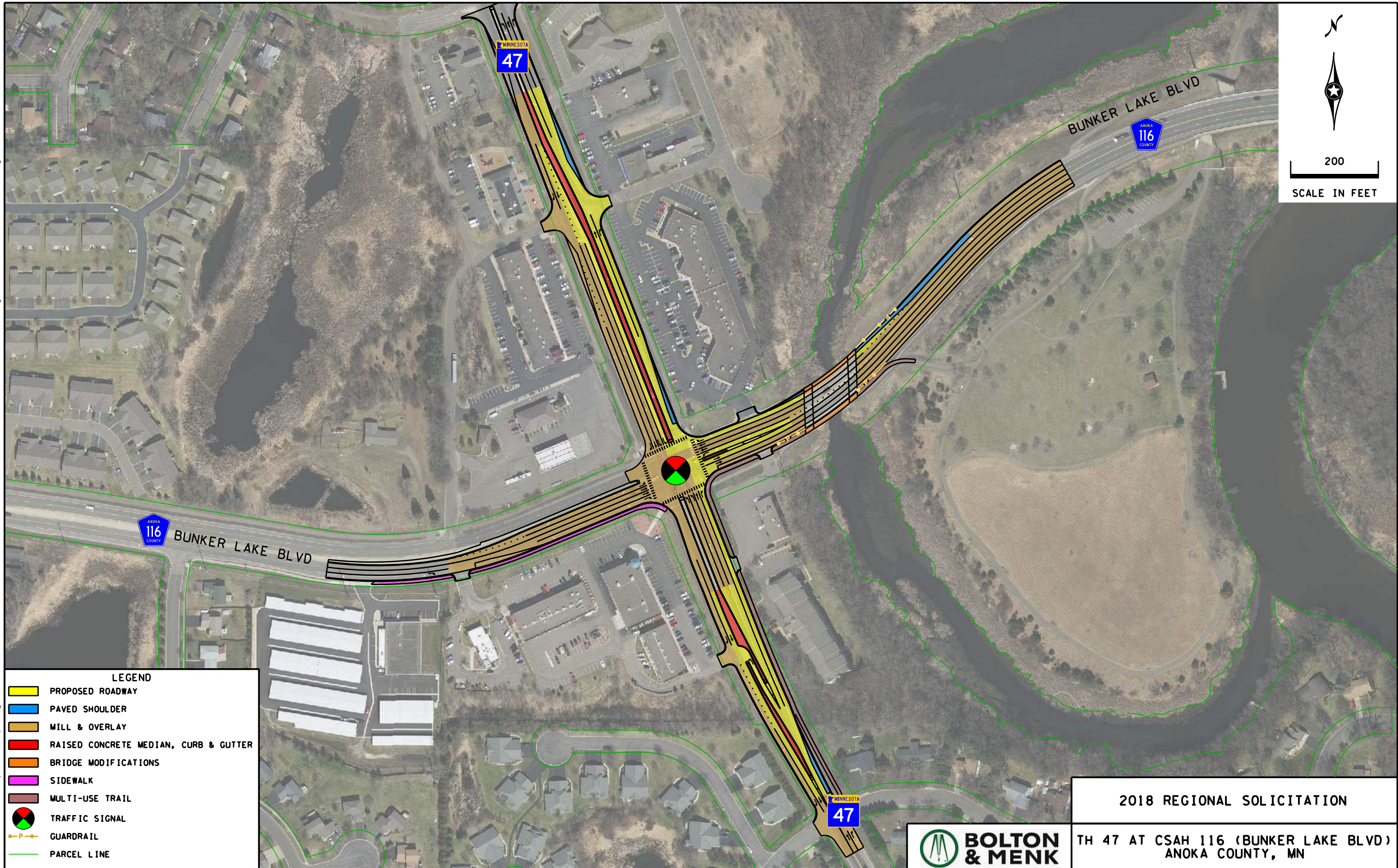
Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-02-2013
Comments:	The study did not adjust the reduction in crashes at the treatment location based on the change in the comparison sites.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

HSIP worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends	
			TH 47	TH 47 at CSAH 116 (Bunker Lake Blvd)					Anoka Co.	1/1/2013	12/31/2015	
		Description of Proposed Work		Construct Dual Lft Turn Lanes on CSAH 116, lengthen turn-lane bays throughout, FYA Installation, APS Upgrades								
Accident Diagram Codes		1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction		6, 90, 99			
										Pedestrian	Other	Total
Study Period: Number of Crashes	Fatal	F										
	Personal Injury (PI)	A										
		B		2			1			1		4
		C		1	1							2
	Property Damage	PD		9	2		4					15
% Change in Crashes <small>*Use Desktop Reference for Crash Reduction Factors</small>	Fatal	F										
	PI	A										
		B		-5%			-5%			-70%		
		C		-5%	-5%							
	Property Damage	PD		-5%	-5%		-5%					
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F										
	PI	A										
		B		-0.10			-0.05			-0.70		-0.85
		C		-0.05	-0.05							-0.10
	Property Damage	PD		-0.45	-0.10		-0.20					-0.75
Year (Safety Improvement Construction)		2020										
Project Cost (exclude Right of Way)		\$ 2,335,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block; background-color: #fce4ec;">B/C= 0.41</div> <i>Using present worth values,</i> B= \$ 966,787 C= \$ 2,335,000 <i>See "Calculations" sheet for amortization.</i>				
Right of Way Costs (optional)		\$ -	F			\$ 1,140,000						
Traffic Growth Factor		3.5%	A			\$ 570,000						
Capital Recovery			B	-0.85	-0.28	\$ 170,000	\$ 48,211					
1. Discount Rate		5%	C	-0.10	-0.03	\$ 83,000	\$ 2,769					
2. Project Service Life (n)		20	PD	-0.75	-0.25	\$ 7,600	\$ 1,902					
			Total			\$ 52,882		Office of Traffic, Safety and Technology August 2015				

H:\AKCO\T44116469\CAD\MS\Figures\TH47_CSAH116_FIGURE_01.dgn
7/11/2018 5:05:39 PM bml:tbi pdf-color.plt:ctg mikela



LEGEND

- PROPOSED ROADWAY
- PAVED SHOULDER
- MILL & OVERLAY
- RAISED CONCRETE MEDIAN, CURB & GUTTER
- BRIDGE MODIFICATIONS
- SIDEWALK
- MULTI-USE TRAIL
- TRAFFIC SIGNAL
- GUARDRAIL
- PARCEL LINE

2018 REGIONAL SOLICITATION

TH 47 AT CSAH 116 (BUNKER LAKE BLVD)
ANOKA COUNTY, MN



ANOKA

REAL. CLASSIC.

Public Services – Engineering

July 3, 2018

Doug Fischer
Anoka County Division Manager/County Engineer
1440 Bunker Lake Blvd NW
Andover, MN 55304

RE: Support for CSAH 116 / MN TH-47 Area Improvements

Dear Mr. Fischer:

Anoka County is actively developing improvements at the intersection of CSAH 116/Bunker Lake Boulevard and MN TH-47/Ferry Street. This intersection is of noted concern, given high traffic volumes and the regional importance of both roadways for city and county residents.

The City of Anoka supports the county's efforts to address geometric issues, congestion, safety concerns, and lack of a complete sidewalk/trail network in the vicinity of this intersection. Improvements at this intersection will improve traffic operations, support all modes of transportation, as well as serve regional and local businesses and residents. The city also supports the county's efforts to pursue funding through various federal and state transportation programs, including the Regional Solicitation Program.

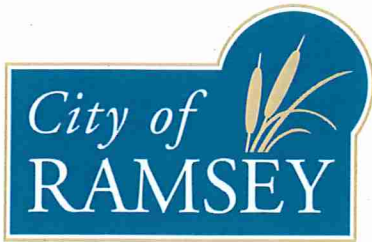
The City of Anoka appreciates the county's efforts and those of all project partners to address the challenges in the CSAH 116/MN TH-47 area. We look forward to continued partnerships to address safety, access, and mobility concerns at this important regional intersection.

Sincerely,



Greg Lee
City Manager, City of Anoka





7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

June 28, 2018

Doug Fischer, P.E.
Anoka County Division Manager / County Engineer
2100 Third Avenue
Anoka, MN 55303-2270

RE: Support for CSAH 116 / MN 47 Area Improvements

Dear Mr. Fischer,

The City of Ramsey acknowledges that Anoka County is actively developing improvements at the intersection of CSAH 116/Bunker Lake Blvd and MN 47/Ferry Street. This intersection is of noted concern, given high traffic volumes and the regional importance of both roadways for City and County residents.

The City of Ramsey supports the County's efforts to address geometric issues, congestion, safety concerns, and lack of a complete sidewalk/trail network in the vicinity of this intersection. Improvements at this intersection will improve traffic operations, support all modes of transportation, as well as serve regional and local businesses and residents. The City also supports the County's efforts to pursue funding through various federal and state transportation programs, including the Regional Solicitation Program.

The City of Ramsey appreciates the County's efforts and those of all project partners to address the challenges in the CSAH 116/MN 47 area. We look forward to continued partnerships to address safety, access, and mobility concerns at this important regional intersection.

Sincerely,

Kurt Ulrich
Ramsey City Administrator



MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 24, 2018

Doug Fischer
Division Manager/Anoka County Engineer
Anoka County Highway Department
1440 Bunker Lake Boulevard
Andover, MN 55304

**Re: Letter of Support for Anoka County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the
CSAH 116 Improvements Project at MN 47**

Dear Mr. Fischer,

This letter documents MnDOT Metro District's support for Anoka County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for the County's proposed improvement project at CSAH 116 (Bunker Lake Blvd.) and MN 47.

As proposed, this project would impact MnDOT right-of-way on MN 47. As the agency with jurisdiction over MN 47, MnDOT will support Anoka County and will allow the improvements proposed in the application for the CSAH 116 Improvements Project at MN 47. Details of a future maintenance agreement with Anoka County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Anoka County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Sheila.Kauppi@state.mn.us or 651-234-7718.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: May 22, 2018

RESOLUTION #2018-75

OFFERED BY COMMISSIONER: Schulte

**AUTHORIZING SUBMITTAL OF FEDERAL FUNDING
APPLICATION FOR THE TH 47 AND CSAH 116 INTERSECTION
AREA IMPROVEMENT PROJECT**

WHEREAS, the intersection of TH 47 (an "A" Minor Arterial Connector) and CSAH 116 (an "A" Minor Arterial Reliever) is a key transportation facility traversed by thousands of travelers each day; and,

WHEREAS, Anoka County, the Minnesota Department of Transportation, and the cities of Anoka and Ramsey have identified the need to improve the TH 47 and CSAH 116 (Bunker Lake Blvd. NW) intersection area; and,

WHEREAS, existing and future traffic volumes on TH 47 and CSAH 116 have been increasing and are projected to continue to increase as the surrounding areas continue to develop; and,

WHEREAS, existing travel safety is a concern at said intersection; and,


WHEREAS, the proposed transportation improvements to the TH 47 and CSAH 116 intersection area will improve the safety and mobility for all modes of travel:

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 the TH 47 and CSAH 116 Intersection area in the Roadway Reconstruction/Modernization and Spot Mobility 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	

Regional Economy

Roadway Reconstruction/Modernization Project: TH 47 at CR 116 Intersection Seg 1 | Map ID: 1529950817075

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Andover

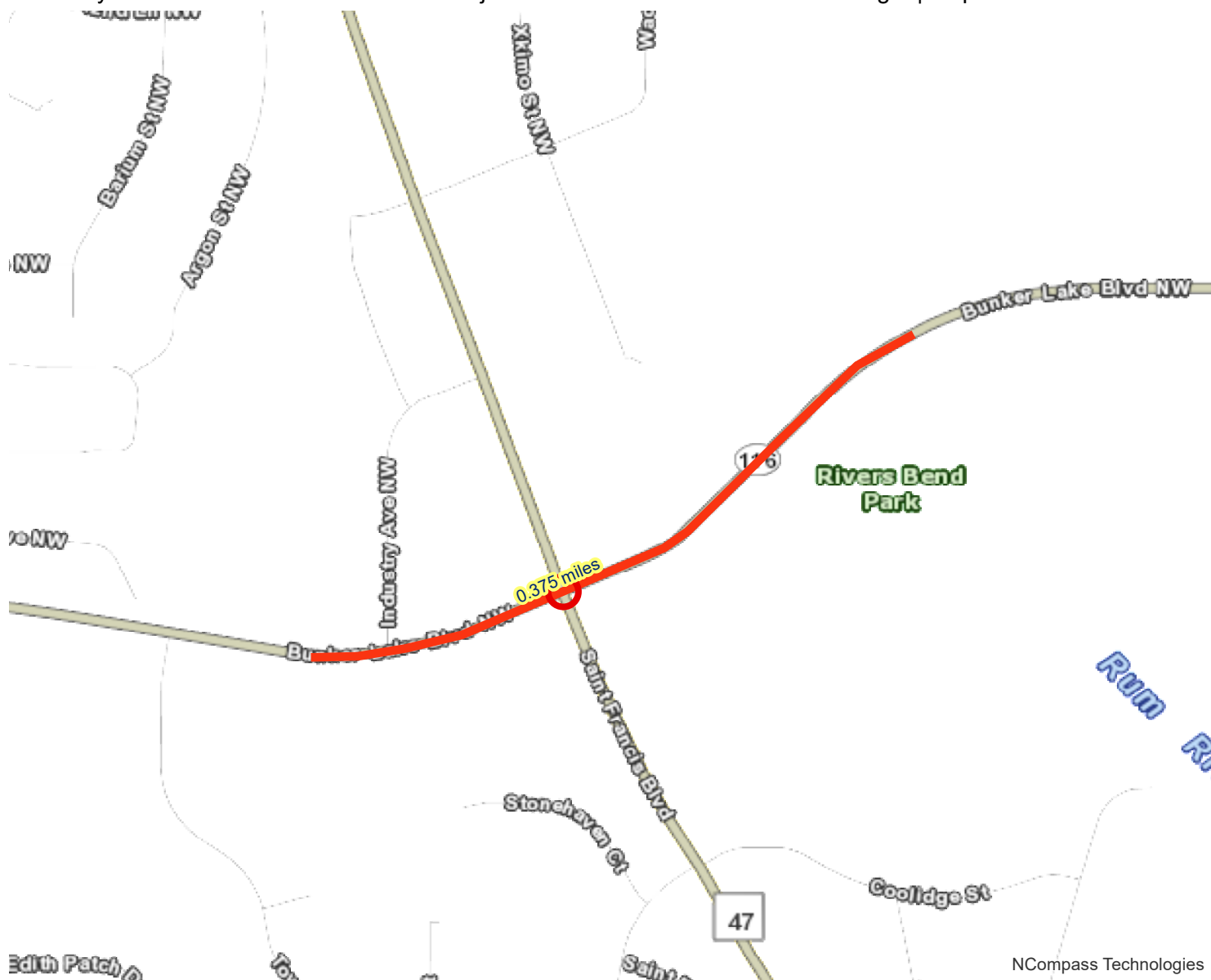
Population: 2569
Employment: 140
Mfg and Dist Employment: 8





Anoka

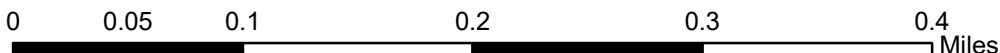
Population: 7998
Employment: 5730
Mfg and Dist Employment: 1819

Ramsey

Population: 6652
Employment: 725
Mfg and Dist Employment: 5



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



Created: 6/25/2018
LandscapeRSA5



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



NCompass Technologies

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 116 TH 47 Intersection Seg 2 | Map ID: 1529951550492

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Andover

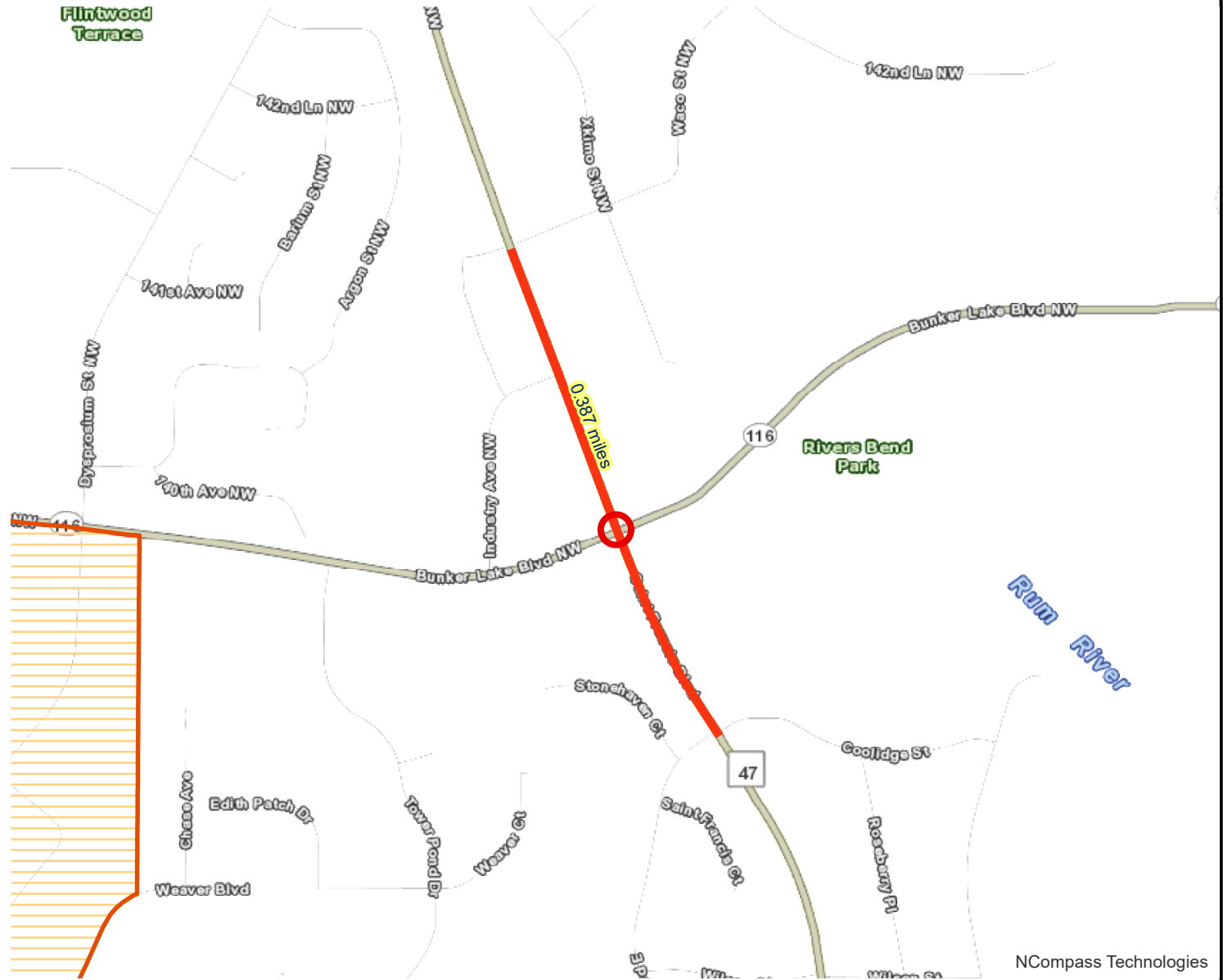
Population: 2569
Employment: 140
Mfg and Dist Employment: 8

Anoka

Population: 7998
Employment: 5730
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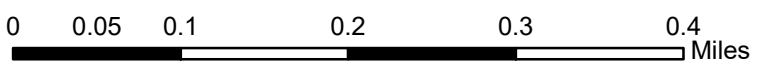
Ramsey

Population: 6652
Employment: 725
Mfg and Dist Employment: 5



NCompass Technologies

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



Created: 6/25/2018
LandscapeRSA5



For complete disclaimer of accuracy, please visit
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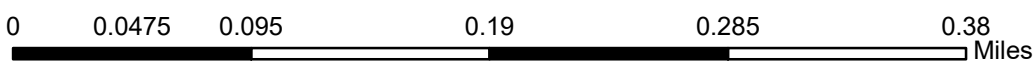
Level of Congestion

Roadway Reconstruction/Modernization Project: TH 47 at CR 116 Intersection Seg 1 | Map ID: 1529950817075



Metropolitan Council

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



Created: 6/25/2018
LandscapeRSA1

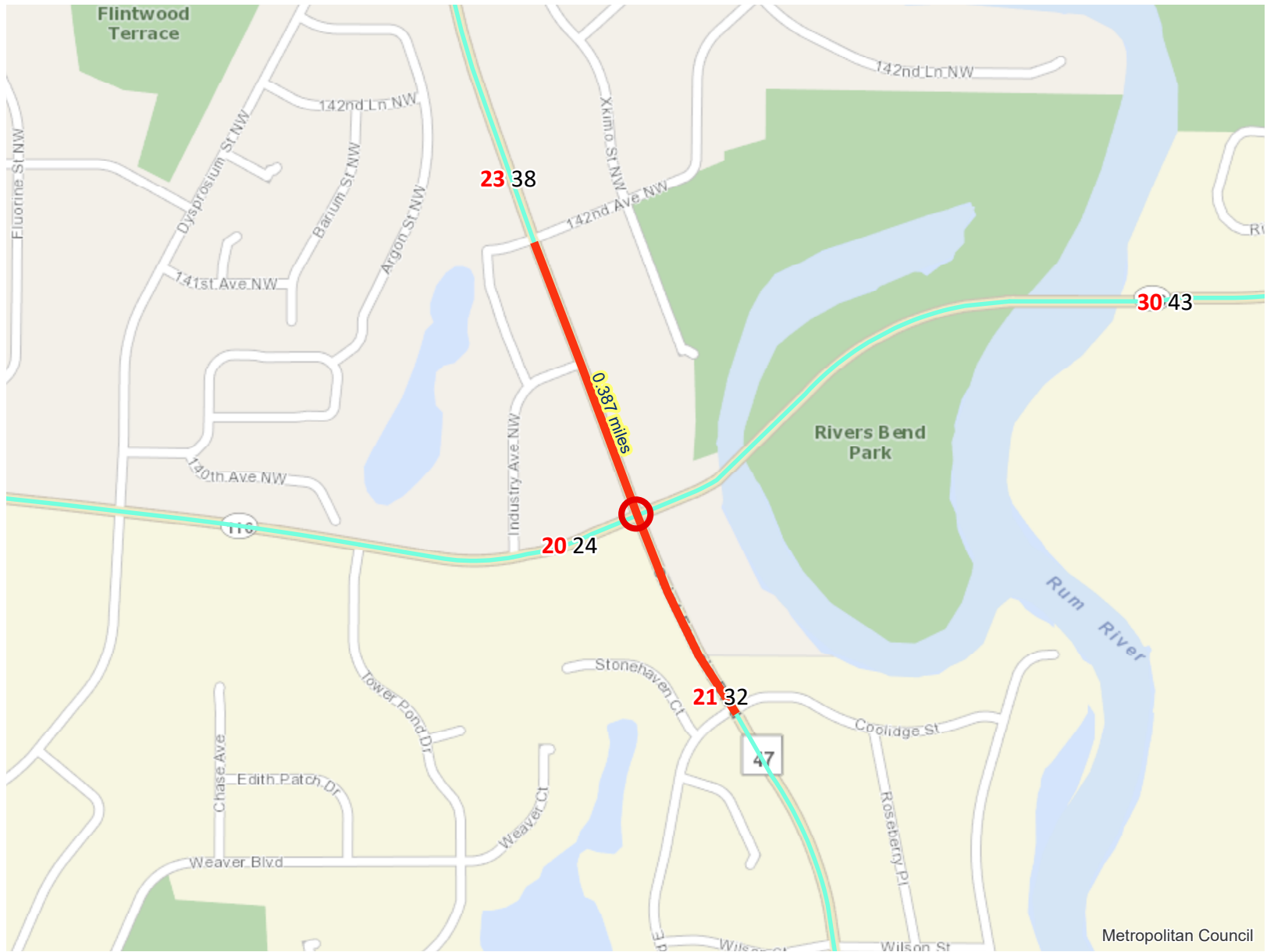


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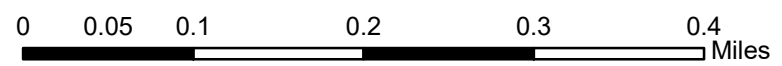


Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 116 TH 47 Intersection Seg 2 | Map ID: 1529951550492



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



Created: 6/25/2018
LandscapeRSA1



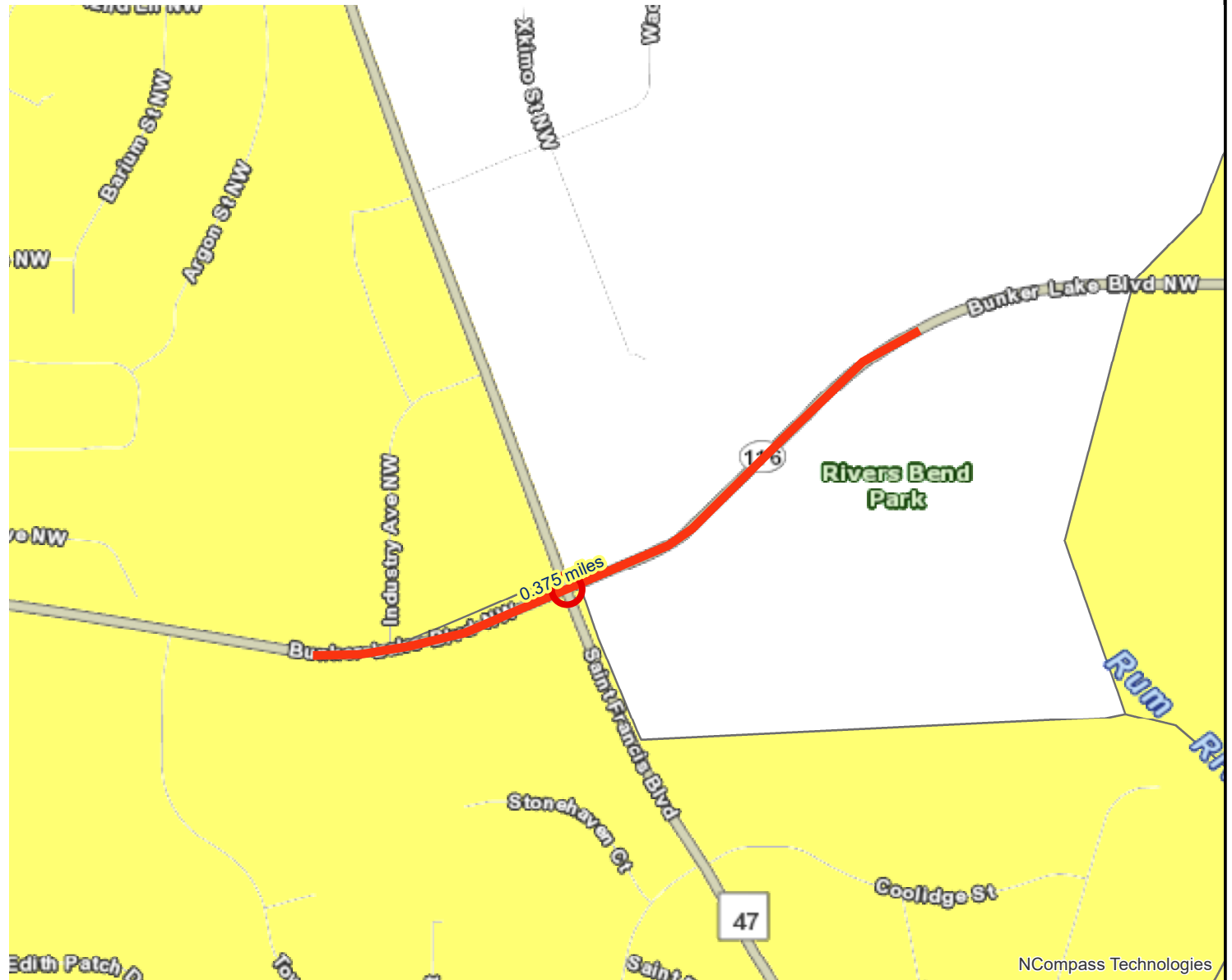
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Socio-Economic Conditions

Results


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




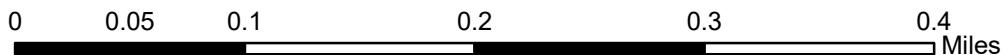
 Project Points

 Project

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 6/25/2018
LandscapeRSA2



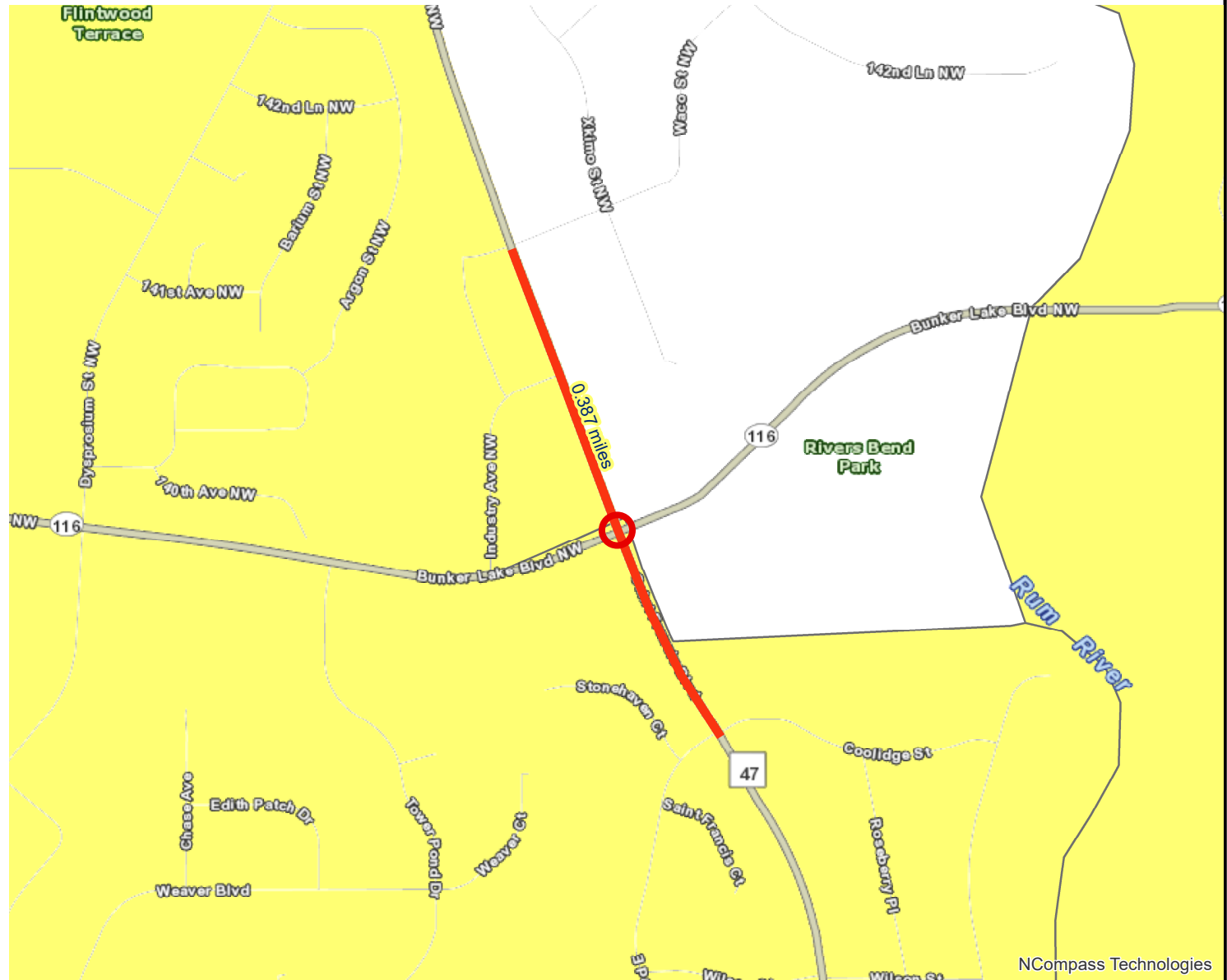
For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>








Socio-Economic Conditions

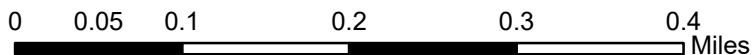
Results

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



-  Project Points
-  Project
-  Area of Concentrated Poverty > 50% residents of color

-  Area of Concentrated Poverty
-  Above reg'l avg conc of race/poverty



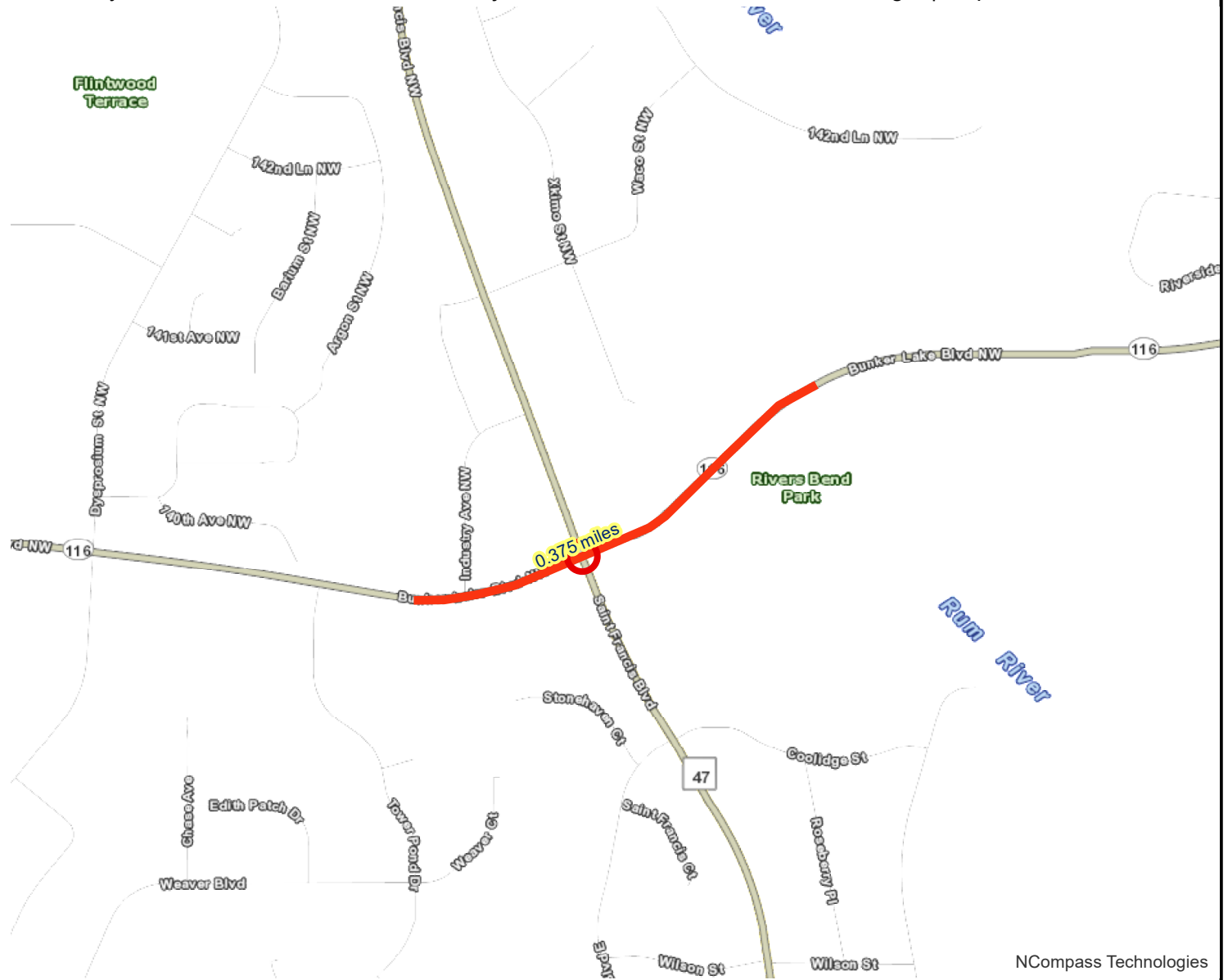
Transit Connections

Roadway Reconstruction/Modernization Project: TH 47 at CR 116 Intersection Seg 1 | Map ID: 1529950817075

Results

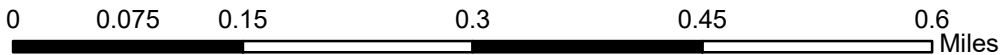
Transit with a Direct Connection to project:
-- NONE --

**indicates Planned Alignments*



○ Project Points • Active Stop

— Project



Created: 6/25/2018
LandscapeRSA3



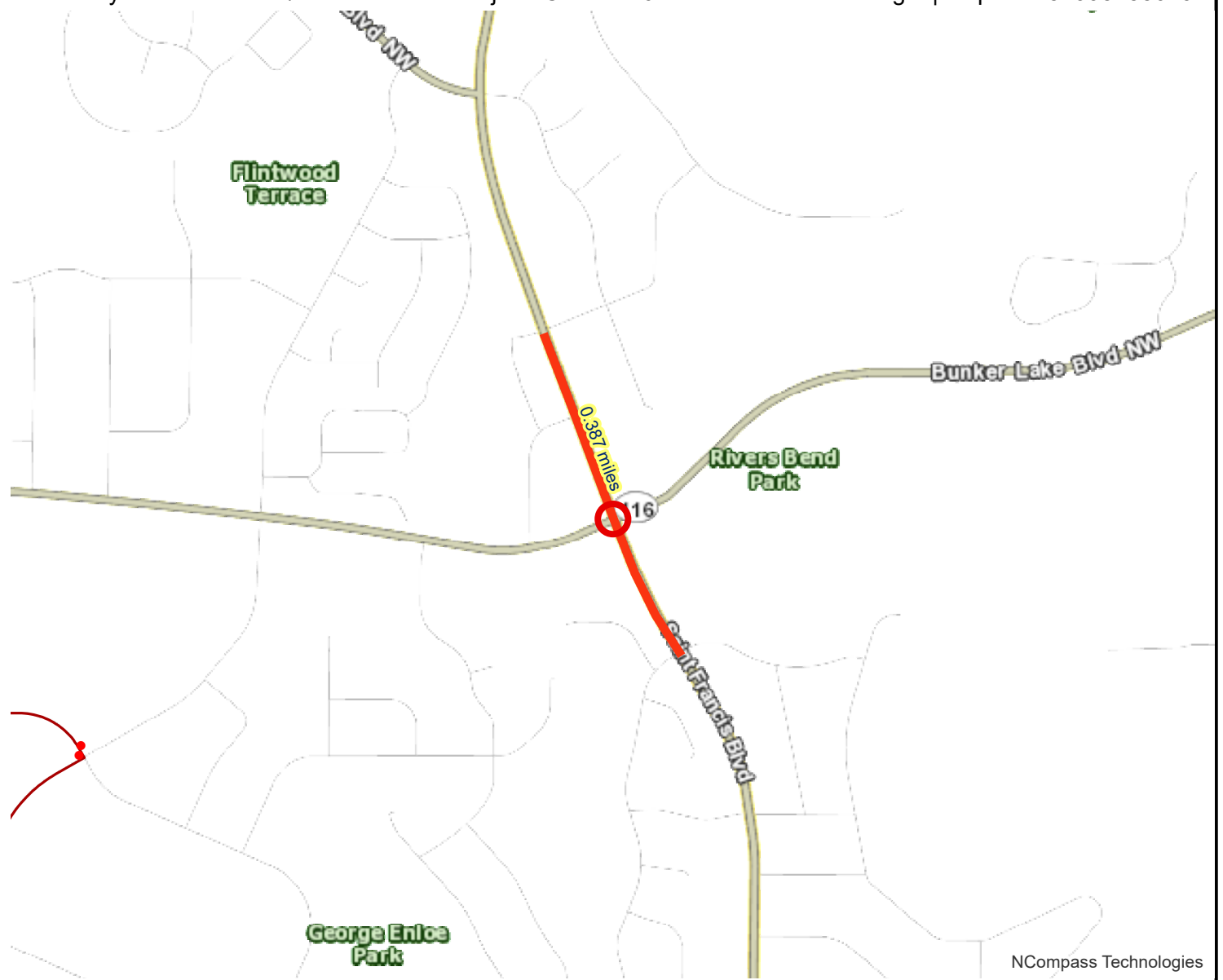
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

NCompass Technologies



Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 116 TH 47 Intersection Seg 2 | Map ID: 1529951550492



Results

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

**indicates Planned Alignments*

-  Project Points
-  Active Stop
-  Project
-  Transit Routes



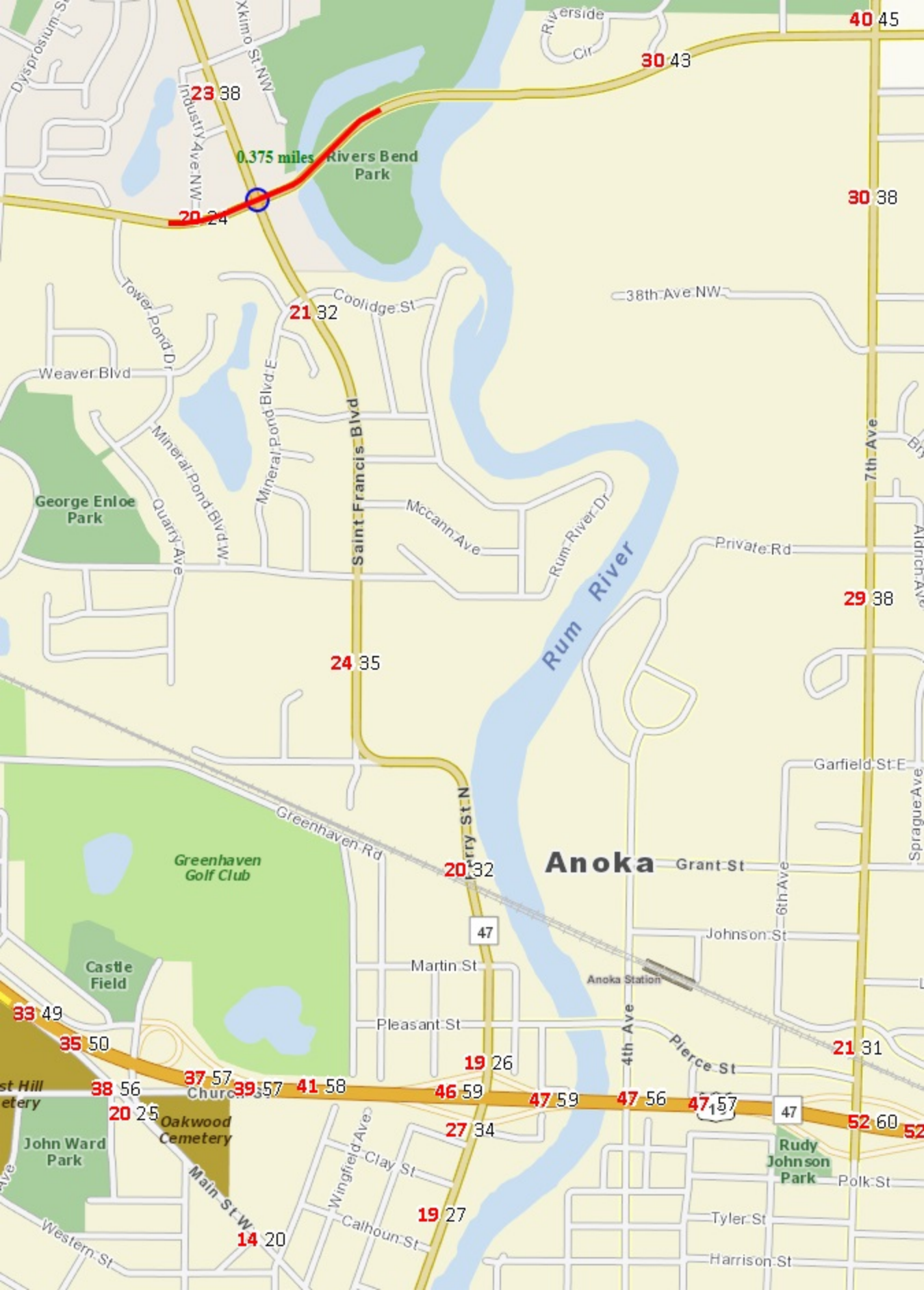
Created: 6/25/2018
LandscapeRSA3

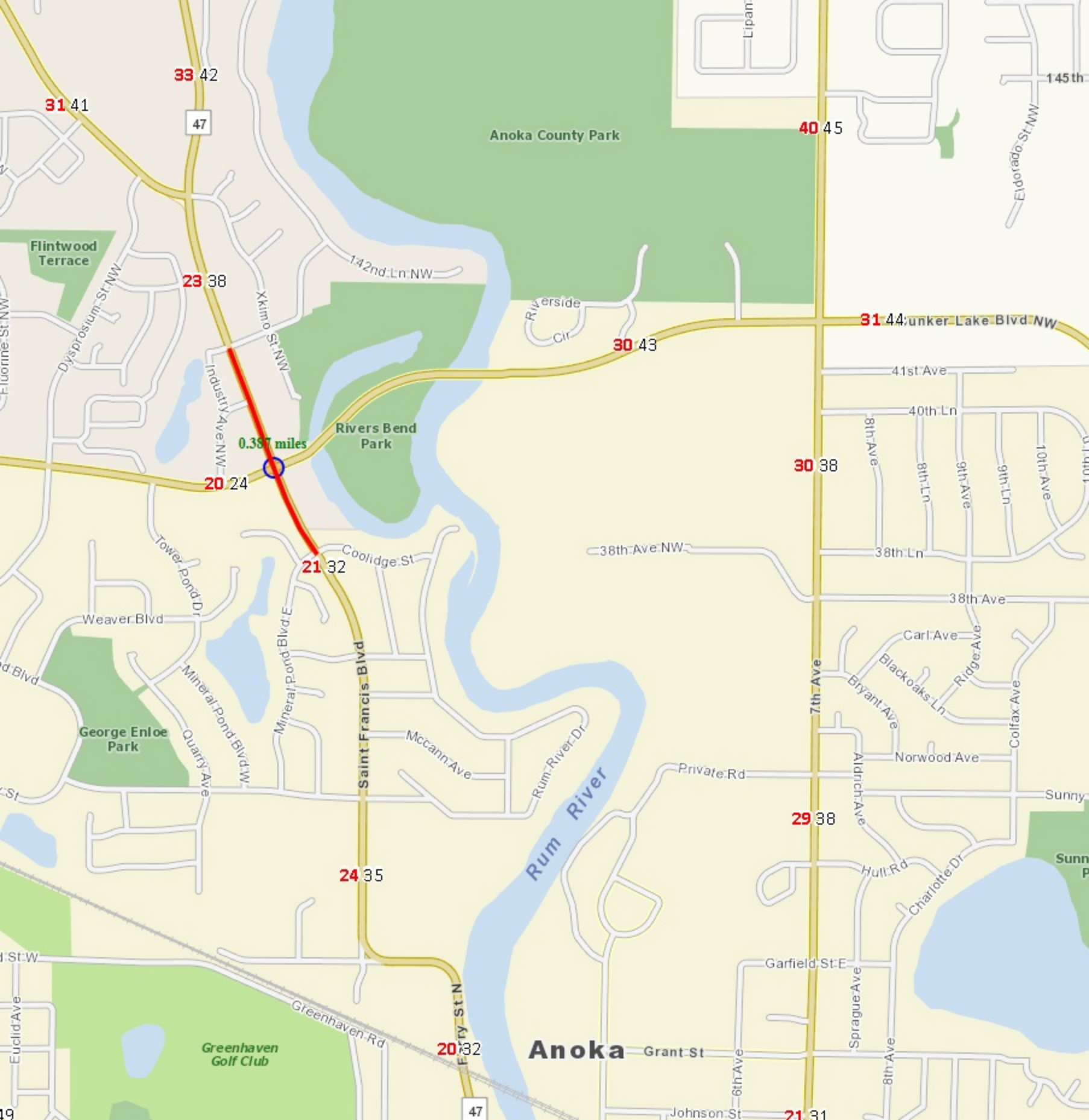


For complete disclaimer of accuracy, please visit
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NCompass Technologies





Anoka County Park

Flintwood Terrace

Rivers Bend Park

George Enloe Park

Greenhaven Golf Club

Anoka

0.387 miles

33 42

31 41

47

40 45

145th

23 38

142nd Ln NW

Riverside Cir

30 43

31 44

41st Ave

20 24

30 38

40th Ln

21 32

Coolidge St

38th Ave NW

38th Ln

38th Ave

Weaver Blvd

Tower Pond Dr

Mineral Pond Blvd E

Saint Francis Blvd

Mccann Ave

Rum River

7th Ave

Carl Ave

Bryant Ave

Blackoaks Ln

Ridge Ave

Colfax Ave

Mineral Pond Blvd W

Quarry Ave

Private Rd

Norwood Ave

Sunny

29 38

Aldrich Ave

Hull Rd

Charlotte Dr

Sunn P

24 35

St W

Greenhaven Rd

Ferry St N

20 32

47

Grant St

6th Ave

Sprague Ave

8th Ave

Johnson St

21 31

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: May 22, 2018

RESOLUTION #2018-75

OFFERED BY COMMISSIONER: Schulte

**AUTHORIZING SUBMITTAL OF FEDERAL FUNDING
APPLICATION FOR THE TH 47 AND CSAH 116 INTERSECTION
AREA IMPROVEMENT PROJECT**

WHEREAS, the intersection of TH 47 (an "A" Minor Arterial Connector) and CSAH 116 (an "A" Minor Arterial Reliever) is a key transportation facility traversed by thousands of travelers each day; and,

WHEREAS, Anoka County, the Minnesota Department of Transportation, and the cities of Anoka and Ramsey have identified the need to improve the TH 47 and CSAH 116 (Bunker Lake Blvd. NW) intersection area; and,

WHEREAS, existing and future traffic volumes on TH 47 and CSAH 116 have been increasing and are projected to continue to increase as the surrounding areas continue to develop; and,

WHEREAS, existing travel safety is a concern at said intersection; and,

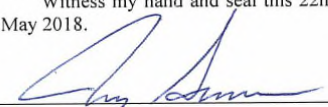
WHEREAS, the proposed transportation improvements to the TH 47 and CSAH 116 intersection area will improve the safety and mobility for all modes of travel:

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 the TH 47 and CSAH 116 Intersection area in the Roadway Reconstruction/Modernization and Spot Mobility 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	_____

ANOKA

REAL. CLASSIC.

Public Services – Engineering

July 3, 2018

Doug Fischer
Anoka County Division Manager/County Engineer
1440 Bunker Lake Blvd NW
Andover, MN 55304

RE: Support for CSAH 116 / MN TH-47 Area Improvements

Dear Mr. Fischer:

Anoka County is actively developing improvements at the intersection of CSAH 116/Bunker Lake Boulevard and MN TH-47/Ferry Street. This intersection is of noted concern, given high traffic volumes and the regional importance of both roadways for city and county residents.

The City of Anoka supports the county's efforts to address geometric issues, congestion, safety concerns, and lack of a complete sidewalk/trail network in the vicinity of this intersection. Improvements at this intersection will improve traffic operations, support all modes of transportation, as well as serve regional and local businesses and residents. The city also supports the county's efforts to pursue funding through various federal and state transportation programs, including the Regional Solicitation Program.

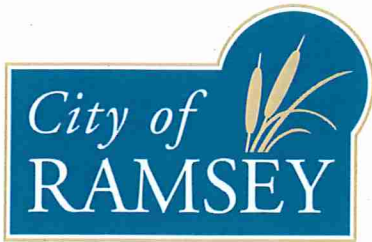
The City of Anoka appreciates the county's efforts and those of all project partners to address the challenges in the CSAH 116/MN TH-47 area. We look forward to continued partnerships to address safety, access, and mobility concerns at this important regional intersection.

Sincerely,



Greg Lee
City Manager, City of Anoka





7550 Sunwood Drive NW • Ramsey, MN 55303

City Hall: 763.427.1410 • Fax: 763.427.5543

www.cityoframsey.com

June 28, 2018

Doug Fischer, P.E.
Anoka County Division Manager / County Engineer
2100 Third Avenue
Anoka, MN 55303-2270

RE: Support for CSAH 116 / MN 47 Area Improvements

Dear Mr. Fischer,

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The City of Ramsey appreciates the County's efforts and those of all project partners to address the challenges in the CSAH 116/MN 47 area. We look forward to continued partnerships to address safety, access, and mobility concerns at this important regional intersection.

Sincerely,

Kurt Ulrich
Ramsey City Administrator



MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 24, 2018

Doug Fischer
Division Manager/Anoka County Engineer
Anoka County Highway Department
1440 Bunker Lake Boulevard
Andover, MN 55304

**Re: Letter of Support for Anoka County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for the
CSAH 116 Improvements Project at MN 47**

Dear Mr. Fischer,

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As proposed, this project would impact MnDOT right-of-way on MN 47. As the agency with jurisdiction over MN 47, MnDOT will support Anoka County and will allow the improvements proposed in the application for the CSAH 116 Improvements Project at MN 47. Details of a future maintenance agreement with Anoka County will need to be determined during project development to define how the improvements will be maintained for the project's useful life.

No funding from MnDOT is currently programmed for this project. In addition, the Metro District currently does not anticipate any available discretionary funding in years 2022-23 that could fund project construction, nor do we have the resources to assist with construction or with MnDOT services such as the design or construction engineering of the project. However, I would request that you please continue to work with MnDOT Area staff to coordinate project development and to periodically review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Anoka County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at Sheila.Kauppi@state.mn.us or 651-234-7718.

Sincerely,

A handwritten signature in blue ink that reads 'Scott McBride'.

Scott McBride
Metro District Engineer

CC: Sheila Kauppi, Metro District North Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer

**TH 47 at CSAH 116 (Bunker Lake Blvd)
Existing Intersection Vehicular and Pedestrian Challenges**



**TH 47 at CSAH 116 (Bunker Lake Blvd)
Existing Intersection Vehicular and Pedestrian Challenges**





CSAH 116/Bunker Lk Blvd & MN 47/Ferry St Intersection Improvements



Applicant, Location, &

Route: Anoka County is applying for funds for CSAH 116 & MN 47 in the Cities of Ramsey & Anoka



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**



Funding Information:

STP Award Requested:
\$1,868,000
Local Match: \$467,000, Anoka County
Project Total: \$2,335,000



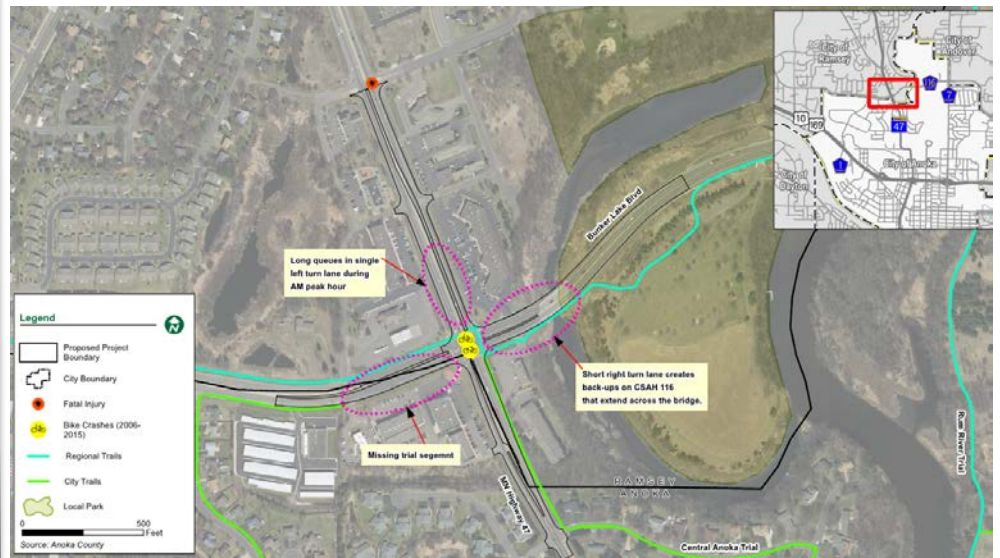
Project Benefits:

- Improves connections to regional destinations
- Integrates and extends existing and planned infrastructure
- Supports regional commerce through efficient freight movement
- Promotes non-motorized transportation in an area that provides jobs and services
- Reduces conflict points and crash potential

Project Description

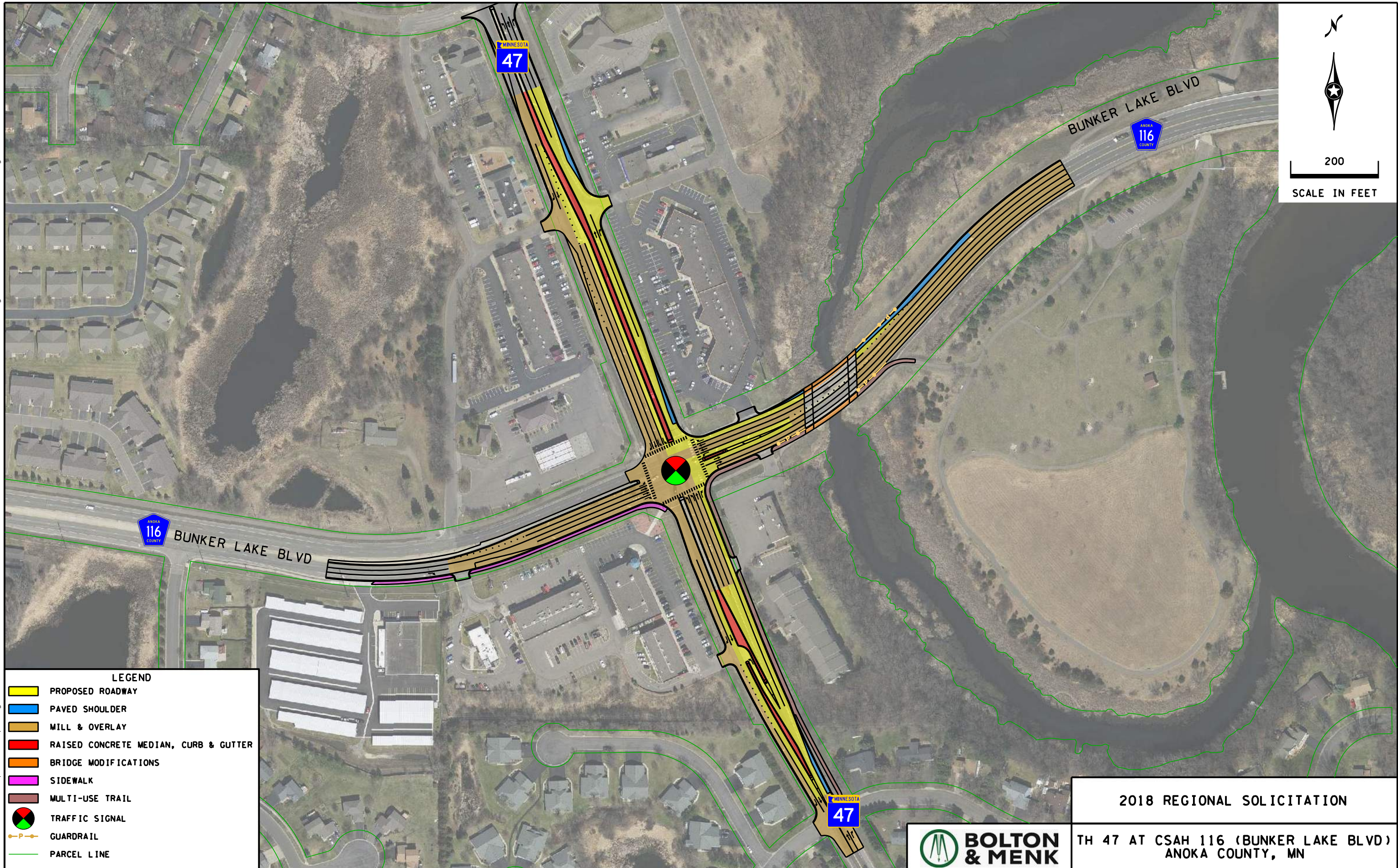
The proposed improvements, including the addition of left-turn lanes - to the CSAH 116 and MN 47 intersection will increase capacity by better accommodating all traffic, and left-turns in particular. The project will also widen a bridge on CSAH 116 that crosses an oxbow of the Rum River, to the east of MN 47. The widened bridge will to accommodate a turning lane on westbound CSAH 116 for vehicles turning north onto MN 47/Ferry Street.

Non-motorized accommodations in the project area are currently discontinuous and do not connect to land uses that typically generate pedestrian or bicycle traffic. The project includes constructing a portion of trail along Bunker Lake Blvd that will close an existing gap. This trail will be part of the Central Anoka Regional Trail alignment, which is identified as a gap in Anoka County’s trail network as documented in the County’s draft 2040 Transportation Plan.



Project Benefits

New left turn lanes will better accommodate left turn movements from MN 47 onto CSAH 116 and will reduce queuing in thru lanes due to left turning vehicles. Lengthening of turn lanes will also reduce queues lengths on both roadways, by removing vehicles waiting to turn from thru-lanes. The new and improved sidewalk and trail accommodations will improve access to Rivers’ Bend Park in the City of Ramsey and the entire County’s regional trail network.



LEGEND	
	PROPOSED ROADWAY
	PAVED SHOULDER
	MILL & OVERLAY
	RAISED CONCRETE MEDIAN, CURB & GUTTER
	BRIDGE MODIFICATIONS
	SIDEWALK
	MULTI-USE TRAIL
	TRAFFIC SIGNAL
	GUARDRAIL
	PARCEL LINE

2018 REGIONAL SOLICITATION

TH 47 AT CSAH 116 (BUNKER LAKE BLVD)
 ANOKA COUNTY, MN

