

Transportation Advisory Board
of the Metropolitan Council of the Twin Cities

ACTION TRANSMITTAL

No. 2012-05

DATE: February 9, 2012
TO: Transportation Advisory Board
FROM: Technical Advisory Committee
SUBJECT: Sunset Date Extension for Anoka County SP#002-607-019: CSAH 7/CSAH 14 Intersection

MOTION: That the TAB approve a one year sunset date extension from March 31, 2012 to March 31, 2013 for Anoka County SP#002-607-019: CSAH 7/CSAH 14 Intersection.

BACKGROUND AND PURPOSE OF ACTION: This project was funded through the Highway Safety Improvement Program (HSIP) and includes the reconstruction of an existing traffic signal system, sidewalk and pedestrian ramps, construction of new left turn lanes at all approaches, adding left turn phasing to the signal system. This project, originally scheduled for construction in 2011, was delayed to 2012 so that the City of Anoka could match its construction schedule with a City roadway reconstruction project. The city of Anoka originally agreed to the design that met State Aid standards; however, as the County proceeded with obtaining municipal consent, it was determined that a new design was necessary to reduce impacts to businesses in downtown Anoka. The City has given preliminary approval to the changes but the timing is such that a March 31 authorization may be too ambitious. Background material is attached.

RELATIONSHIP TO REGIONAL POLICY: Projects awarded federal transportation funds through the regional solicitation process have a sunset date of March 31 of the year following the original program year. The sunset date is the date when the federal funds are no longer available to the project sponsor. The sunset date is a regional policy intended to be an incentive for project sponsors to get their project ready for authorization in a timely manner. Adopted policy allows project sponsors to extend the sunset date due to unforeseen circumstances, provided the sponsor has been working on project development.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Funding & Programming Committee	Review & Recommend	January 19, 2012
Technical Advisory Committee	Review & Recommend	February 1, 2012
TAB Programming Committee	Review & Recommend	
Transportation Advisory Board	Review & Approve	



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. NW, ANDOVER, MINNESOTA 55304
(763) 862-4200 FAX (763) 862-4201

January 6, 2012

Mr. James Andrew
Transportation Planner
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

Dear Mr. Andrew:

Anoka County respectfully requests a one year sunset date extension for the CSAH 7 (7th Avenue) at CSAH 14 (Main Street) intersection improvement project in downtown Anoka. We request consideration of this extension by the Transportation Advisory Board, Funding and Programming Committee at their January 19, 2012 meeting.

The enclosed information provides the project background, progress and justification of the extension request. Anoka County has made substantial progress on this safety improvement project and seeks support for the sunset date extension.

If you have any questions, I can be reached at curt.kobilarcsik@co.anoka.mn.us and 763-862-4223.

Sincerely,

Curt Kobilarcsik, P.E.
Engineering Program Manager

Cc: Jon Olson, Anoka County Public Services Division Manager
Doug Fischer, Anoka County Engineer
Andrew Witter, Assistant County Engineer
Colleen Van Wagner, MnDOT Metro District State Aid

SUNSET DATE EXTENSION REQUEST
SP 002-607-019

CSAH 7 at CSAH 14 Intersection Improvement Project

Location: Downtown Anoka

1. PROJECT BACKGROUND

- A. Project Name:
CSAH 7 (7th Avenue) at CSAH 14 (Main Street) Intersection Improvement Project
- B. Location Map:
A location map is attached in Appendix A – Exhibit 4.
- C. Sponsoring Agency:
Anoka County
Highway Department
1440 Bunker Lake Boulevard
Andover, MN 55304-4005
- D. Other Participating Agencies:
The City of Anoka is a project partner. We are also coordinating with the Lower Rum River Watershed Management Organization, MnDOT State Aid and FHWA for project approvals.
- E. Project Description:
This is an intersection safety improvement project that includes the reconstruction of an existing traffic signal system, sidewalk and pedestrian ramps, construction of new left turn lanes at all approaches, adding left turn phasing to the signal system, and construction of painted channelization.
- F. Funding Category:
The project is funded with Federal Highway Safety Improvement Program (HSIP) Funds.
- G. Federal Funds Allocated:
Federal Funds in the amount of \$1,512,000 have been secured.
- H. Local Share and Source:
The approved 2011-2015 Anoka County Highway Department Five-Year Highway Improvement Plan includes \$150,000 to be applied to the local share of the project cost.
- I. Fiscal Year Program:
The project is programmed in the 2012 fiscal year.

2. PROJECT PROGRESS

A. Project Schedule:

A project schedule is attached in Appendix A – Exhibit 1 showing the current progress on the project.

B. Right-of-Way Acquisition:

The properties impacted by the project have been appraised and offer letters were mailed on November 18, 2011. The offer letters were rescinded on December 16, 2011. We have an appraiser under contract to re-appraise the impacted parcels for the new roadway design.

C. Plans:

The project layout was sent to the City on September 20, 2011 for approval with the Joint Powers Agreement, for Municipal Consent. 60% plans were sent to the City for review on November 30, 2011.

D. Permits:

Agency	Permit	Status
Mn/DOT	Project Memorandum	Draft submittal January 10, 2012
	Plan Approval	60% plans submitted January 06, 2012. Plans expected to be completed April 1, 2012
MPCA	NPDES	Not yet submitted. Permit by June 2012
City of Anoka	Layout & JPA Approval	Approval at City Council Meeting January 17, 2012
	Plan Approval	Final approval expected March 1, 2012

E. Identified Funds Spent to Date on Project:

To date, Anoka County has spent \$120,000 on the environmental document, roadway design and appraisals for the project.

3. JUSTIFICATION FOR EXTENSION REQUEST

A. What is unique about this project that requires an extension of the sunset date?

This project was originally scheduled for construction in 2011, but was delayed to 2012 at the request of the City of Anoka to better match the schedule for a City roadway reconstruction project. This City project reconstructs Main Street with wider sidewalks and more streetscape elements. Delaying the County project reduces the length of construction impact time to

downtown Anoka, while providing more efficient construction and a better overall final product at less overall cost. Therefore, the County believed it was reasonable to postpone the HSIP project to 2012.

The design that was originally agreed to with the City was a reconstruction project that met State Aid standards for new construction. This project is located in downtown Anoka with minimal setbacks to adjacent properties, so a minor change to the roadway geometrics potentially creates major impacts to the adjacent properties. As we proceeded with obtaining Municipal Consent from the City, the City Council had concerns that the businesses along the north side of the project were being impacted too much and the City would not approve the project. The impacts would result in significant parking and circulation issues for these properties. A new design was developed using the State Aid reconditioning standards that minimizes impacts to the adjacent properties. The City has given preliminary approval of the new design and is scheduled to discuss the Joint Powers Agreement at the January 17, 2012 City Council Meeting.

B. What are the financial impacts if this project does not meet its sunset date?

The project would not be completed if the \$1,512,000 in Federal funds is not available. The County has no alternative funding source that could replace the Federal funds. Should the Federal funds not be available, the project would be delayed indefinitely until such time as funding becomes available from some unknown source and safety would continue to deteriorate at the intersection.

C. How does this project implement regional policies?

In accordance with regional and FHWA policies, safety improvements are a priority for the award of Regional Solicitation Funds. This project will accomplish significant safety improvements for the intersection. These safety improvements will benefit pedestrians and bicyclists, as well as drivers in the vicinity of the intersection.

Additionally, the project confirms for the businesses and the City that their operations will not be compromised; customers will not be lost due to reduced parking spaces and jobs provided by the businesses in the area will be maintained in the Downtown Area of the City of Anoka. The revised project supports a sustainable business district for the community.

D. What are the implications if the project does not obtain the requested extension?

The project would not be completed until funding becomes available from some unknown source. An extension of the sunset date is critical to allow time to gain City approval, to update the design, and to acquire the needed property for this much needed safety improvement project in downtown Anoka. This intersection has a steady, significant crash history and needs to be upgraded with turn lanes, channelization, and a new traffic signal for the existing and future traffic volumes. It is anticipated the newly constructed intersection will experience 17 fewer accidents per year.

E. What actions will the agency take to resolve the problems facing the project in the next 3 to 6 months?

The County has taken significant action to gain municipal consent with the City. Working with the City and the business owners at this intersection, the County has carefully redesigned the

intersection to minimize impacts to adjacent businesses. Based on the positive responses received from the businesses and from the City Council at its meeting on December 12, 2011, we fully expect that the City will approve the Joint Powers Agreement at its meeting on January 17, 2012.

Looking forward, the County will be updating the construction plans to reflect the design changes and purchasing the necessary temporary and permanent easements required for the new design.

Appendix A, Exhibit 1 describes the process that the County is committed to implementing, to bring this project to a successful conclusion. This schedule will allow the County to complete the right-of-way acquisition early enough in 2012 to allow construction to begin in late 2012.

Appendix A: Sunset Date Extension Request
Exhibit 1: Revised Project Schedule

Proposed Revised Project Schedule
January 6, 2012

Right of Way Acquisition

- County Attorney provides Title Opinions..... Completed by January 12, 2012
- Initial Parcel ID Work and Property Owner Notification.....April 2010 and ongoing
- (Revised) Construction Limits Determined.....January 6, 2012
- County Board approves Authorization to Acquire Parcels..... January 24, 2012
- County Completes R/W Map with Parcel taking information..... January 12, 2012
- County Prepares Parcel Sketches.....January 17, 2012
- Field Titles Completed..... January 17, 2012
- County mails survey staking letter and stakes Parcels..... January 18-20, 2012
- County Requests Appraisal Services Completed by February 15, 2012
- County Requests Review Appraisal Services..... Completed by February 29, 2012
- Offers of Just Compensation presented to Property Owners.....March 10,2012
- Negotiation.....March 10 – April 9, 2012
- File for Condemnation & Notify Landowners.....April 9, 2012
- Hearing on Petition.....May 4, 2012
- Title and Possession.....July 10, 2012
- R/W Certificate #1.....July 16 , 2012

Project Development and Documentation

- Draft Project Memorandum Submittal.....January 10, 2012
- Final Project Memorandum Submittal (pending MnDOT review time)..February 10, 2012
- Project Memorandum Approval (pending MnDOT review time).....March 9, 2012

Final Design and Construction

- Soil Borings.....Completed
- Final Design Preparation
 - 60% Plan Submittal.....Completed
 - 95% MnDOT Plan Submittal.....March 1, 2012
 - MnDOT State Aid Plan Approval.....June 1, 2012
- Permits.....June, 2012
- Bidding through Construction.....August, 2012

Appendix A: Sunset Date Extension Request
Exhibit 2: Progress Schedule for Sunset Extensions

PROGRESS SCHEDULE FOR SUNSET EXTENSIONS

ENVIRONMENTAL DOCUMENTATION

- EA
 Project Memorandum – Submittal to MnDOT January 10, 2012
 Completed/Approved
Date of Approval _____
 Not Complete
Anticipated Date of Completion – Submittal to MnDOT March 01, 2012, MnDOT approval
April 12, 2012

OPPORTUNITY FOR PUBLIC HEARING (not necessary for Project Memorandum)

- Completed
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

FINAL ENVIRONMENTAL ASSESSMENT (Not required for Project Memorandum)

- Completed/FONSI Approved
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

STUDY REPORT (Required for Environmental Assessment Only)

- Completed
Date of Approval _____
 Not Complete
Anticipated Date of Completion _____

CONSTRUCTION PLANS

- Completed (Includes signature of District State Aid Engineer)
Date _____
 Not Complete
95% Plan submittal to Mn/DOT March 01, 2012

RIGHT-OF-WAY ACQUISITION

- Completed (Includes approval of Right-of-Way Certificate #1 or #1A)
Date of Approval _____
 Not Complete
Anticipated Date of Completion – July 2012

LETTING

Anticipated Letting Date – August 2012

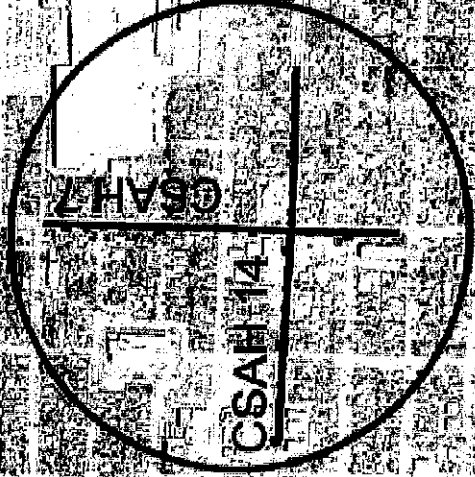
Appendix A: Sunset Date Extension Request
Exhibit 3: Summary of Actions

Date	Event/Action	Impact Comment
June 2007	Highway Safety Improvement Program Submittal	
February 2008	Project selected as a 2011-2012 HSIP	
June 2010	Project Kickoff meeting	
January 2011	Meeting with Anoka City Engineer	<ul style="list-style-type: none"> • First meeting with City. • Project moved to 2012 to coincide with City project.
April 2011	Public Open House	<ul style="list-style-type: none"> • Public generally likes project. • No apparent controversial aspects of project.
May 2011	Meeting with City of Anoka.	<ul style="list-style-type: none"> • It is decided to widen to the north side of CSAH 14 to reduce the number of impacted properties.
September 2011	Meeting with City of Anoka	<ul style="list-style-type: none"> • Layout and plans were discussed and determined to be acceptable.
November 2011	Right-of-Way offer letters sent out	
December 2011	City Council Workshop	<ul style="list-style-type: none"> • City is not comfortable with the impacts to nearby property owners. Design is changed to minimize impacts to all property owners.
December 2011	Right-of-Way offers rescinded	

TRUNK HIGHWAY 10

BNSF RAILROAD

APPENDIX A: SUNSET DATE EXTENSION REQUEST
EXHIBIT 4: CSAH 7 & CSAH 14 INTERSECTION IMPROVEMENT PROJECT LOCATION MAP



RUM RIVER

MISSISSIPPI RIVER

APPENDIX A: SUNSET DATE EXTENSION REQUEST
EXHIBIT 5: CSAH 7 & CSAH 14 INTERSECTION IMPROVEMENT
PROJECT RIGHT OF WAY MAP

T.E. REQ. = TEMPORARY EASEMENT REQUIRED
P.E. REQ. = PERMANENT EASEMENT REQUIRED

Legend box containing symbols for easement types and project boundaries. The text inside is partially illegible but appears to include 'T.E. REQ.', 'P.E. REQ.', and 'PROJECT BOUNDARY'.

