



Application

04774 - 2016 Roadway Modernization

05384 - Anoka CR 18 Reconstruction

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted

Submitted Date: 07/15/2016 1:48 PM

Primary Contact

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	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small> <small>Last Name</small>
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*	Andover	Minnesota	55304-4005
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What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements		

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: 1440 BUNKER LAKE BLVD

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

County: Anoka

Phone:* 763-862-4200
Ext.

Fax:

PeopleSoft Vendor Number 0000003633A15

Project Information

Project Name CR 18 Reconstruction from Andover Blvd to CSAH 78

Primary County where the Project is Located Anoka

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Limit 2,800 characters; approximately 400 words) Reconstruction of CR 18 as a two-lane access controlled roadway with roundabout

Include location, road name/functional class, type of improvement, etc.

TIP Description Guidance (will be used in TIP if the project is selected for funding) CR 18 Reconstruction from Andover Blvd to CSAH 78

Project Length (Miles) 1.1

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$3,838,400.00

Match Amount \$959,600.00

Minimum of 20% of project total

Project Total \$4,798,000.00

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 Highway Fund**

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

Preferred Program Year

Select one: 2020

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

Additional Program Years: 2019

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

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$316,000.00
Removals (approx. 5% of total cost)	\$245,000.00
Roadway (grading, borrow, etc.)	\$276,000.00
Roadway (aggregates and paving)	\$911,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$531,000.00
Ponds	\$291,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$501,000.00
Traffic Control	\$35,000.00
Striping	\$40,000.00
Signing	\$25,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$145,000.00
Bridge	\$280,000.00
Retaining Walls	\$840,000.00
Noise Wall (do not include in cost effectiveness measure)	\$0.00
Traffic Signals	\$251,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$15,000.00
Totals	\$4,702,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$96,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$96,000.00

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	\$4,798,000.00
Construction Cost Total	\$4,798,000.00
Transit Operating Cost Total	\$0.00

Requirements - All Projects

All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan, the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

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

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

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

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

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

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

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

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

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

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

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

Strategies: C9. The Council will support investments in A-minor arterials that build, manage, or improve the system's ability to supplement the capacity of the principal arterial system and support access to the region's job, activity, and industrial and manufacturing concentrations.

Goal D: Competitive Economy: The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state (page 64).

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

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

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

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

Andover 2030 Transportation Plan (2008) pages 36- 41

List the applicable documents and pages:

Anoka County 2030 Transportation Plan (2009).

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

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

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

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

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

Roadway Expansion: \$1,000,000 to \$7,000,000

Roadway Reconstruction/ Modernization: \$1,000,000 to \$7,000,000

Roadway System Management \$250,000 to \$7,000,000

Bridges Rehabilitation/ Replacement: \$1,000,000 to \$7,000,000

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

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

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

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

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

10. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

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

11. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

12. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

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

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

Roadways Including Multimodal Elements

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

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

Roadway Expansion and Reconstruction/Modernization projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a Principal Arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

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

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

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

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

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

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

Requirements - Roadways Including Multimodal Elements

Project Information-Roadways

County, City, or Lead Agency	Anoka County
Functional Class of Road	A Minor Expander Arterial
Road System <i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	CO. RD.
Road/Route No. <i>i.e., 53 for CSAH 53</i>	18
Name of Road <i>Example; 1st ST., MAIN AVE</i>	Crosstown Boulevard
Zip Code where Majority of Work is Being Performed	55304
(Approximate) Begin Construction Date	03/26/2021
(Approximate) End Construction Date	11/10/2021
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	CR 18 and Andover Blvd.
To: (Intersection or Address)	CR 18 and CSAH 78 (Hanson Blvd.)
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	

Primary Types of Work

GRADE, AGG BASE, BIT SURFACING, CURB AND GUTTER, STORM SEWER, BIKE PATH, PED RAMPS, ROUNDABOUT

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Expander/Augmentor/Connector/Non-Freeway Principal Arterial

Select one: Expander
Area 1.526
Project Length 1.1
Average Distance 1.3873
Upload Map 1467924030981_CR18_R A D.pdf

Reliever: Relieves a Principal Arterial that is a Freeway Facility

Facility being relieved

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

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

Facility being relieved

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

Non-Freeway Facility Volume/Capacity Table

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

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

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

Existing Employment within 1 Mile:	2340
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	123
Existing Students:	0
Upload Map	1467924131454_CR18_R E.pdf

Measure C: Current Heavy Commercial Traffic

Location:	On CR 18, north of Andover Blvd.
Current daily heavy commercial traffic volume:	245
Date heavy commercial count taken:	May, 2016

Measure D: Freight Elements

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

The project has taken into consideration heavy commercial vehicles. This includes turning lanes, paved shoulders, and appropriate turning-radius at intersections and the roundabout to accommodate truck movements.

Measure A: Current Daily Person Throughput

Location	on CR 18, north of Andover Blvd
Current AADT Volume	9800
Existing Transit Routes on the Project	2
<i>For New Roadways only, list transit routes that will be moved to the new roadway</i>	
Upload Transit Map	1467924336912_CR18_T C.pdf

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	12740.0

Measure B: 2040 Forecast ADT

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

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

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

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

Project located in Area of Concentrated Poverty:

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

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

The proposed project will provide a significant improvement for pedestrians, especially children and students traveling between the residential neighborhoods and nearby schools (i.e., Andover High School and Andover Elementary School).

The improvements include safer crossing at key intersections and a roundabout at CSAH 18 and Nightingale Street. These improvements will help create "Safe Routes to School."

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

These improvements will also serve populations identified within the project area as being below the regional average of poverty or color.

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

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

Upload Map

1467924558861_CR18_S E C.pdf

Measure B: Affordable Housing

City/Township	Segment Length in Miles (Population)
Andover	1.1
	1

Total Project Length

Total Project Length (Total Population)	1.1
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Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
		0	0	0	0

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	1.1
Total Housing Score	0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
2002	1.1	2202.2	2002.0
	1	2202	2002

Average Construction Year

Weighted Year	2002
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Total Segment Length (Miles)

Total Segment Length	1.1
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Measure B: Geometric, Structural, or Infrastructure Improvements

Improving a non-10-ton roadway to a 10-ton roadway:	Yes
Response (Limit 700 characters; approximately 100 words)	The roadway is currently rated for 9-tons. This project will reconstruct the project to a 10-ton roadway.
Improved clear zones or sight lines:	
Response (Limit 700 characters; approximately 100 words)	
Improved roadway geometrics:	Yes
Response (Limit 700 characters; approximately 100 words)	Turn lanes will be constructed at all intersections.
Access management enhancements:	Yes

Response (Limit 700 characters; approximately 100 words)	Seven full-access intersections will be converted to right-in/out only.
Vertical/horizontal alignments improvements:	
Response (Limit 700 characters; approximately 100 words)	
Improved stormwater mitigation:	Yes
Response (Limit 700 characters; approximately 100 words)	The existing highway does not have stormwater rate or quality control.
Signals/lighting upgrades:	Yes
Response (Limit 700 characters; approximately 100 words)	The signal located at CR 18 and Andover Boulevard will be replaced. Also, a roundabout will be constructed at the intersection of CR 18 and Nightingale, which is currently a two-way stop controlled intersection.
Other Improvements	Yes
Response (Limit 700 characters; approximately 100 words)	Roundabout

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project	Total Peak Hour Delay Per Vehicle With The Project	Total Peak Hour Delay Per Vehicle Reduced by Project	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
7.0	0	7.0	1060	7420.0		14679258386 46_CR 18 Synchro Report.pdf

Total Delay

Total Peak Hour Delay Reduced 7420.0

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

Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Per Vehicle with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced Per Vehicle by the Project (Kilograms):	Volume (Vehicles Per Hour):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0.93	0.91	0.02	1060.0	21.2
1	1		1060	21

Total

Total Emissions Reduced:	21.2
Upload Synchro Report	1468347966332_CR 18 Synchro Report.pdf

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

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

Total Parallel Roadways

Emissions Reduced on Parallel Roadways	0
Upload Synchro Report	

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0

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

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

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

Cruise speed in miles per hour without the project:	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)

Transit Projects Not Requiring Construction

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment

1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred

100%

Stakeholders have been identified Yes

40%

Stakeholders have not been identified or contacted

0%

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

Layout or Preliminary Plan completed

100%

Layout or Preliminary Plan started

Yes

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion

04/02/2019

3)Environmental Documentation (5 Percent of Points)

EIS

EA

PM

Yes

Document Status:

Document approved (include copy of signed cover sheet)

100%

Document submitted to State Aid for review

75%

date submitted

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

50%

Document not started

Yes

0%

Anticipated date or date of completion/approval

04/03/2019

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

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

Yes

100%

Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated

80%

Historic/archaeological review under way; determination of adverse effect anticipated

40%

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

0%

Anticipated date or date of completion of historic/archeological review:

Project is located on an identified historic bridge

5)Review of Section 4f/6f Resources (10 Percent of Points)

4(f) Does the project impacts any public parks, public wildlife refuges, public golf courses, wild & scenic rivers or public private historic properties?

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

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

100%

No impact to 4f property. The project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received

100%

Section 4f resources present within the project area, but no known adverse effects

80%

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

50%

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

Yes

30%

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

0%

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

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

Yes

100%

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

100%

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

75%

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

50%

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

25%

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

0%

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

0%

Anticipated date or date of acquisition

06/06/2019

7)Railroad Involvement (25 Percent of Points)

No railroad involvement on project

Yes

100%

Railroad Right-of-Way Agreement is executed (include signature page)

100%

Railroad Right-of-Way Agreement required; Agreement has been initiated

60%

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

40%

Railroad Right-of-Way Agreement required; negotiations not begun

0%

Anticipated date or date of executed Agreement

8)Interchange Approval (15 Percent of Points)*

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

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

Yes

100%

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

100%

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

0%

9)Construction Documents/Plan (10 Percent of Points)

Construction plans completed/approved (include signed title sheet)

100%

Construction plans submitted to State Aid for review

75%

Construction plans in progress; at least 30% completion

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion 11/01/2019

10)Letting

Anticipated Letting Date 03/18/2021

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

Crash Modification Factor Used: 41.0

CR 1 = Installation of a median

CR 2 = Improve pavement friction

Rationale for Crash Modification Selected:

These improvements are part of the project. See the attachment for the HSIP Worksheets and additional information.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio \$4,944,102.00

Worksheet Attachment

1468527945906_CR 18 HSIP Worksheets and Attachments.pdf

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 (Limit 2,800 characters; approximately 400 words)

The existing multiuse trail adjacent to the roadway and crosswalks throughout the corridor will be improved as part of the project to ensure that the safety, security and traveling comfort of non-motorized travelers are enhanced. All intersections will include marked ADA compliant crosswalks. The existing intersection of Nightingale and CR 18 will be reconstructed as a roundabout, which offers many benefits to pedestrians and bicyclists.

The provision of a median will provide a refuge pedestrian for crossing the roadway at marked crosswalks. Please refer to the proposed project layout for more detail.

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$4,798,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,798,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

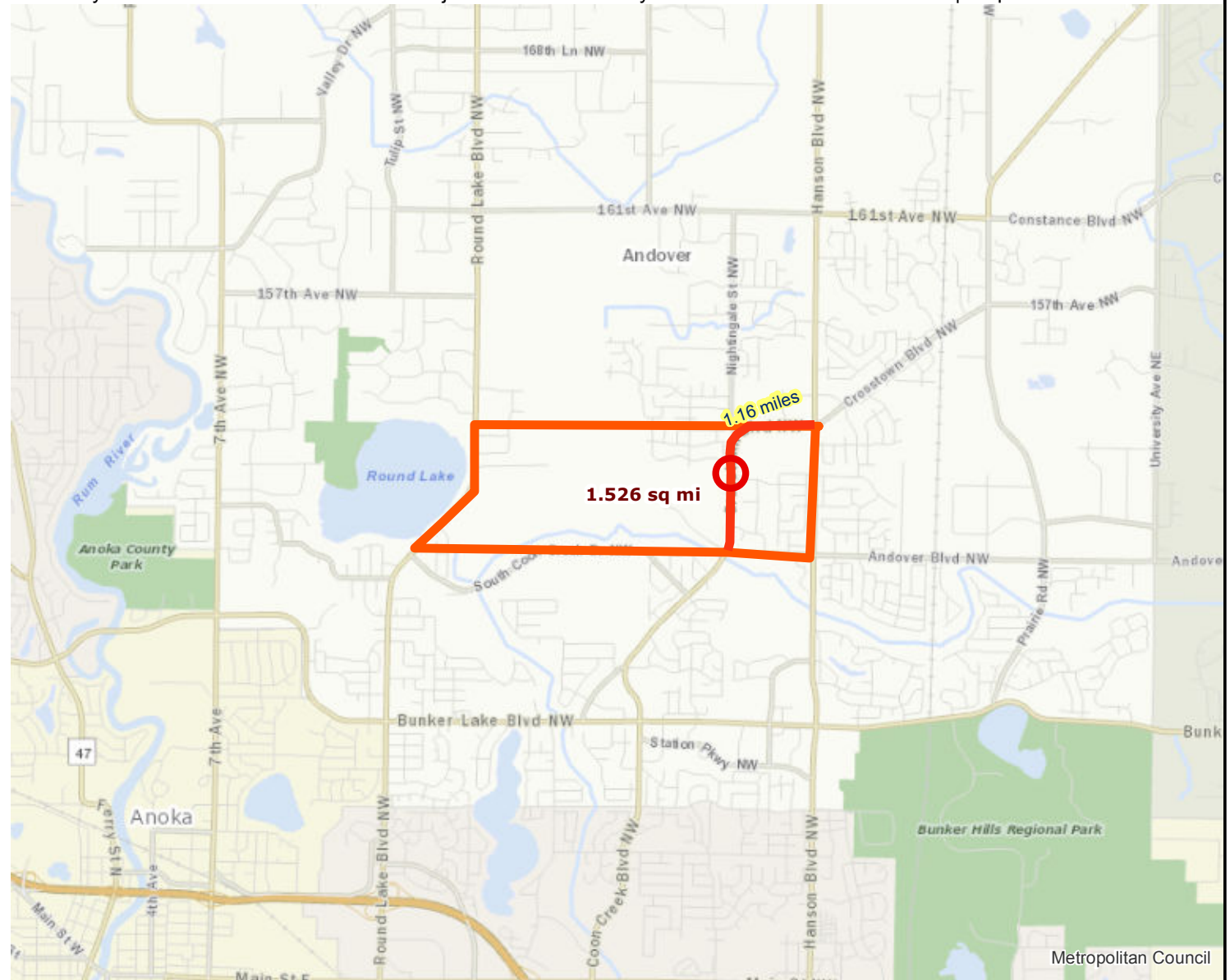
File Name	Description	File Size
Anoka County Board Resolution in Support of CR 18 Project.pdf	Anoka County Board Resolution of Support for Project	678 KB
CR 18 and Nightingale _Synchro Summary Report.pdf	Synchro Summary Reports	16 KB
CR18_ProjectArea.pdf	Project Area	3.6 MB
CR_18 Layout.pdf	Project Layout	5.5 MB

Roadway Area Definition

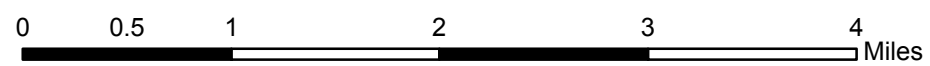
Results

Project Length: 1.16 miles

Project Area: 1.526 sq mi



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



Created: 6/27/2016
LandscapeRSA1



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



Regional Economy

Results

WITHIN ONE MI of project:

Totals by City:

Andover

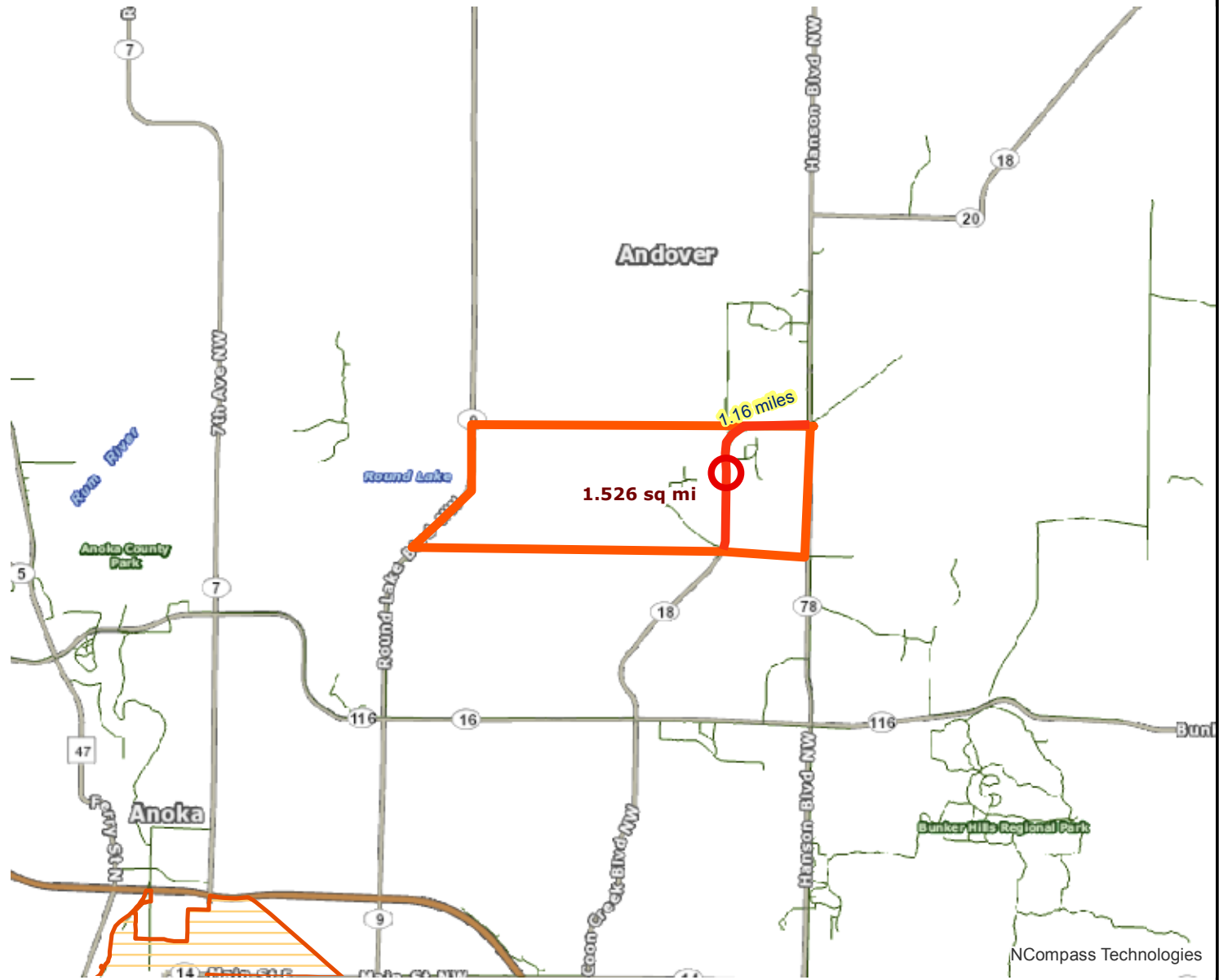
Population: 16172

Employment: 2340

Mfg and Dist Employment: 123

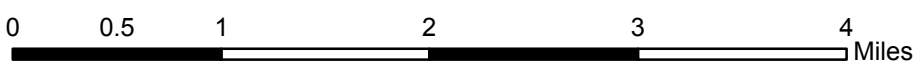
Postsecondary Students:

0



NCompass Technologies

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



Created: 6/27/2016
LandscapeRSA5



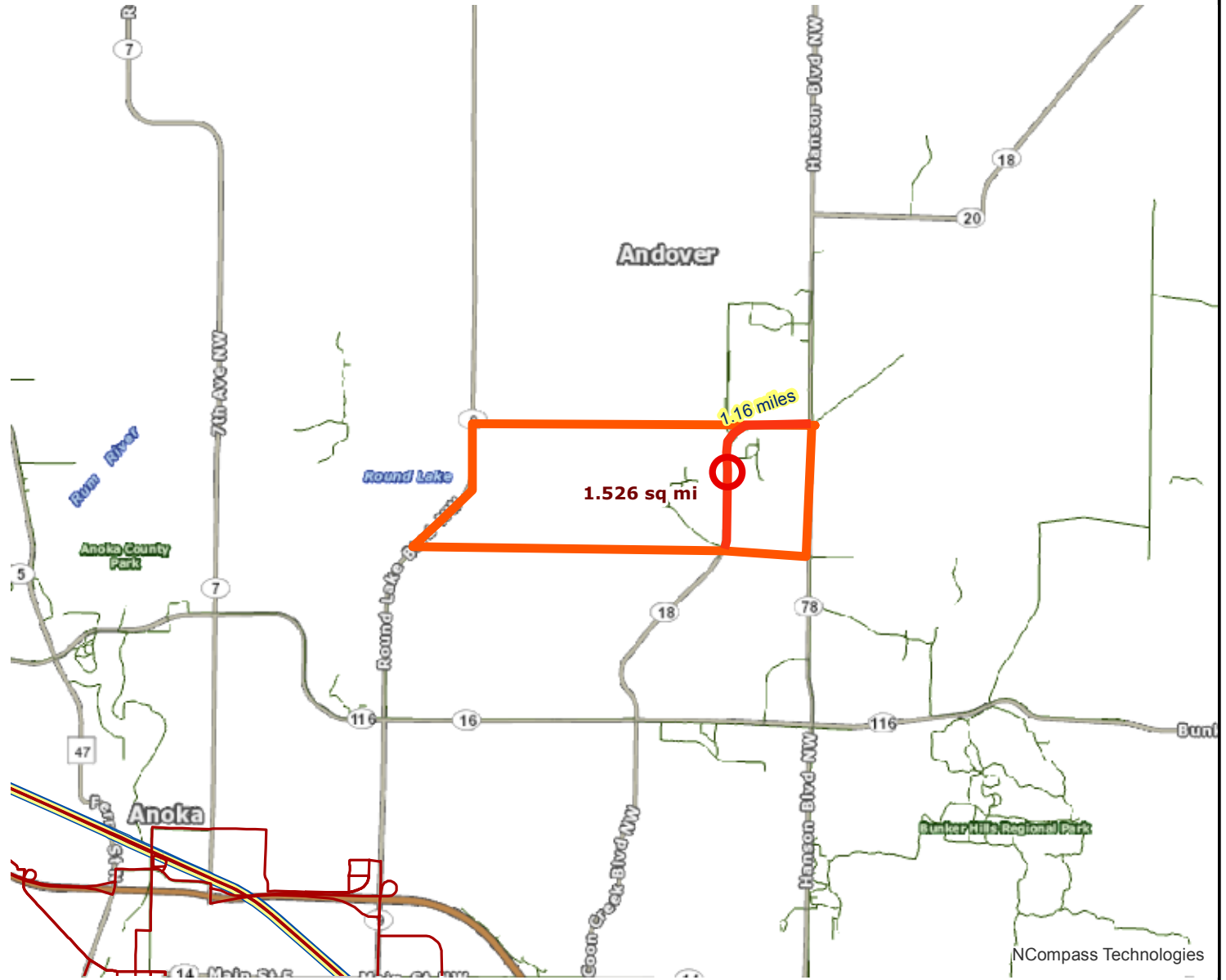
For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Results

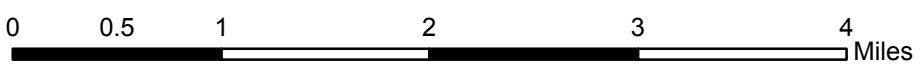
Transit with a Direct Connection to project:
-- NONE --

*indicates Planned Alignments



NCompass Technologies

○ Project Points
 Project Area
 Transitway
 Project
 Transit Routes
 Northstar Line



Created: 6/27/2016
LandscapeRSA3

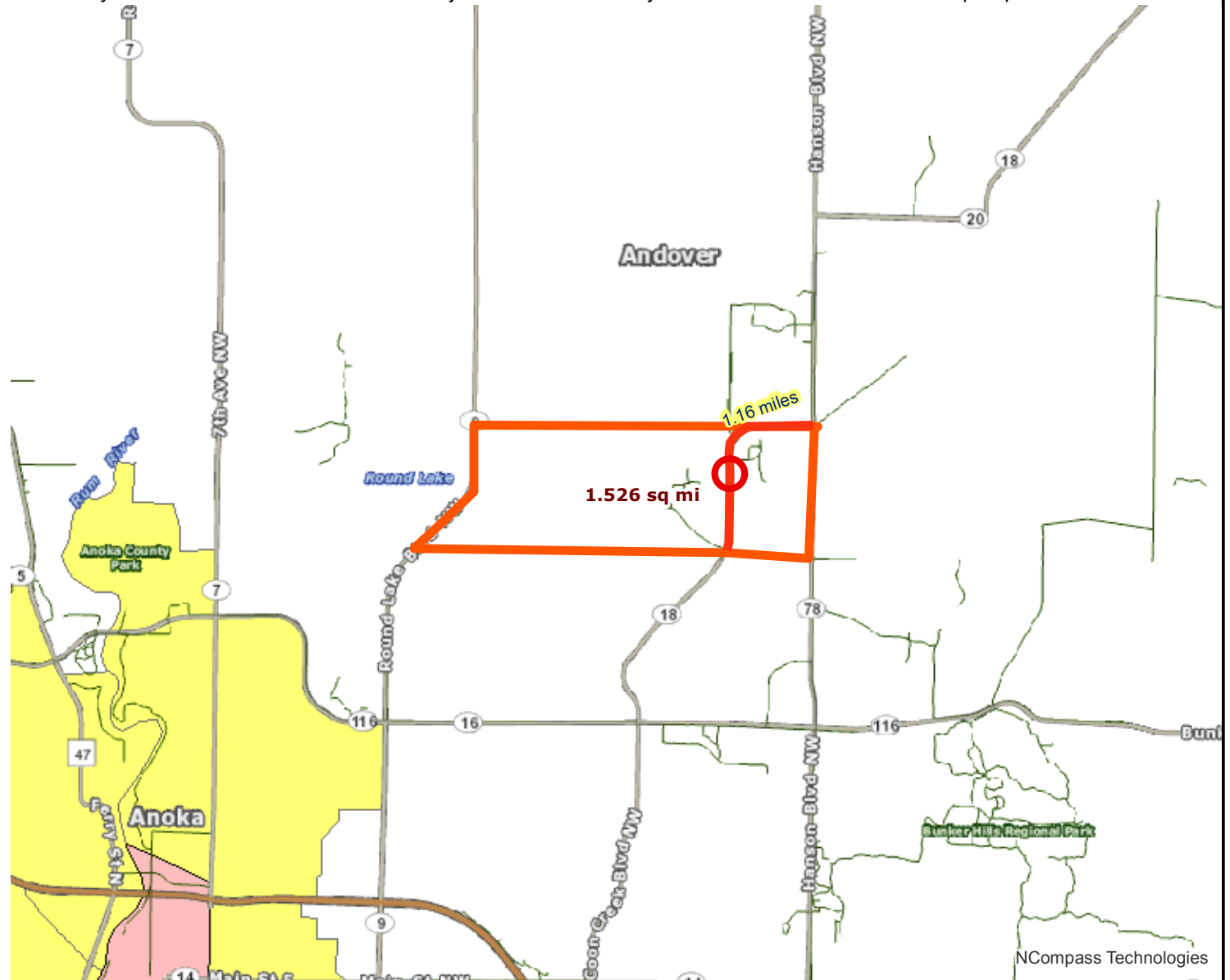








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<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

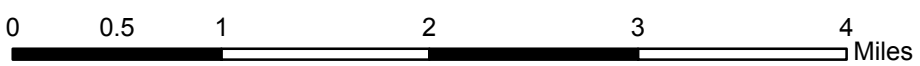


Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:
(0 to 12 Points)



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



Created: 6/27/2016
LandscapeRSA2



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



NCompass Technologies

115: CR 18 & Nightingale

Direction	All
Volume (vph)	1060
Total Delay / Veh (s/v)	7
CO Emissions (kg)	0.65
NOx Emissions (kg)	0.13
VOC Emissions (kg)	0.15

5: CR 18 & Nightingale

Direction	All
Volume (vph)	1060
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.64
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.15

115: CR 18 & Nightingale

Direction	All
Volume (vph)	1060
Total Delay / Veh (s/v)	7
CO Emissions (kg)	0.65
NOx Emissions (kg)	0.13
VOC Emissions (kg)	0.15

5: CR 18 & Nightingale

Direction	All
Volume (vph)	1060
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.64
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.15

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
	CR18	From Andover Blvd. To CSAH 78	001+00.258	002+00.393	Anoka Co.	01/01/2013	12/31/2015
Description of Proposed Work		Install Raised Median (39% Reduction In All Crashes). Improve Pavement Friction (41.1%-69.6% Reduction In Crashes)					

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					1		
		C	5			1	1		
	Property Damage	PD	6		1	2			

% Change in Crashes	Fatal	F							
	PI	A							
		B					-64%		
		C	-82%			-64%	-64%		
	Property Damage	PD	-82%		-64%	-64%			-64%

Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F							
	PI	A							
		B					-0.64		
		C	-4.10			-0.64	-0.64		
	Property Damage	PD	-4.92		-0.64	-1.28			

Year (Safety Improvement Construction) **2018**

Project Cost (exclude Right of Way)	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
\$ 4,798,000	F		\$ 1,140,000	
Right of Way Costs (optional)	A		\$ 570,000	
Traffic Growth Factor	B	-0.64	\$ 170,000	\$ 36,300
Capital Recovery	C	-5.38	\$ 83,000	\$ 148,983
1. Discount Rate	PD	-6.84	\$ 7,600	\$ 17,344
2. Project Service Life (n)				
	Total			\$ 202,626

B/C= 1.03

Using present worth values,
B= \$ 4,944,102
C= \$ 4,798,000

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology
 August 2015

8

Dual CRF for CR 18

Improvements include installation of a median and improving pavement friction.

CR1=Installation of median

CR2=Improve pavement friction

$$CR=1 - (1-CR1)*(1-CR2)$$

$$\text{Rear End: } CR=1 - (1-.39)*(1-.696) = .82$$

$$\text{Left Turn-Mainline: } CR=1 - (1-.39)*(1-.411) = .64$$

$$\text{Right Angle: } CR=1 - (1-.39)*(1-.411) = .64$$

$$\text{Ran Off Road: } CR=1 - (1-.39)*(1-.411) = .64$$

Countermeasure: Install raised median

CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
0.61	39	★★★★★	All	All		Schultz et al., 2011	
0.56	44	★★★★★	All	Fatal, Serious injury		Schultz et al., 2011	
0.29	70.77	★★★★	All	All	Urban	Schultz et al., 2008	
0.45	55.43	★★★★	Angle	All	Urban	Schultz et al., 2008	
0.86	14	★★★★	All	All	Urban	Yanmaz-Tuzel and Ozbay, 2010	

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: July 12, 2016

RESOLUTION #2016-98

OFFERED BY COMMISSIONER: Schulte

**RESOLUTION AUTHORIZING SUBMITTAL OF
FEDERAL FUNDING APPLICATION FOR CR 18**

WHEREAS, CR 18 (Crosstown Boulevard) is an "A" minor arterial expander route that provides an important north-south transportation connection in Anoka County; and,

WHEREAS, traffic volumes on CR 18 have been increasing over the past decade and are expected to continue to increase in the future as the area continues to grow; and,

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

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

WHEREAS, Anoka County and the City of Andover have worked together in the past to make travel capacity and safety improvements along the corridor; and,

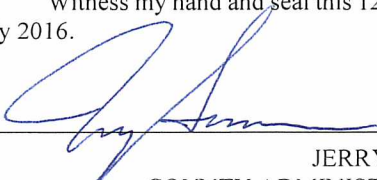
WHEREAS, the Anoka County Board of Commissioners is aware of and understands the project being submitted, and commits to operate and maintain the facility for its design life and not change the use of any right-of-way acquired without prior approval from MnDOT and the Federal Highway Administration;

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Highway Department is hereby authorized to submit an application to the Transportation Advisory Board of the Metropolitan Council for 2019-2021 to receive federal transportation funds to make capacity and safety improvements on CR 18 between CSAH 16 (Andover Blvd.) and CSAH 78 (Hanson Blvd.) in Andover.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

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

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


JERRY SOMA
COUNTY ADMINISTRATOR

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

CR 18 Existing AM Peak.syn
Summary Report

07/13/2016



Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Volume (vph)	301	47	62	157	133	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250	150	0	150	150
Storage Lanes	1	1	1	1	0	1
Taper Length (ft)	25		150		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		0.850
Flt Protected	0.950		0.950		0.950	
Satd. Flow (prot)	1770	1583	1770	1583	1770	1583
Flt Permitted	0.950		0.950		0.950	
Satd. Flow (perm)	1770	1583	1770	1583	1770	1583
Link Speed (mph)	30		30		30	
Link Distance (ft)	597		540		542	
Travel Time (s)	13.6		12.3		12.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	103%	103%	103%	103%	103%	103%
Adj. Flow (vph)	337	53	69	176	149	368
Shared Lane Traffic (%)						
Lane Group Flow (vph)	337	53	69	176	149	368
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	12		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Free		Free		Stop	

Intersection Summary

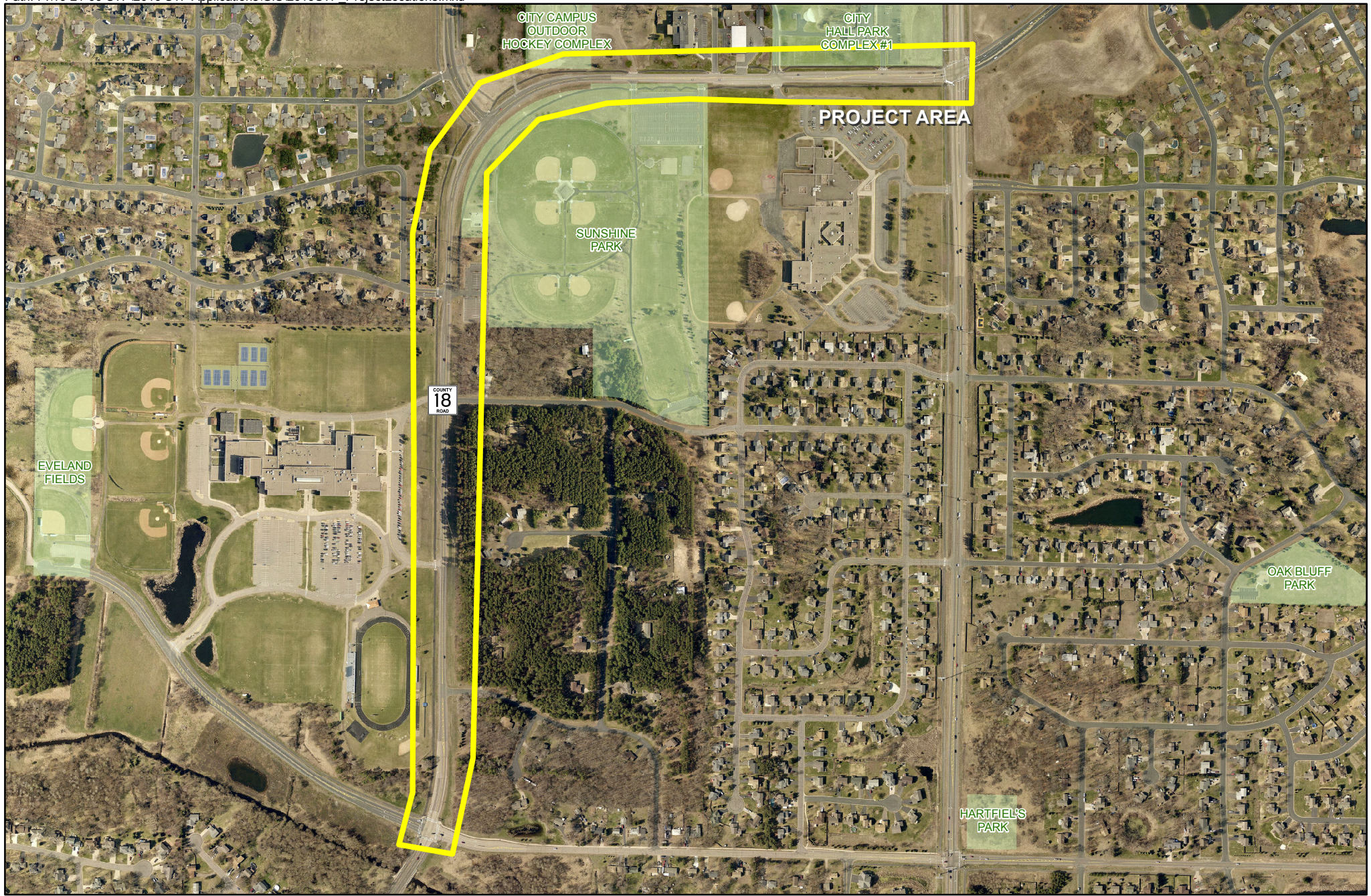
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.3%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	348	0	219	0	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.865		0.865		
Flt Protected						
Satd. Flow (prot)	0	1611	0	1611	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1611	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	419		404			375
Travel Time (s)	9.5		9.2			8.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	103%	103%	103%	103%	103%	103%
Adj. Flow (vph)	0	390	0	245	0	517
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	390	0	245	0	517
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Yield		Yield			Yield

Intersection Summary

Area Type:	Other
Control Type:	Roundabout
Intersection Capacity Utilization	45.7%
Analysis Period (min)	15
	ICU Level of Service A



Project Area

Regional Solicitation
CR 18 - Roadway Expansion



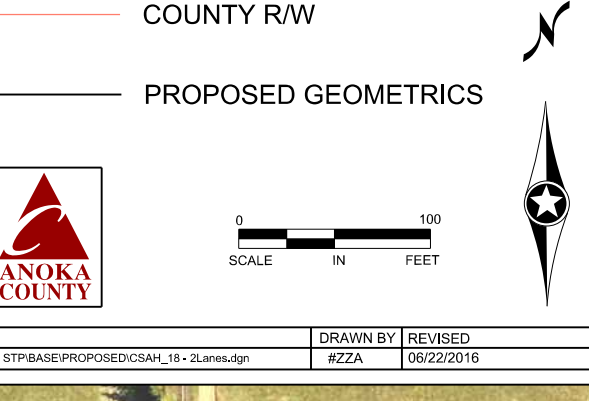
Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible



PRELIMINARY DESIGN LAYOUT

- PROPOSED ROADWAY
- PROPOSED CURB & MEDIAN
- SHOULDER PAVED
- BIKEWAY
- BRIDGE
- COUNTY RW
- PROPOSED GEOMETRICS



ANDOVER COUNTY

NIGHTINGALE ST NW

CSAH 18 (CROSSTOWN BLVD)

CROSSTOWN BLVD

STAIRS (POSSIBLE)

PEDESTRIAN UNDERPASS (POSSIBLE)

PARTRIDGE ST

OSAGE ST NW

149TH AVE

148TH AVE

CSAH 18 (CROSSTOWN BLVD)

146TH AVE

ANDOVER BLVD NW (CSAH 16)

KINDERHOOK ST