Application

10353 - 2018 Roadway Expansion

10818 - 3. CSAH 9 (Round Lake Blvd) Roadway Expansion in Andover

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/13/2018 9:47 AM

Primary Contact

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

Phone:*	763-324-3179	
	Phone	Ext.

Fax:	763-324-3020
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name:	ANOKA COUNTY

Jurisdictional Agency (if different):	
Organization Type:	County Government
Organization Website:	
Address:	1440 BUNKER LAKE BLVD

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

County:	Anoka
Phone:*	763-324-3100 Ext.
Fax:	763-324-3020
PeopleSoft Vendor Number	0000003633A15

Project Information

Project Name	CSAH 9 (Round Lake Blvd) Expansion in Andover
Primary County where the Project is Located	Anoka
Cities or Townships where the Project is Located:	Andover
Jurisdictional Agency (If Different than the Applicant):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	The roadway section proposed for the improvement is CSAH 9 (Round Lake Boulevard) between 150th Lane NW and CR 20 (157th Avenue NW) in the city of Andover. CSAH 9, an A Minor Expander, is currently a two-lane undivided roadway that has experienced substantial traffic growth in recent years and needs expansion to a four-lane divided roadway with intersection access modifications. The improved section would match that which currently exists to the south and north of the project, effectively eliminating a traffic bottleneck. The expansion project will also include a multiuse trail east of the roadway, which will represent an extension of the trail from the south.
(Limit 2,800 characters; approximately 400 words)	
TIP Description Guidance (will be used in TIP if the project is selected for funding)	CSAH 9 (Round Lake Blvd) 4-lane Expansion from 150th Lane to CR 20 in Andover

Project Length (Miles) 0.7

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 $2,898,400.00

Match Amount $724,600.00

Minimum of 20% of project total

Project Total $3,623,000.00

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: 2023

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: Roadway Projects

County, City, or Lead Agency Anoka County Highway Department

Functional Class of Road A-Minor Expander

Road System CSAH

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

Road/Route No. 9

i.e., 53 for CSAH 53

Name of Road Round Lake Boulevard NW

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55304

(Approximate) Begin Construction Date 04/01/2023

(Approximate) End Construction Date 11/02/2023

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

From:
(Intersection or Address)

150th Lane NW

To:
(Intersection or Address)

CR 20 (157th Avenue NW)_

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work

GRADE, AGG BASE, BIT SURF, STORM SEWER, CURB and GUTTER, BIKE PATH, PED RAMPS

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):

Requirements - All Projects

All Projects

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

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

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

From the 2040 TPP, Table 2-1, pages 2.6 through 2.16 as well as text from pages 2.17 to 2.55.
A. Goal: Transportation System Stewardship.
Objectives:
A. Efficiently preserve and maintain the regional transportation system in a state of good repair.
B. Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations.

Strategies:
A1.
A2.
B. Goal: Safety and Security.
Objectives:
A. Reduce crashes and improve safety and security for all modes

of passenger travel and freight transport.

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

Strategies:
B1.
B6.
C. Goal: Access to Destinations.
Objectives:
A. Increase the availability of multimodal travel options, especially in congested highway corridors.
B. Increase travel time reliability and predictability for travel on highway and transit systems

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

Strategies:
C4.
C9.
C10.
D. Goal: Competitive Economy.
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.

Strategies:
D1.
among all communities and users.
D4.
E. Goal: Healthy Environment.
the natural, cultural, and developed environments.

Objectives:
A. Reduce transportation-related air emissions.
B. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.

C. Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities and active car-free lifestyles.
D. Provide a transportation system that promotes community cohesion and connectivity for people of all ages and abilities, particularly for historically under-represented populations.

Strategies:
E1.
E3.
E4.
E5.
E6.
E7.
F. Goal: Leveraging Transportation Investments to Guide Land Use.
Objectives:
C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies:
F1.

F3.

F7.

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.

List the applicable documents and pages: Anoka County 2030 Transportation Plan, Table 5-1 (p 5-8), Figure 7-1 (p. 7-6)

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

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

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

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

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

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

7.The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.
***Roadway Expansion:** $1,000,000 to $7,000,000*
***Roadway Reconstruction/ Modernization Modernization and Spot Mobility:** $1,000,000 to $7,000,000*
***Traffic Management Technologies (Roadway System Management):** $250,000 to $7,000,000*
***Bridges Rehabilitation/ Replacement:** $1,000,000 to $7,000,000*

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

8.The project must comply with the Americans with Disabilities Act (ADA).

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

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

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation. Yes — 02/01/2018 (Date plan adopted by governing body)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Roadways Including Multimodal Elements

1.All roadway and bridge projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map.

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

Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

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

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

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)	$286,000.00
Removals (approx. 5% of total cost)	$222,000.00
Roadway (grading, borrow, etc.)	$249,000.00
Roadway (aggregates and paving)	$908,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$480,000.00
Ponds	$261,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$244,000.00
Traffic Control	$31,000.00
Striping	$37,000.00
Signing	$16,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$130,000.00
Bridge	$0.00
Retaining Walls	$24,000.00
Noise Wall (not calculated in cost effectiveness measure)	$663,000.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$11,000.00
Totals	**$3,562,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$49,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$12,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	$0.00
Pedestrian-scale Lighting	$0.00
Streetscaping	$0.00
Wayfinding	$0.00
Bicycle and Pedestrian Contingencies	$0.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$61,000.00**

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	$3,623,000.00
Construction Cost Total	$3,623,000.00
Transit Operating Cost Total	$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	CSAH 7 (7th Avenue NW)

Adjacent Parallel Corridor Start and End Points:

Start Point:	_CSAH 116
End Point:	CR 20
Free-Flow Travel Speed:	55

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed:	40

The Peak Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	27.27%
Upload Level of Congestion Map:	1530547707998_1. LOC Map.pdf

Principal Arterial Intersection Conversion Study:

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

(80 Points)

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

(60 Points)

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

(50 Points)

Proposed interchange project that reduces delay at a Medium Priority Intersection:

(40 Points)

Proposed interchange project that reduces delay at a Low Priority Intersection:

(0 Points)

Not listed as a priority in the study: Yes

(0 Points)

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

Existing Employment within 1 Mile: 787

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 59

Existing Post-Secondary Students within 1 Mile: 0

Upload Map 1530547741811_4. RE Map.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:

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: Yes

Measure A: Current Daily Person Throughput

Location CSAH 9, between S. Coon Creek Drive and CR 20

Current AADT Volume 13900

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 1530547857186_3. TC Map.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 18070.0

Measure B: 2040 Forecast ADT

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

If checked, METC Staff will provide Forecast (2040) ADT volume	
OR	
Identify the approved county or city travel demand model to determine forecast (2040) ADT volume	Met Council ABM (refined by SEH/Haifeng Xiao for use on the Anoka County 2040 Transportation Plan)
Forecast (2040) ADT volume	20300

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

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): *(up to 100% of maximum score)*	
Project located in Area of Concentrated Poverty: *(up to 80% of maximum score)*	
Projects census tracts are above the regional average for population in poverty or population of color: *(up to 60% of maximum score)*	
Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly: *(up to 40% of maximum score)*	Yes

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.
Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

When developing a project, Anoka County reaches out to all members of the community, ranging from residents and businesses located adjacent to the project as well as commuters that may use the facility. For residents and businesses adjacent to the project, our design and environmental impact team meet with them early in the process and provide them a project folder containing information on the project as well as information for their own use such as plats and right-of-way limits. A robust stakeholder engagement plan will also be defined that involves collaboration with city staff, emergency service providers, and directly with the public through a series of project open houses and small group meetings (e.g. city council meetings, chamber of commerce, and citizen advocacy groups). Additional outreach efforts include the use of social media, newsletters, local cable access tv stations, and variable message boards to alert the public of upcoming meetings and/or events. Additionally, our Anoka County Highway Department website contains links for people to contact us for general information or requests, project specifics, and even grievances. Furthermore, the ACHD just recently completed our ADA Transition Plan, which is readily available at various outlets (including websites) to maximize its usefulness for us in reaching out to the public on how we can improve our projects.

(Limit 1,400 characters; approximately 200 words)

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

Response:

CSAH 9 (Round Lake Blvd.) is an important regional route because it serves as a north/south arterial corridor connecting several Anoka County communities (Saint Francis, Oak grove, Andover, Anoka, and Coon Rapids) to US Highway 10. The study area includes children, people with disabilities, people of color, elderly residents, and low-income populations; although not in concentrations recognized by the Metropolitan Council.

The CSAH 9 project is located in an area defined as a Transit Market Area IV by the Met Council (i.e. an area that supports dial-a-ride and peak period express/commuter service). Therefore, this project will improve multimodal connectivity between transit facilities and benefit populations that depend on transit services to access job centers, shopping, recreational facilities, educational opportunities, and other destinations throughout the Twin Cities. The proposed trail extension will offer safety and travel experience benefits for all trail users, including children and the disabled, and will be compliant with the Americans with Disabilities Act (ADA).

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.
Below is a list of negative impacts. Note that this is not an exhaustive list.
Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
Increased noise.
Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
Increased speed and/or cut-through traffic.
Removed or diminished safe bicycle access.
Inclusion of some other barrier to access to jobs and other destinations.
Displacement of residents and businesses.
Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
Other

Response:

None.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530547962498_2. SE Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Andover	0.75	1.0	34.0	34.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.8

Affordable Housing Scoring

Total Project Length (Miles) or Population 0.75

Total Housing Score 34.0

Affordable Housing Scoring

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1980.0	0.75	1485.0	1980.0
	1	**1485**	**1980**

Average Construction Year

Weighted Year 1980.0

Total Segment Length (Miles)

Total Segment Length	0.75

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 Per Vehicle 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
1.0	0.5	0.5	1644	822.0		1531234328592_1-2 CSAH 9 at 153rd Synchro DELAY Reports.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	822.0

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):
1.16	0.86	0.3
1	**1**	**0**

Total

Total Emissions Reduced:	0.3
Upload Synchro Report	1531234457420_3-4 CSAH 9 at 153rd Synchro EMISSION Reports.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):	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):
0	0	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: Benefit of Crash Reduction

Crash Modification Factor Used:	CMF Used: 0.34
(Limit 700 Characters; approximately 100 words)	Expand the existing 2-lane roadway to a 4-lane divided roadway.
Rationale for Crash Modification Selected:	Expand the existing 2-lane roadway to a 4-lane divided roadway. CMF 7566 of 0.341 (65.88% reduction) applied to all crash severities and types.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio:	0.59
Worksheet Attachment	1531156098560_1- CSAH 9 (Round Lake Blvd) - N of 150th Ln.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:

Currently, this segment of CSAH 9 does not have existing trails or sidewalks along the roadway. However, an off-road trail does exist along CSAH 9 south of 150th Lane NW.

No fixed transit service is provided on CSAH 9 within the project limits. However, the project is located in an area designated as a "Transit Market Area IV" by the Met Council (i.e. an area that supports dial-a-ride and peak period express/commuter service). The CSAH 9 Expansion Project will achieve much more than supporting this designation. The proposed project improvements will provide a continuous multi-modal connection to nearby bus stops on the 805 Route and to community amenities, as well as improve safety and security for all users along the corridor. The proposed project will extend an existing multiuse trail, which currently ends at 150th Lane, north to 157th Lane NW. This will provide residents in the area with a safe and efficient pedestrian/bicycle connection south to several commercial/retail and recreational land uses that are located near the CSAH 9 (Round Lake Blvd.) intersections with CSAH 116 (Bunker Lake Blvd.) and Northdale Blvd./Riverdale Drive. The trail corridor along CSAH 9 also connects to the county regional trial system along CSAH 116, which is classified as a Tier II alignment of the Regional bicycle Transportation Network (RBTN) map for Anoka County. More importantly, this multiuse trail connection will provide greater opportunities to access jobs, housing, schools, and public services without having to depend on a vehicle.

The improvements will provide a more comfortable, safe, and reliable travel experience for all modes. Bicycles, pedestrians, and general traffic will be separated throughout the project area and south along CSAH 9. This design approach increases comfort and reduces crash risk exposure, which benefits all motorized and non-motorized users. The project will also include ADA compliant curb

ramps to allow easy access for disabled (wheelchairs) users.

(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

1530548194233_3. CSAH9_150th-157th_06-26-2018.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

2)Review of Section 106 Historic Resources (20 Percent of Points)

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

100%

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

100%

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

Yes

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

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

0%

Project is located on an identified historic bridge

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

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

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 Yes

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):	$3,623,000.00
Enter Amount of the Noise Walls:	$663,000.00
Total Project Cost subtract the amount of the noise walls:	$2,960,000.00

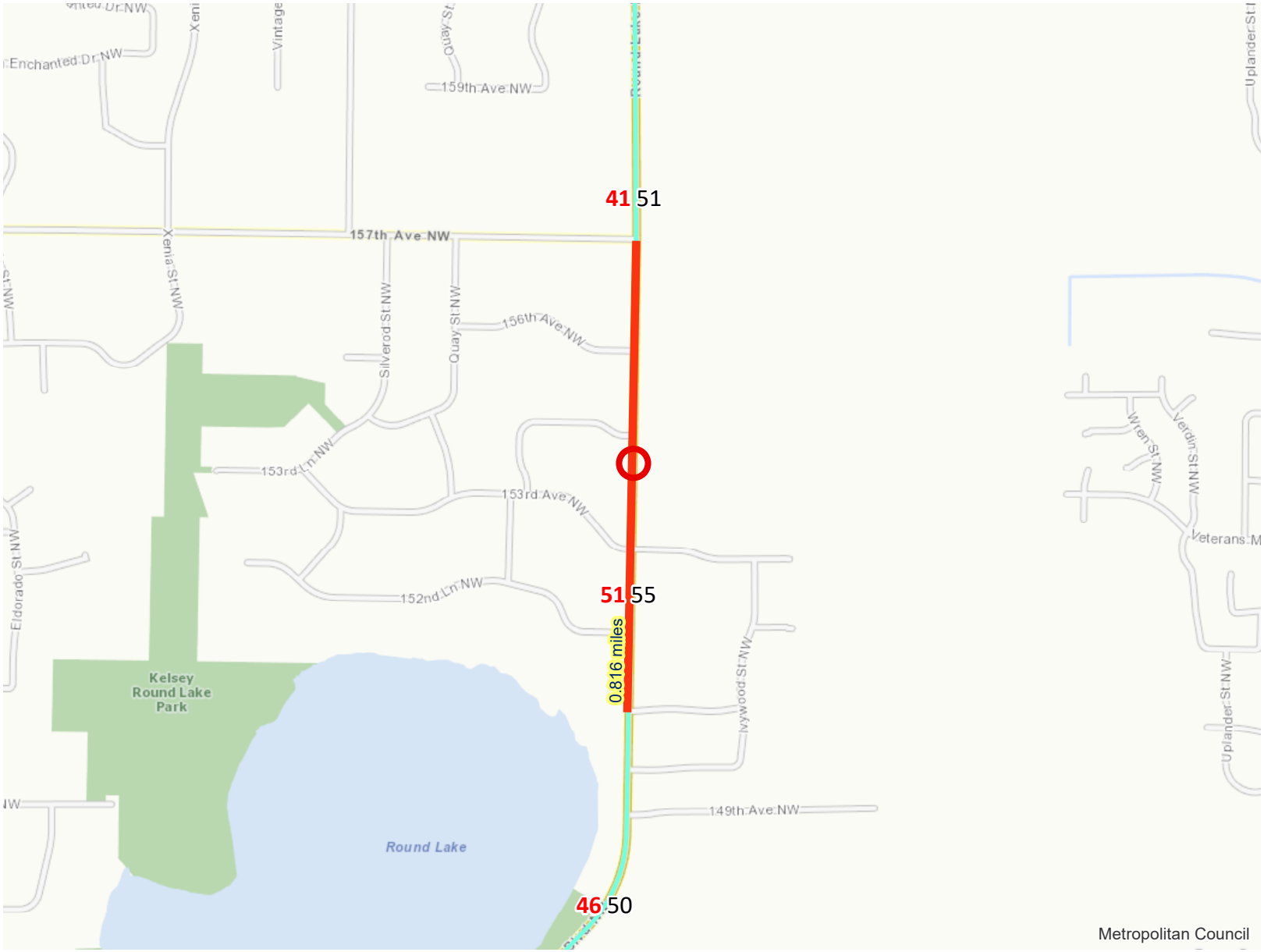
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
1-Page Information Sheet - CSAH 9 Expansion in Andover.pdf	1-Page Project Summary	340 KB
AC Resolution of Support - CSAH 9 North.pdf	Anoka County Resolution of Support	648 KB
CSAH9_150th-157th_06-26-2018.pdf	Layout - CSAH 9 North	2.0 MB
Letter of Support from Andover for CSAH 9.pdf	Letter of Support for CSAH 9 from Andover	46 KB
PROJECT Area Map - CSAH 9 Expansion in Andover.pdf	Project Area Map - CSAH 9 in Andover	295 KB

Level of Congestion

Roadway Expansion Project: CSAH 9 (Round Lake Blvd. NW) Roadway Expansion in Andover | Map ID: 1528304026102



Project Points — Principal Arterials — Principal Arterials Planned

Project — A Minor Arterials — A Minor Arterials Planned

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/6/2018

LandscapeRSA1

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

METROPOLITAN COUNCIL

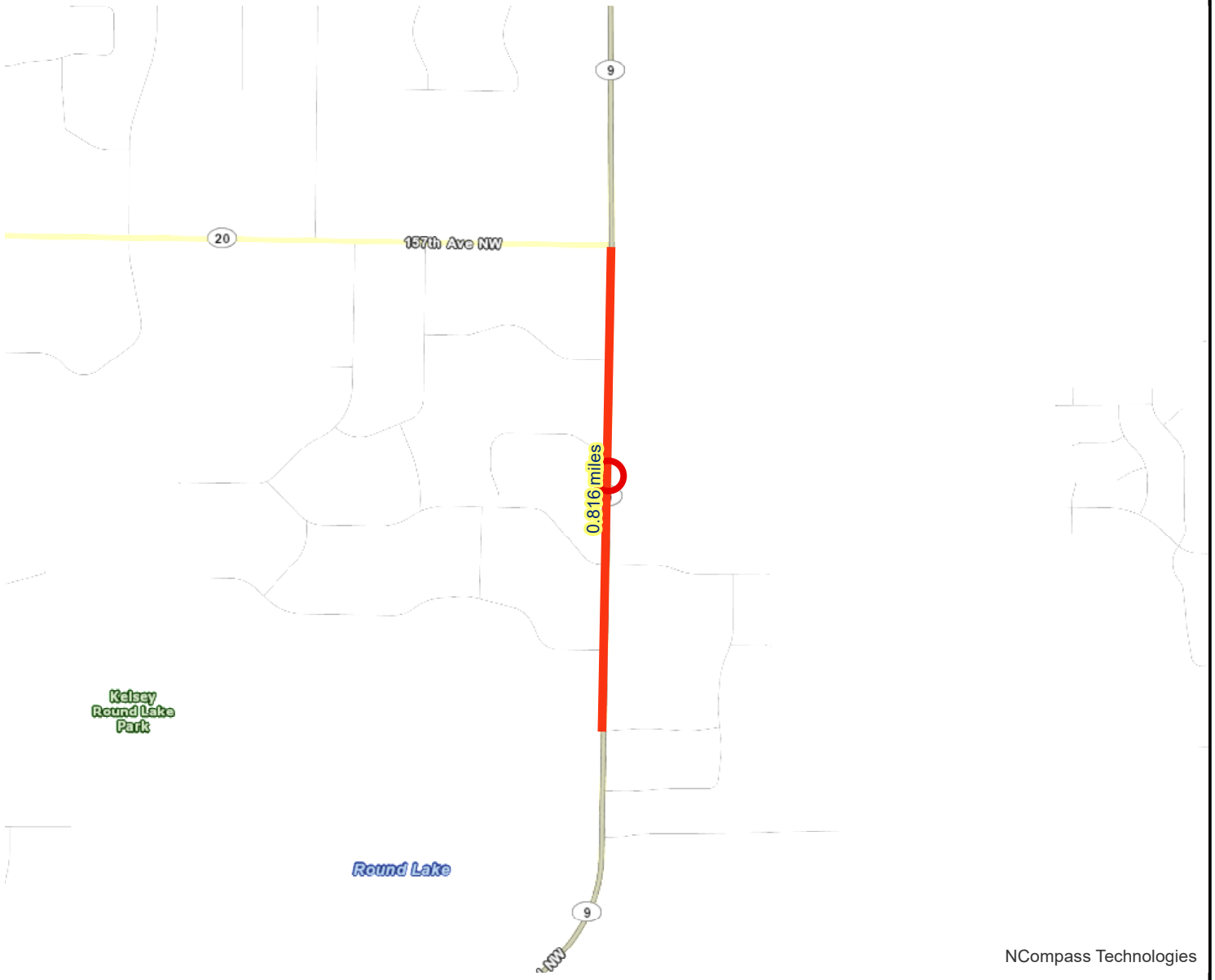
Regional Economy

Roadway Expansion Project: CSAH 9 (Round Lake Blvd. NW) Roadway Expansion in Andover | Map ID: 1528304026

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Andover
Population: 6912
Employment: 787
Mfg and Dist Employment: 59



NCompass Technologies

Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/6/2018
LandscapeRSA5

METROPOLITAN COUNCIL

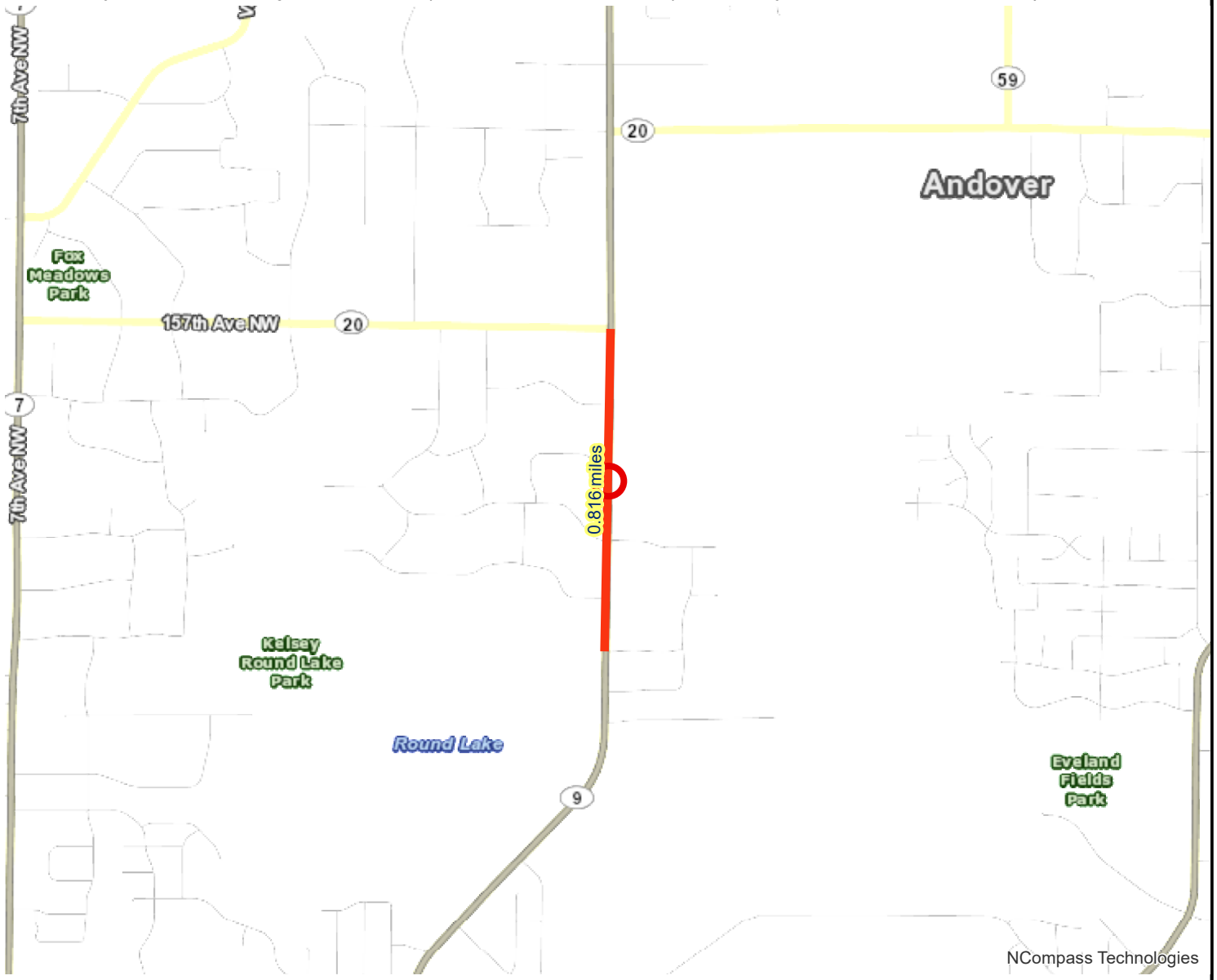
Transit Connections

Roadway Expansion Project: CSAH 9 (Round Lake Blvd. NW) Roadway Expansion in Andover | Map ID: 152830402

Results

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

**indicates Planned Alignments*



Project Points

Project

0 0.25 0.5 1 1.5 2 Miles

Created: 6/6/2018
LandscapeRSA3

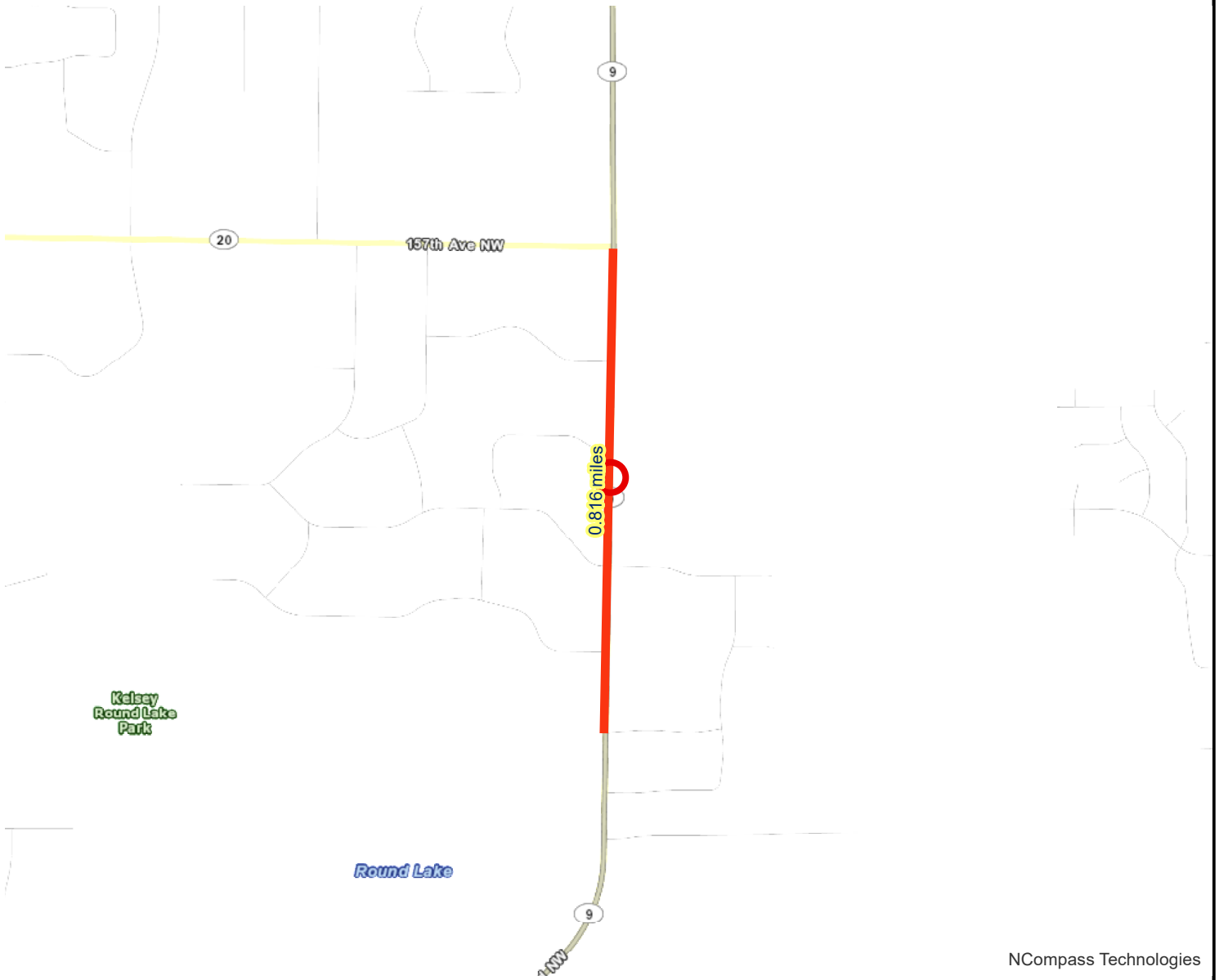
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: CSAH 9 (Round Lake Blvd. NW) Roadway Expansion in Andover | Map ID: 1528304026102

Results

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



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

0 0.15 0.3 0.6 0.9 1.2 Miles

Created: 6/6/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	11	2	2	2	2	4	20	1133	2	2	462	2
Future Vol, veh/h	11	2	2	2	2	4	20	1133	2	2	462	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	2	2	2	4	22	1232	2	2	502	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1787	1785	503	1785	1784	1232	504	0	0	1234	0	0
Stage 1	507	507	-	1276	1276	-	-	-	-	-	-	-
Stage 2	1280	1278	-	509	508	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	63	82	569	63	82	216	1061	-	-	565	-	-
Stage 1	548	539	-	205	238	-	-	-	-	-	-	-
Stage 2	204	237	-	547	539	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	76	569	58	76	216	1061	-	-	565	-	-
Mov Cap-2 Maneuver	57	76	-	58	76	-	-	-	-	-	-	-
Stage 1	512	536	-	191	222	-	-	-	-	-	-	-
Stage 2	185	221	-	540	536	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	75.2	44	0.1	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1061	-	-	67	101	565	-	-
HCM Lane V/C Ratio	0.02	-	-	0.243	0.086	0.004	-	-
HCM Control Delay (s)	8.5	0	-	75.2	44	11.4	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.3	0	-	-

Network Totals

Number of Intersections	1
Total Delay (hr)	1
Stops (#)	210
Average Speed (mph)	47
Total Travel Time (hr)	5
Distance Traveled (mi)	224
Fuel Consumed (gal)	12
Fuel Economy (mpg)	19.3
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	0
Performance Index	1.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	2	2	2	2	4	20	1133	2	2	462	2
Future Vol, veh/h	11	2	2	2	2	4	20	1133	2	2	462	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	275	-	275	275	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	2	2	2	4	22	1232	2	2	502	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1167	1784	251	1532	1784	616	504	0	0	1234	0	0
Stage 1	506	506	-	1276	1276	-	-	-	-	-	-	-
Stage 2	661	1278	-	256	508	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	149	81	749	80	81	433	1057	-	-	560	-	-
Stage 1	517	538	-	176	236	-	-	-	-	-	-	-
Stage 2	418	235	-	726	537	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	79	749	77	79	433	1057	-	-	560	-	-
Mov Cap-2 Maneuver	142	79	-	77	79	-	-	-	-	-	-	-
Stage 1	506	536	-	172	231	-	-	-	-	-	-	-
Stage 2	401	230	-	718	535	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.6	34.2	0.1	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1057	-	-	142	132	560	-	-
HCM Lane V/C Ratio	0.021	-	-	0.115	0.066	0.004	-	-
HCM Control Delay (s)	8.5	-	-	33.6	34.2	11.5	-	-
HCM Lane LOS	A	-	-	D	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0	-	-

Network Totals

Number of Intersections	1
Total Delay (hr)	0
Stops (#)	61
Average Speed (mph)	51
Total Travel Time (hr)	4
Distance Traveled (mi)	223
Fuel Consumed (gal)	9
Fuel Economy (mpg)	26.2
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	0
Performance Index	0.4

3: CSAH 9 & 153rd

Direction	All
Future Volume (vph)	1644
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.81
NOx Emissions (kg)	0.16
VOC Emissions (kg)	0.19

3: CSAH 9 & 153rd

Direction	All
Future Volume (vph)	1643
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.60
NOx Emissions (kg)	0.12
VOC Emissions (kg)	0.14

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
	CSAH 9	150th Ln to CSAH 20 (157th Ave)	3+00.438	4+00.205	Anoka Co.	1/1/2013	12/31/2015

Description of Proposed Work: Expand CSAH 9 (Round Lake Blvd) from 2-lane undivided to 4-lane divided

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	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal **F**									
	Personal Injury (PI) **A**									
	Personal Injury (PI) **B**	2				1				**3**
	Personal Injury (PI) **C**			1						**1**
	Property Damage **PD**			1		1	2			**4**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal **F**									
	PI **A**									
	PI **B**	-66%				-66%				
	PI **C**			-66%						
	Property Damage **PD**			-66%		-66%	-66%			
Change in Crashes = No. of crashes **X** % change in crashes	Fatal **F**									
	PI **A**									
	PI **B**	**-1.32**				**-0.66**				**-1.98**
	PI **C**			**-0.66**						**-0.66**
	Property Damage **PD**			**-0.66**		**-0.66**	**-1.32**			**-2.64**

Year (Safety Improvement Construction): **2018**

Project Cost (exclude Right of Way): **$ 3,623,000**

Right of Way Costs (optional):

Traffic Growth Factor: **1.7%**

Capital Recovery

1. **Discount Rate:** **4.5%**
2. **Project Service Life (n):** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,140,000	
A			$ 570,000	
B	-1.98	-0.66	$ 170,000	$ 112,098
C	-0.66	-0.22	$ 83,000	$ 18,243
PD	-2.64	-0.88	$ 7,600	$ 6,682
Total				$ 137,024

B/C= 0.59

Using present worth values,

B= $ 2,145,114

C= $ 3,623,000

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **August 2015**

Amortizing…

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2018	$ 137,024	$ 137,024	$ 3,623,000
2019	$ 139,367	$ 133,365	
2020	$ 141,750	$ 129,805	
2021	$ 144,174	$ 126,339	
2022	$ 146,639	$ 122,966	
2023	$ 149,147	$ 119,683	
2024	$ 151,697	$ 116,488	
2025	$ 154,291	$ 113,378	
2026	$ 156,930	$ 110,351	
2027	$ 159,613	$ 107,404	
2028	$ 162,343	$ 104,537	
2029	$ 165,119	$ 101,746	
2030	$ 167,942	$ 99,029	
2031	$ 170,814	$ 96,385	
2032	$ 173,735	$ 93,812	
2033	$ 176,706	$ 91,307	
2034	$ 179,727	$ 88,870	
2035	$ 182,801	$ 86,497	
2036	$ 185,927	$ 84,188	
2037	$ 189,106	$ 81,940	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
Totals =		**$ 2,145,114 (B)**	**$ 3,623,000 (C)**

year (n)= 1, 2, 3,….
discount rate (i) = 7%

$$\text{Crash Benefits (@ year n)} = (\text{Crash Benefits})_{n-1} \times (1 + \text{Traffic Growth Factor})$$

$$\text{Present Worth Benefits (@ year n)} = (\text{Crash Benefits})_{n} \times 1/(1 + \text{Discount Rate})^{n}$$

▼ Countermeasure: Convert 2 lane roadway to 4 lane divided roadway

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.341	65.88	★★★★☆	All	All	Urban	Ahmed et al., 2015	
☐	0.712	28.79	★★★★☆	All	All	Rural	Ahmed et al., 2015	
☐	0.691	30.88	★★★★☆	All	O	Rural	Ahmed et al., 2015	
☐	0.549	45.13	★★★★☆	All	K,A,B,C	Rural	Ahmed et al., 2015	
☐	0.351	64.89	★★★☆☆	All	O	Urban	Ahmed et al., 2015	
☐	0.367	63.27	★★★☆☆	All	K,A,B,C	Urban	Ahmed et al., 2015	
☐	0.236	76.4	★★★☆☆	All	All	Urban	Ahmed et al., 2015	Applies to roadways with AADT ... [*read more*]
☐	0.466	53.36	★★★☆☆	All	All	Urban	Ahmed et al., 2015	Applies to roadways with AADT ... [*read more*]
☐	0.714	28.59	★★★☆☆	All	All	Rural	Ahmed et al., 2015	Applies to roadways with AADT ... [*read more*]
☐	0.79	21.04	★★★☆☆	All	All	Rural	Ahmed et al., 2015	Applies to roadways with AADT ... [*read more*]

Compare Reset Compare

**NOTE: You can compare CMFs across countermeasures, subcategories, and categories.*

CMF / CRF Details

CMF ID: 7566

Convert 2 lane roadway to 4 lane divided roadway

Description: Conversion of urban and rural two-lane roadways to four-lane divided roadways

Prior Condition: 2 lane roadway

Category: Roadway

Study: *Evaluation of the Safety Effectiveness of the Conversion of Two-Lane Roadways to Four-Lane Divided Roadways: Bayesian vs. Empirical Bayes*, Ahmed et al., 2015

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.341
Adjusted Standard Error:	
Unadjusted Standard Error:	0.091

Crash Reduction Factor (CRF)	
Value:	65.88 *(This value indicates a **decrease** in crashes)*

Adjusted Standard Error:	
Unadjusted Standard Error:	9.05

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	2
Road Division Type:	Undivided
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Development Details

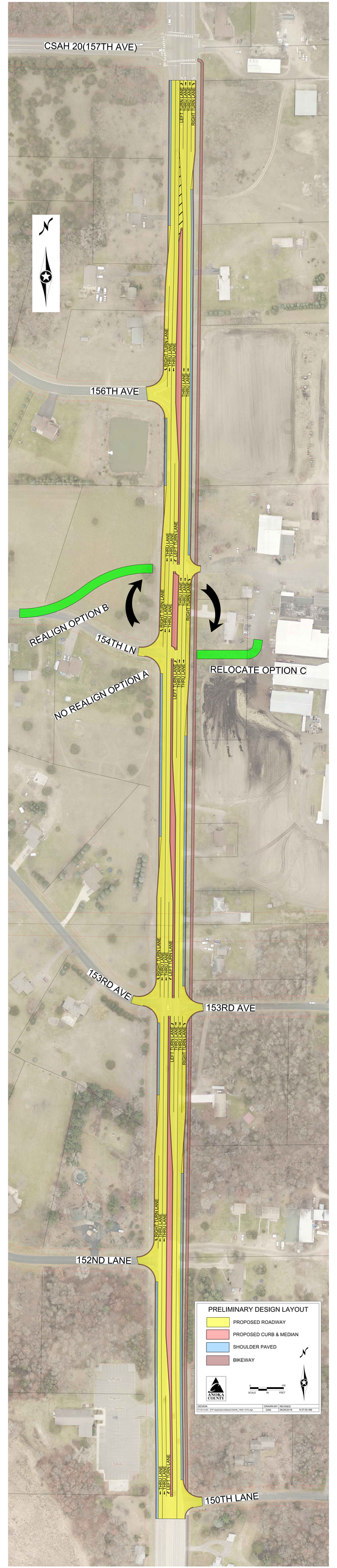
Date Range of Data Used:	2002 to 2012
Municipality:	

State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-01-2015
Comments:	

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


CSAH 20(157TH AVE)
156TH AVE
REALIGN OPTION B
154TH LN
NO REALIGN OPTION A
RELOCATE OPTION C
153RD AVE
153RD AVE
152ND LANE
150TH LANE
PRELIMINARY DESIGN LAYOUT
PROPOSED ROADWAY
PROPOSED CURB & MEDIAN
SHOULDER PAVED
BIKEWAY
ANOKA COUNTY
SCALE
IN
FEET
DESIGN:
DRAWN BY: DAN
REVISED: 09/26/2018 9:37:00 AM

1-Page Information Sheet: CSAH 9 Expansion in Andover

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 9 (Round Lake Blvd. NW) Expansion to 4-lanes
GEOGRAPHIC LIMITS: 0.7 miles. From north of 150th Lane NW to CR 20 (157th Avenue NW)
PROJECT LOCATION: City of Andover, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $2,898,400
TOTAL PROJECT COST: $3,623,000

PROJECT DESCRIPTION

CSAH 9 (Round Lake Blvd. NW) has experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway with intersection access modifications. The improved 4-lane section would match that which currently exists on CSAH 9 south of 150th Lane NW and north of CR 20, effectively removing the traffic bottleneck between these points. The expansion project will also include a multiuse trail east of the roadway, which will represent an extension of the trail from the south.

EXISTING GEOMETRY: 2-lane Undivided
Daily Traffic Capacity: 15,000*

PROPOSED GEOMETRY: 4-lane Divided
Daily Traffic Capacity: 34,000*

PROJECT BENEFITS

Elimination of Traffic Bottleneck:
Eliminates the 2-lane bottleneck section that exists between the 4-lane sections of north and south of project

Reduction in Congestion:
- **2017: 13,900 volume is approaching 15,000 capacity (LOS E)**
- **2040: 20,300 volume EXCEEDS 15,000 capacity (LOS F)**

0.8 more miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

OTHER INFORMATION:
Roadway was last reconstructed in 1980

* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: May 22, 2018 **RESOLUTION #2018-76**

OFFERED BY COMMISSIONER: Schulte

AUTHORIZING SUBMITTAL OF FEDERAL FUNDING APPLICATION FOR CSAH 9 EXPANSION PROJECT

WHEREAS, CSAH 9 (Round Lake Blvd. NW) is an "A" Minor Arterial Expander route that provides an important north-south transportation corridor in Anoka County; and.

WHEREAS, traffic volumes on CSAH 9 have been increasing over the past decade and are expected to continue to increase in the future as the area continues to develop; and.

WHEREAS, existing traffic volumes are such that congestion is negatively impacting 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 several 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:

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 capacity and safety improvements on CSAH 9 between 150th Lane and 157th Avenue in the city of Andover in the Roadway Expansion category.

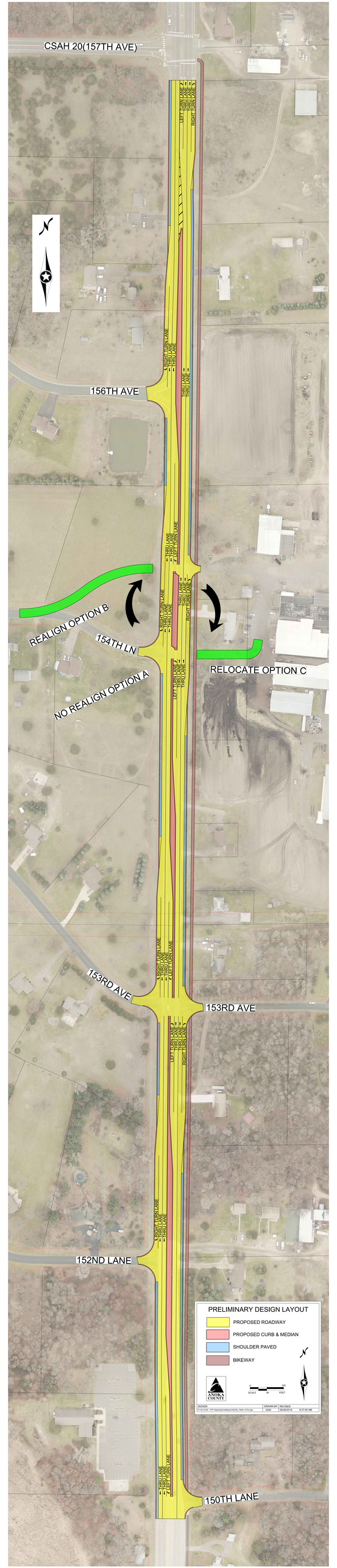
STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

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

	YES	NO
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	


CSAH 20(157TH AVE)
156TH AVE
REALIGN OPTION B
154TH LN
NO REALIGN OPTION A
RELOCATE OPTION C
153RD AVE
153RD AVE
152ND LANE
150TH LANE
PRELIMINARY DESIGN LAYOUT
PROPOSED ROADWAY
PROPOSED CURB & MEDIAN
SHOULDER PAVED
BIKEWAY
ANOKA COUNTY
SCALE
IN
FEET
DESIGN:
DRAWN BY: DAN
REVISED: 09/26/2018 9:37:00 AM

CITY OF ANDOVER

1685 CROSSTOWN BOULEVARD N.W. • ANDOVER, MINNESOTA 55304 • (763) 755-5100
FAX (763) 755-8923 • WWW.ANDOVERMN.GOV

July 5, 2018

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

RE: Support for CSAH 7 and CSAH 9 Improvements

Dear Mr. Fischer,

The City of Andover is aware that Anoka County is actively pursuing funding for improvements for expanding 7th Avenue NW (CSAH 7) to four-lanes from approximately Bunker Lake Boulevard (CSAH 116) to 157th Avenue NW (CR 20), and Round Lake Blvd. NW (CSAH 9) from 150th Lane NW to 157th Avenue NW (CR 20). The City of Andover supports the County's efforts to pursue funding through various federal and state transportation programs.

The CSAH 7 and CSAH 9 Corridors through Andover have been experiencing traffic growth that has resulted in both roadways experiencing increased congestion as the area continues to grow. Proposed project improvements will support projected population and traffic growth in the region while supporting regional and area businesses.

The City of Andover appreciates the County's efforts and those of project partners to address the challenges of these travel corridors. We look forward to continued partnership to address noted safety, mobility, and access concerns at this key regional intersection.

Sincerely,

David D. Berkowitz, P.E.
City of Andover

Project Area Map: CSAH 9 Expansion in Andover

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible