

Application 10353 - 2018 Roadway Expansion 10822 - 6. CSAH 14 (125th Ave NE) Roadway Expansion in Blaine (Harpers to CSAH 17) Regional Solicitation - Roadways Including Multimodal Elements Status: Submitted Submitted Date: 07/13/2018 9:50 AM **Primary Contact** Mr. L Forslund Jack Name:* Salutation First Name Middle Name Last Name Title: Transportation Planner **Department:** Anoka County Transportation Division Email: jack.forslund@co.anoka.mn.us Address: 1440 Bunker Lake Boulevard NW Andover 55304-4005 Minnesota City State/Province Postal Code/Zip 763-324-3179 Phone:* Phone Ext. Fax: 763-324-3020 Regional Solicitation - Roadways Including Multimodal What Grant Programs are you most interested in? 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 14 (125th Avenue NE) Expansion in Blaine

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

Blaine

Jurisdictional Agency (If Different than the Applicant):

The roadway section proposed for the improvement is CSAH 14 (125th Avenue NE) from just east of Harpers Street NE to CSAH 17 (Lexington Avenue NE) in the city of Blaine. CSAH 14, a Principal Arterial, 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 on CSAH 14 to the west. It would also effectively eliminate the traffic bottleneck that exists between CSAH 14 from Harpers Street extending eastward to CSAH 17, which extends to I-35W. The expansion project will also include a multiuse trail adjacent to the roadway, which will represent an extension of the

trail from the west.

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

(Limit 2,800 characters; approximately 400 words)

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

CSAH 14 (125th Avenue NE) Expansion from east of Harpers Street to CSAH 17 in Blaine

Project Length (Miles)

1.2

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to

implement this project?

Nο

If yes, please identify the source(s)

Federal Amount \$3,604,000.00

Match Amount \$901,000.00

Minimum of 20% of project total

Project Total \$4,505,000.00

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 Funds

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 Principal Arterial

Road System CSAH

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

Road/Route No. 14

i.e., 53 for CSAH 53

Name of Road 125th Avenue NE

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55449

(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)

Harpers Street NE

To:

(Intersection or Address)

CSAH 17 (Lexington Avenue NE)

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

A.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 underrepresented populations.

Strategies:

C3.

C4.

C7.

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.

D4.

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

Objectives:

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

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

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

Strategies:

E1.

E3.

E4.

E5.

E6.

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:

Met Council 2040 Transportation Policy Plan (TPP), Figure 5-2, page 5.5.

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)	\$436,000.00
Removals (approx. 5% of total cost)	\$338,000.00
Roadway (grading, borrow, etc.)	\$379,000.00
Roadway (aggregates and paving)	\$1,383,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$731,000.00
Ponds	\$397,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$371,000.00
Traffic Control	\$48,000.00
Striping	\$56,000.00
Signing	\$25,000.00

Lighting	\$0.00
Turf - Erosion & Landscaping	\$198,000.00
Bridge	\$0.00
Retaining Walls	\$36,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$16,000.00
Totals	\$4,414,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$75,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$16,000.00
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	\$91,000.00

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 \$4,505,000.00

Construction Cost Total \$4,505,000.00

Transit Operating Cost Total \$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor CSAH 12 (109th Avenue NE)___

Adjacent Parallel Corridor Start and End Points:

Start Point: CSAH 52

End Point: CSAH 17

Free-Flow Travel Speed: 42

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed: 36

The Peak Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to

Free-Flow:

Upload Level of Congestion Map: 1531160267342_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: 1064

Existing Manufacturing/Distribution-Related Employment within 1

Mile:

83

Existing Post-Secondary Students within 1 Mile: 0

Upload Map 1531160304998_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 14, between West Lake Blvd. and Harpers Street

Current AADT Volume 12100

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

1531160374967_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

15730.0

Measure B: 2040 Forecast ADT

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

Nic

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

20200

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

Select one:

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

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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

Yes

(up to 40% of maximum score)

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

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

Response:

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 14 (125th Avenue) is an important regional route because it serves as an east/west arterial corridor connecting several Anoka County communities (Centerville, Lino Lakes, Blaine, Coon Rapids, and Anoka) to I-35E, Highway 65 and 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. In fact, the White Pine Senior Assisted Living & Memory Care facility is located in the intersection of the CSAH 14/Harpers Street. The Northpoint Elementary School is located less than one mile west of the project area. The CSAH 14 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 roadway and trail improvements will offer safety, security, and travel time benefits for all motorized and non-motorized users, including children, the elderly, 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 1531160489404_2. SE Map.pdf

Measure B: Affordable Housing

Segment Length (For stand-alone

projects, enter Segment Housing Score
City population from Length/Total Score Multiplied by
Regional Economy Project Length Segment percent

map) within each
City/Township

Blaine 1.2 1.0 83.0 83.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 1.2

Affordable Housing Scoring

Total Project Length (Miles) or Population 1.2

Total Housing Score 83.0

Affordable Housing Scoring

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction

Segment Length

Calculation

Calculation 2

1992.0

1.2

2390.4

1992.0

1

2390

1992

Average Construction Year

Weighted Year

1992.0

Total Segment Length (Miles)

Total Segment Length

1.2

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Veh icle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Veh icle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Veh icle)	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	N of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
31.5	14.2	17.3	1956	33838.8		15312485051 54_1-2 CSAH 14 at Legacy- N. Lake Synchro DELAY Reports.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced

33838.8

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):

3.24

2.66

0.58

3

3

1

Total

Total Emissions Reduced:

0.58

Upload Synchro Report

1531248590529_3-4 CSAH 14 at Legacy-N. Lake 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:

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

CMF Used: 0.34

Crash Modification Factor Used: Safety Improvements include:

Expand the existing 2-lane roadway to a 4-lane divided roadway.

(Limit 700 Characters; approximately 100 words)

CMF Used: 0.34

Safety Improvements include:

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: 0.36

Worksheet Attachment 1531160730357_4- CSAH 14 (125th Ave) - E of Harpers

St.pc

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 14 does not have existing trails or sidewalks along the roadway. However, an off-road trail does exist along the south side of CSAH 14 west of Harpers Street. Within the CSAH 14 project area, the Anoka County Transportation Plan identifies a continuous east/west ?Planned? trail along CSAH 14. The proposed improvements include the extension of the multiuse trail from Harper Street east to Lexington Avenue.

Also, the Regional Bicycle Transportation Network (RBTN) map prepared by the Met Council identifies the trail along CSAH 17 (Lexington Avenue) as a Tier II Alignment. The CSAH 14 trail improvements would provide a direct trail connection to the RBTN system.

No fixed transit service is provided on CSAH 14 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 14 Expansion Project will achieve much more than supporting this designation. The proposed project improvements will provide a safe and efficient multimodal connection to nearby community amenities such as Pioneer Park, Lexington Athletic Complex, Lakeside Commons Park, Northpoint Elementary School, and several commercial/retail destinations. 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 continuing west along CSAH 14 and south along CSAH 17. 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.

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.

100%

Attach Layout

1531336236937_6. CSAH14_Harpers-17_07-11-2018.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

Yes

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

4)Railroad Involvement (20 Percent of Points)

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

Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

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

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form): \$4,505,000.00

Enter Amount of the Noise Walls: \$0.00

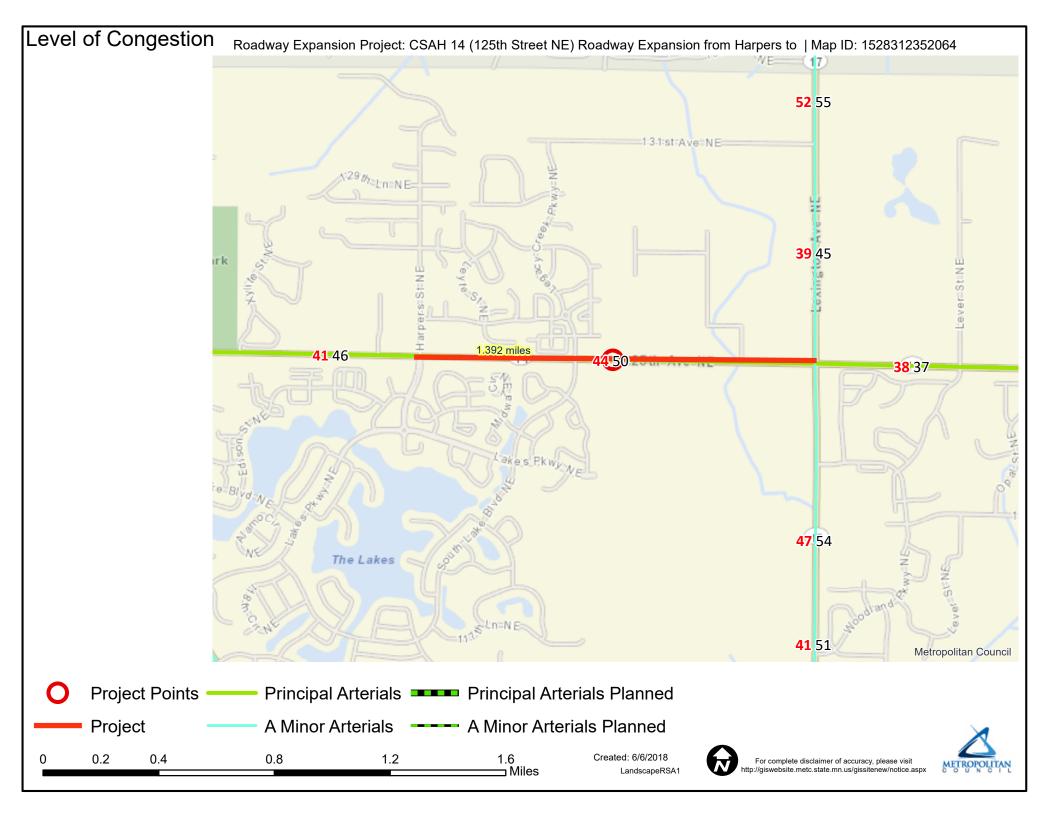
Total Project Cost subtract the amount of the noise walls: \$4,505,000.00

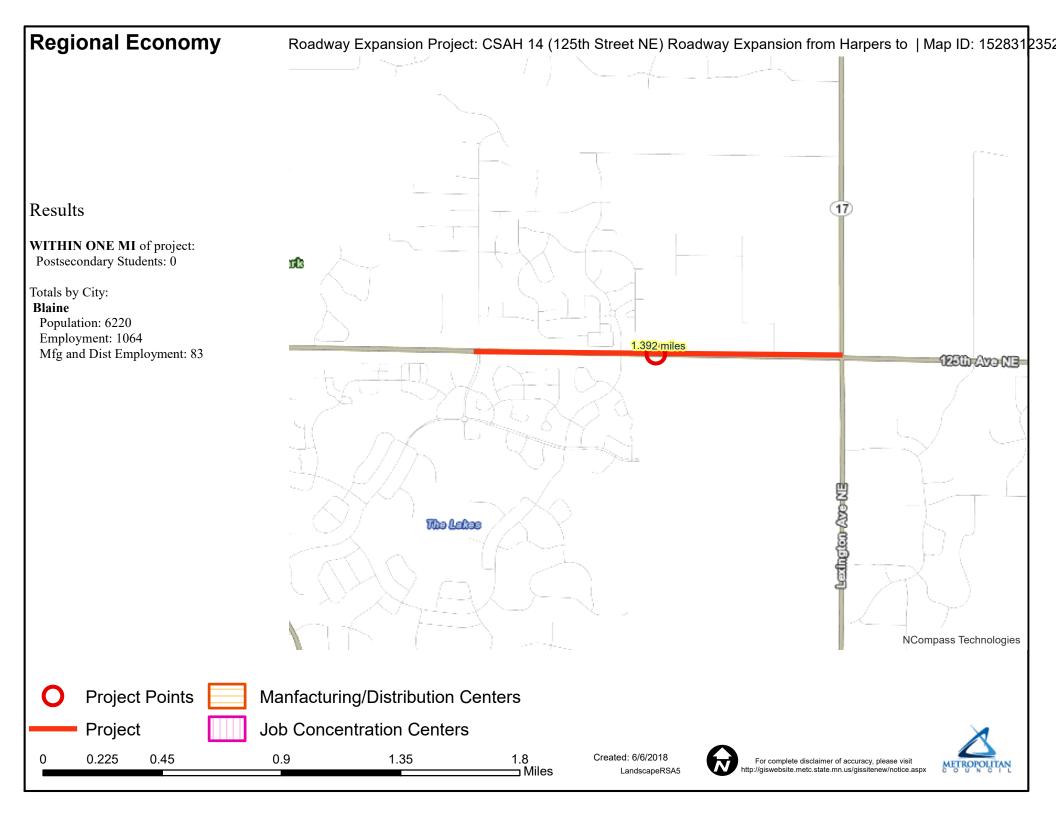
Points Awarded in Previous Criteria

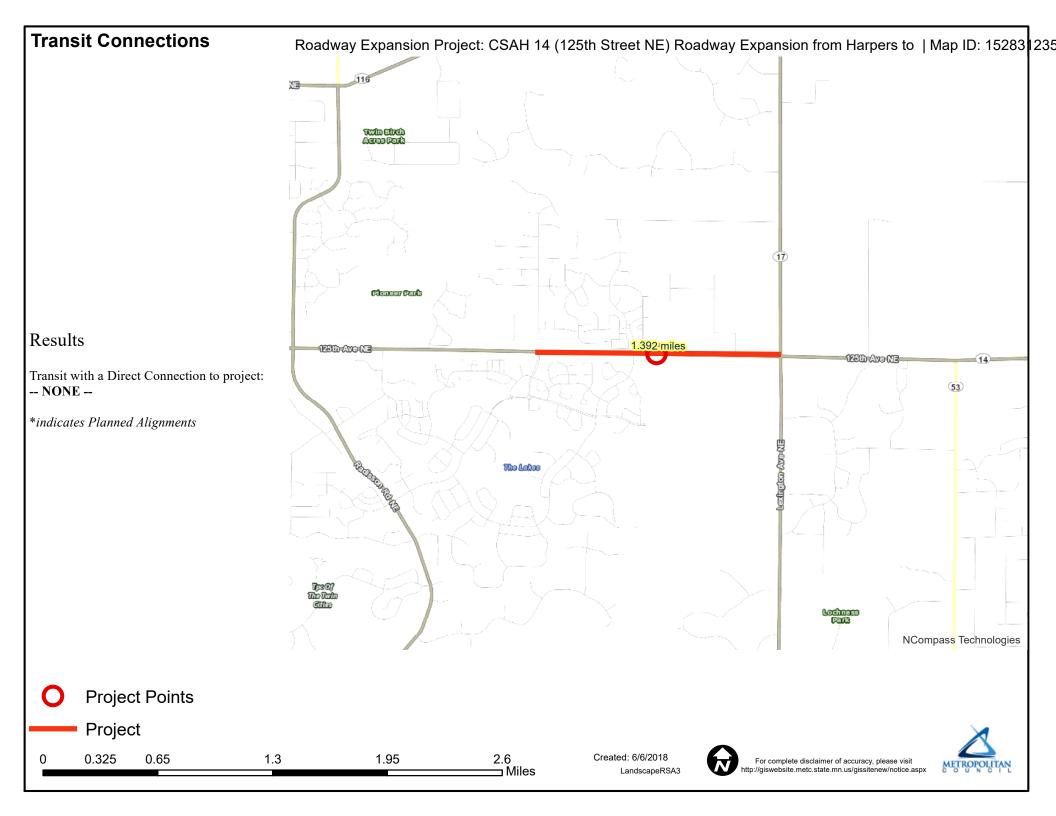
Cost Effectiveness \$0,00

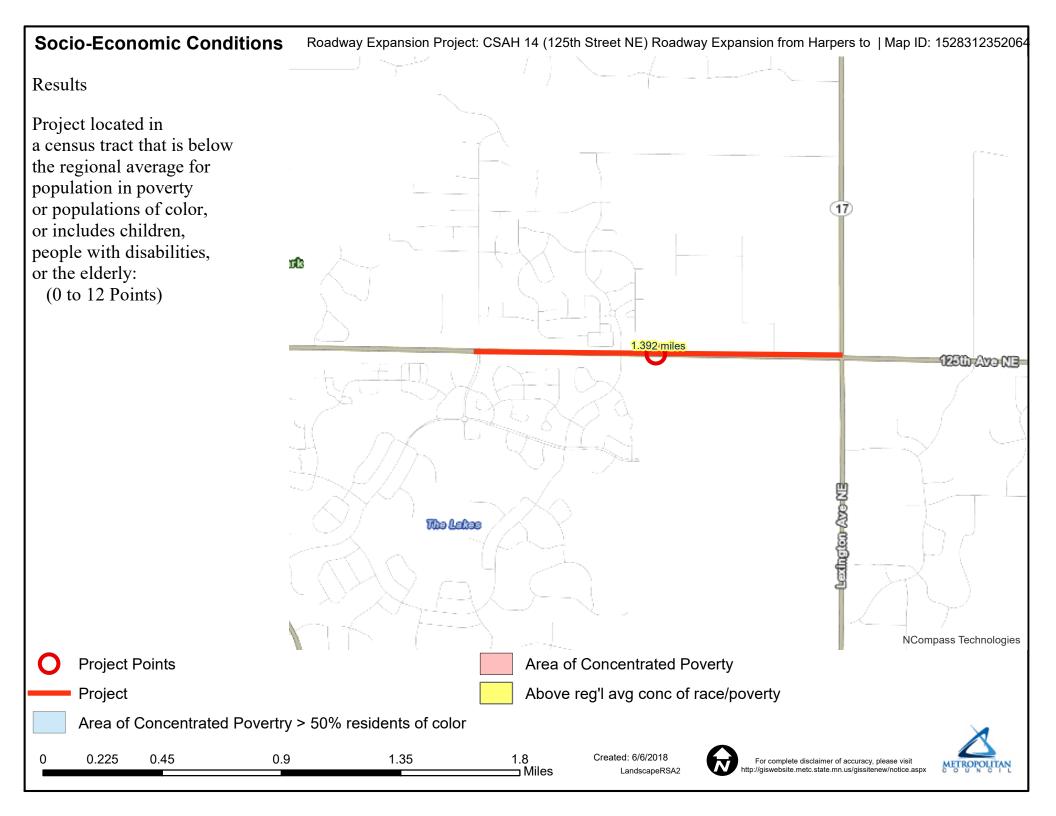
Other Attachments

File Name	Description	File Size
1-Page Project Information Sheet - CSAH 14 Expansion - Blaine.pdf	1-Page Project Information Sheet	254 KB
10822_RE_AnokaCounty_CSAH14Expa nsion-attachmappdf.pdf	Expansion Map	368 KB
AC Resolution of Support - CSAH 14 in Blaine.pdf	Anoka County Resolution of Support	666 KB
Letter of Support from Blaine for CSAH 14 Project.pdf	Blaine Letter of Support for CSAH 14	278 KB
PROJECT Area Map - CSAH 14 Expansion Project in Blaine.pptx	Project Area Map	2.3 MB









Intersection												
Int Delay, s/veh	31.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7	ř	†	7	Ť	f)		Ť	f)	
Traffic Vol, veh/h	90	644	44	118	745	94	17	8	84	49	4	60
Future Vol, veh/h	90	644	44	118	745	94	17	8	84	49	4	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	275	-	-	300	125	-	-	150	-	-
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	98	700	48	128	810	102	18	9	91	53	4	65
Major/Minor	Majari			Majora			Minort			Minora		
	Major1	^		Major2	0		Minor1	2074		Minor2	2010	010
Conflicting Flow All	912	0	0	748	0	0	2048	2064	700	2036	2010	810
Stage 1	-	-	-	-	-	-	896	896	-	1066 970	1066 944	-
Stage 2	- 4 1 0	-	-	- 4 1 2	-	-	1152	1168	- / 22			- ())
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	2 210	-	-	2.218	-	-	6.12	5.52	2 210	6.12	5.52	2 210
Follow-up Hdwy	2.218 747	-	-		-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	141	-	-	861	-	-	41 335	55 359	439	~ 42 269	59 299	380
Stage 1 Stage 2	-	-	-	-			241	267	-	304	341	
Platoon blocked, %	-	-	-	-	-	-	Z4 I	207	-	304	341	-
Mov Cap-1 Maneuver	747	-	-	861	-	-	25	41	439	~ 22	44	380
Mov Cap-1 Maneuver	747	-	-	001	-	-	25	41	439	~ 22	44	300
Stage 1	-	-	-	-	-	-	291	312	-	234	254	-
Stage 2	_						167	227	-	203	296	_
Jiaye 2	-	-	-	-	-	-	107	221	-	203	270	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.2			75.3		¢	455.1		
HCM LOS	1.2			1.4			73.3 F		Ψ	F		
							'			'		
Minor Lane/Major Mvm	nt	NBLn1 N	VBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)		25	238	747	-	-	861	-	-	22	257	
HCM Lane V/C Ratio		0.739		0.131	_		0.149	_	_	2.421		
HCM Control Delay (s)		\$ 316.9	30.7	10.5	-	-	9.9	-		\$ 1018	24.1	
HCM Lane LOS		F	D	В	_	_	A	-	-	F	С	
HCM 95th %tile Q(veh)	2.3	2	0.5	-	-	0.5	-	-	6.8	1.1	
Notes												
~: Volume exceeds ca	pacity	\$: De	elay exc	eeds 3	00s	+: Com	putatio	n Not D	efined	*: All	major	volume
			,								,	

Network Totals

Number of Intersections	1
Total Delay (hr)	17
Stops (#)	645
Average Speed (mph)	13
Total Travel Time (hr)	23
Distance Traveled (mi)	310
Fuel Consumed (gal)	32
Fuel Economy (mpg)	9.6
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	0
Performance Index	19.2

Intersection												
Int Delay, s/veh	14.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	^	7	*	^	7	*	1		ሻ	f.	
Traffic Vol, veh/h	90	644	44	118	745	94	17	8	84	49	4	60
Future Vol, veh/h	90	644	44	118	745	94	17	8	84	49	4	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-		-	-	None	-	-	None	-	-	None
Storage Length	-	-	300	-	-	300	125	-	-	150	-	-
Veh in Median Storage	e,# -	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	98	700	48	128	810	102	18	9	91	53	4	65
Major/Minor I	Major1			Major2		<u> </u>	Minor1			Minor2		
Conflicting Flow All	912	0	0	748	0	0	1559	2064	350	1617	2010	405
Stage 1	-	-	-	-	-	-	896	896	-	1066	1066	-
Stage 2	-	-	-	-	-	-	663	1168	-	551	944	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	743	-	-	856	-	-	76	54	646	69	58	595
Stage 1	-	-	-	-	-	-	301	357	-	237	297	-
Stage 2	-	-	-	-	-	-	417	266	-	486	339	-
Platoon blocked, %		-	-	0=1	-	-			,			
Mov Cap-1 Maneuver	743	-	-	856	-	-	50	40	646	~ 40	43	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	40	-	~ 40	43	-
Stage 1	-	-	-	-	-	-	261	310	-	206	252	-
Stage 2	-	-	-	-	-	-	310	226	-	352	294	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1.2			38.8			190		
HCM LOS							Ε			F		
Minor Lane/Major Mvm	nt	NBLn1	NBI n2	EBL	EBT	EBR	WBL	WBT	WBR '	SBLn1	SBI n2	
Capacity (veh/h)		50	279	743	-	-	856	-	-	40	330	
HCM Lane V/C Ratio				0.132	_	_	0.15	_	_	1.332		
HCM Control Delay (s)		114.3	24.9	10.6	_	_	9.9	-		413.5	18.8	
HCM Lane LOS		F	C C	В	_	_	Α.,	_	-	F	C	
HCM 95th %tile Q(veh))	1.3	1.6	0.5	-	-	0.5	-	-	5.4	0.8	
	,	1.0	1.5	3.0			3.0			0.1	0.0	
Notes		φ. Γ.	.1		00-			. N	. C	* ^!		
~: Volume exceeds cap	pacity	\$: De	elay exc	ceeds 3	UUS	+: Com	putation	n Not D	efined	^: All	major	/olume

Network Totals

Number of Intersections	1
Total Delay (hr)	10
Stops (#)	646
Average Speed (mph)	20
Total Travel Time (hr)	16
Distance Traveled (mi)	310
Fuel Consumed (gal)	27
Fuel Economy (mpg)	11.6
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	0
Performance Index	11.4

3: N. Lake Bd/Legacy Ck & CSAH 14

Direction	All
Future Volume (vph)	1956
Total Delay / Veh (s/v)	32
CO Emissions (kg)	2.27
NOx Emissions (kg)	0.44
VOC Emissions (kg)	0.53

3: N. Lake Bd/Legacy Ck & CSAH 14

Direction	All	
Future Volume (vph)	1956	
Total Delay / Veh (s/v)	18	
CO Emissions (kg)	1.87	
NOx Emissions (kg)	0.36	
VOC Emissions (kg)	0.43	

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	
			0.15 miles east of Harpers St to CSAH 17 (Lexington Ave)					9+00.799 10+00.543 Anoka Co. 1/1/2013 12/31/2015			12/31/2015				
			Proposed	l Work	1			Avenue) from							
Accide		gram Codes	1 Rear End	i 		leswipe Direction	3 Left Tur	n Main Line	5 Right Angle	4,7		8, 9 Head On/ Sideswipe - Opposite Direction		6, 90, 99	
				>->	=		1_9					*	Pedestrian	Other	Total
	Fatal	F													
Study	njury	A													
Period: Number of	Personal Injury (PI)	В							1						1
Crashes		C												1	1
	Property Damage	PD		2	,			1	2			1		1	7
% Change	Fatal	F													
in Crashes		A													
*Use Desktop	ΡI	В							-66%						
Reference for Crash Reduction		C												-66%	
Factors	Property Damage	PD		-66%				-66%	-66%			-66%		-66%	
	Fatal	F													
		A													
Change in Crashes	PI	В							-0.66						-0.66
= No. of		С												-0.66	-0.66
crashes X % change in crashes	Property Damage	PD		-1.32	2			-0.66	-1.32			-0.66		-0.66	-4.61
Year (Safety I			t Construct			2018				l					
Project Cost	(exclu	de Rig	ght of Way	·)	\$	4,414,000	Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes		Cost per Crash	Annual Benefit		B/C=	0.36
Right of Way Costs (optional)		F			\$	1,140,000		Using present	worth value	S.					
Traffic Growth Factor 2.7%		A			\$	570,000		B=		593,372					
Capital Recovery			В	-0.66	-0.22	\$	170,000	\$ 37,366	C=		414,000				
1. Discount Rate 4.5%			С	-0.66	-0.22	\$	83,000	\$ 18,243	See "Calculat amortization.	ions" sheet f	or				
2. Project Service Life (n) 30			PD	-4.61	-1.54	\$	7,600	\$ 11,693							
							Total					\$ 67,303	Office of Tra Technology	ffic, Safety : Augus	

Amortizing...

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2018	\$ 67,303	\$ 67,303	\$ 4,414,000
2019		\$ 66,163	Ψ +,+1+,000
2020	\$ 69,140 \$ 71,028	\$ 65,042	
2021	\$ 72,967	\$ 63,941	
2022	\$ 72,967 \$ 74,959 \$ 77,005 \$ 79,108 \$ 81,267	\$ 62,858	
2023	\$ 77,005	\$ 61,793	
2024	\$ 79,108	\$ 60,746	
2025	\$ 81,267	\$ 59,717	
2026	\$ 83,486	\$ 58,706	
2027	\$ 85,765	\$ 57,712	
2028	\$ 85,765 \$ 88,106 \$ 90,512	\$ 56,734	
2029	\$ 90,512	\$ 55,773	
2030	\$ 92,983	\$ 54,828	
2031	\$ 92,983 \$ 95,521	\$ 53,900	
2032		\$ 52,987	
2033	\$ 100,808	\$ 52,089	
2034	\$ 98,129 \$ 100,808 \$ 103,560	\$ 51,207	
2035	\$ 106,387	\$ 50,340	
2036	\$ 106,387 \$ 109,291 \$ 112,275	\$ 49,487	
2037	\$ 112,275	\$ 48,649	
2038		\$ 47,825	
2039	\$ 118,489	\$ 47,015	
2040	\$ 115,340 \$ 118,489 \$ 121,724 \$ 125,047 \$ 128,460 \$ 131,967	\$ 46,219	
2041	\$ 125,047	\$ 45,436	
2042	\$ 128,460	\$ 44,666	
2043	\$ 131,967	\$ 43,910	
2044	\$ 135,570	\$ 43,166	
2045	\$ 135,570 \$ 139,271 \$ 143,073 \$ 146,979	\$ 42,435	
2046	\$ 143,073	\$ 41,716	
2047	\$ 146,979	\$ 41,009	
0	\$ -	\$ -	

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

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

Present Worth Benefits
$$(@ year n) = (Crash Benefits)_n X 1/(1 + Discount Rate)^n$$

▼ 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	яняни	All	All	Urban	Ahmed et al., 2015	
	0.712	28.79	*****	All	All	Rural	Ahmed et al., 2015	
0	0.691	30.88	KOKOKK	All	0	Rural	Ahmed et al., 2015	
0	0.549	45.13	*****	All	K,A,B,C	Rural	Ahmed et al., 2015	
0	0.351	64.89	жийни	All	0	Urban	Ahmed et al., 2015	
0	0.367	63.27	WWW.CC	All	K,A,B,C	Urban	Ahmed et al., 2015	
0	0.236	76.4	inininos	All	All	Urban	Ahmed et al., 2015	Applies to roadways with AADT [read more]
0	0.466	53.36	ininina	All	All	Urban	Ahmed et al., 2015	Applies to roadways with AADT [read more]
0	0.714	28.59	KIRIK HOR	All	All	Rural	Ahmed et al., 2015	Applies to roadways with AADT [read more]
0	0.79	21.04	RRREN	All	All	Rural	Ahmed et al., 2015	Applies to roadways with AADT [read more]
	*NOTE: You can compare CMFs across countermeasures, subcategories, and categories							

*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 o	countermeasure is intersection-based			
Intersection Type:				
Intersection Geometry:				
Traffic Control:				
Major Road Traffic Volume:				
Minor Road Traffic Volume:				

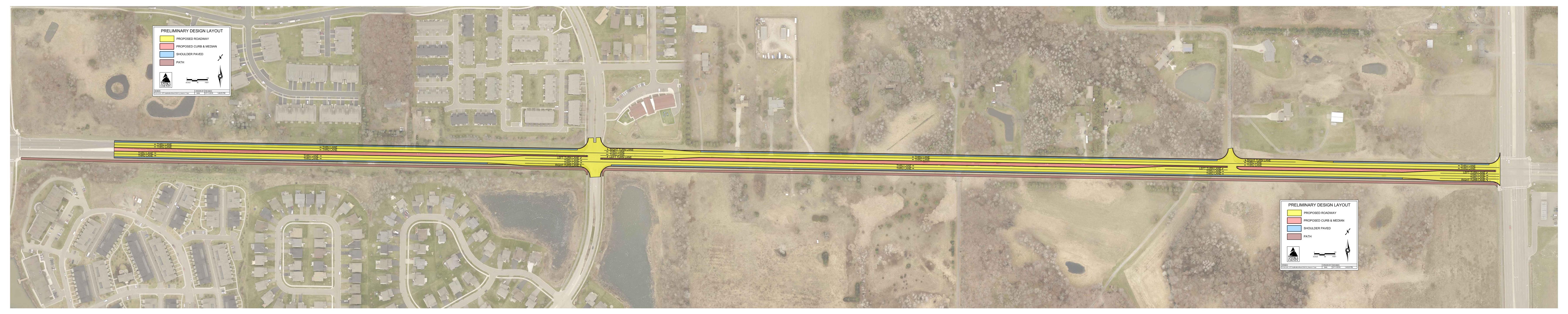
Development Details				
Date Range of Data Used:	2002 to 2012			
Municipality:				

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

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



1-Page Information Sheet: CSAH 14 Expansion in Blaine



PROJECT NAME: CSAH 14 (125th Avenue NE) Expansion to 4-lanes

GEOGRAPHIC LIMITS: 1.2 miles. From east of Harpers Street to CSAH 17 (Lexington Avenue NE)

PROJECT LOCATION: City of Blaine, Anoka County APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$3,604,000 TOTAL PROJECT COST: \$4,505,000

PROJECT DESCRIPTION

CSAH 14, a Principal Arterial, is currently a two-lane undivided roadway that has experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway and access modifications. The improved section would match that which currently exists on CSAH 14 to the west, and will effectively eliminate the traffic bottleneck between this point and CSAH 17 to the east. The expansion project will also include a multiuse trail adjacent to the roadway, which will represent an extension of the trail from the west.

GEOMETRY

EXISTING: 2-lane Undivided Daily Traffic Capacity: 15,000* PROPOSED: 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 section west of the project and the 4-lane section on CSAH 17, south of project's eastern termini.

Reduction in Congestion:

- 2017: 12,100 volume is approaching 15,000 capacity (LOS D)
- 2040: 20,200 volume FAR EXCEEDS 15,000 capacity (LOS F)
- 1.2 additional miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

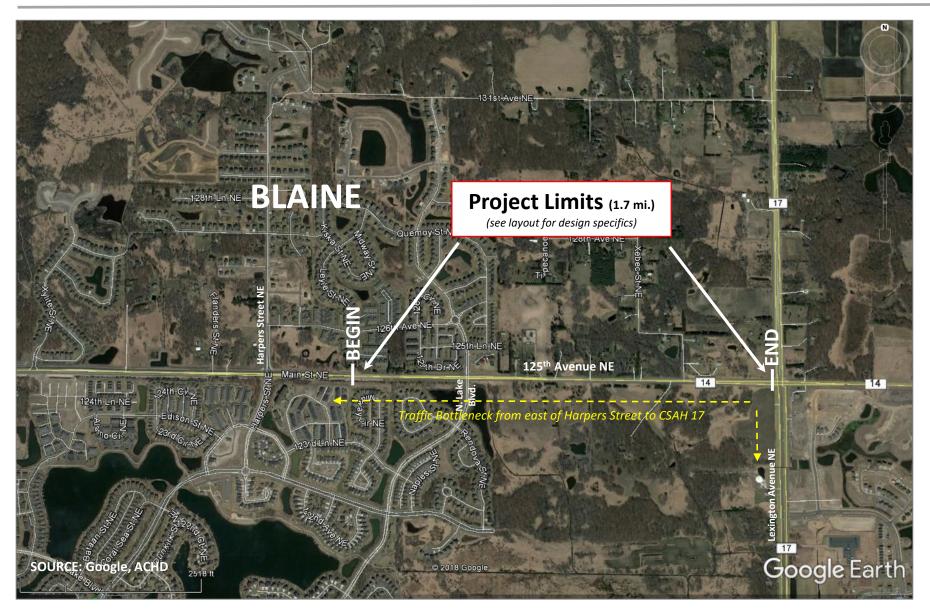
OTHER INFORMATION:

This section of CSAH 14 is on the National Highway System (NHS)



^{*} 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.

Project Area Map: CSAH 14 Expansion in Blaine



BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: May 22, 2018 RESOLUTION #2018-79

OFFERED BY COMMISSIONER: Schulte

AUTHORIZING SUBMITTAL OF FEDERAL FUNDING APPLICATION FOR THE CSAH 14 EXPANSION PROJECT

WHEREAS, CSAH 14 (125th Avenue NE) is a Principal Arterial route that provides an important east-west transportation connection in Anoka County; and,

WHEREAS, traffic volumes on CSAH 14 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 Blaine have worked together in the past to make capacity and safety improvements to other segments of CSAH 14 to serve long-term growth and development 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 14 (125th Avenue NE) from approximately 0.15 miles east of Harpers Street NE to CSAH 17 (Lexington Avenue NE) in the Roadway Expansion category.

STATE OF MINNESOTA) COUNTY OF ANOKA) SS		YES	NO
I, Jerry Soma, County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the	DISTRICT #1 – LOOK	X	
resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County,	DISTRICT #2 – BRAASTAD	X	
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	DISTRICT #3 – WEST	X	
correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.	District #4 – Kordiak	X	
Witness my hand and seal this 22nd day of May 2018.	District #5 – Gamache	X	No.
In Some	District #6 – Sivarajah	X	
JERRY SOMA COUNTY ADMINISTRATOR	DISTRICT #7 – SCHULTE	X	



July 3, 2018

Doug Fischer, PE County Engineer Anoka County Highway Department 1440 Bunker Lake Blvd. NW Andover, MN 55304

Subject:

Letter of Support for CSAH 14 Corridor Improvements

Dear Mr. Fischer,

This letter documents the City of Blaine's support for Anoka County's funding request to the Metropolitan Council for the 2018 Regional Solicitation for 2022-2023 funding for the expansion of CSAH 14 (125th Avenue NE) to four lanes from Harpers Street to CSAH 17 (Lexington Avenue NE).

Blaine looks forward to continued cooperation with Anoka County as this project moves forward and as we work together to improve travel mobility and safety. If you have any questions or require additional information, please reach out to me at 763-785-6121

Sincerely,

Clark Arneson

Blaine City Manager

Carl Dun