Application

10353 - 2018 Roadway Expansion

10823 - 7. CSAH 17 (Lexington Ave NE) Roadway Expansion in Blaine (Pheasant Ridge to CSAH 14)

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/13/2018 9:51 AM

Primary Contact

Name:*	Mr.	Jack	L	Forslund
	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	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 17 (Lexington 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):	
Brief Project Description (Include location, road name/functional class, type of improvement, etc.)	The roadway section proposed for the improvement is CSAH 17 (Lexington Avenue NE) from Pheasant Ridge Drive to CSAH 14 (125th Avenue NE) in the city of Blaine. CSAH 17, an A Minor Expander, is currently a four-lane divided roadway that has experienced substantial traffic growth in recent years and needs expansion to a six-lanes, for which the roadway was originally designed. The median of the existing roadway was designed so that the roadway could easily be expanded to the inside. The expansion project will also include turning lane treatments at major intersections.
(Limit 2,800 characters; approximately 400 words)	
TIP Description Guidance (will be used in TIP if the project is selected for funding)	CSAH 17 (Lexington Avenue NE) Expansion from Pheasant Ridge Drive to CSAH 14 in Blaine
Project Length (Miles)	2.3
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 $5,132,000.00

Match Amount $1,283,000.00

Minimum of 20% of project total

Project Total $6,415,000.00

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 Arterial

Road System CSAH

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

Road/Route No. 17

i.e., 53 for CSAH 53

Name of Road Lexington 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) Pheasant Ridge NE

To:
(Intersection or Address)

CSAH 14(125th Avenue NE)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Primary Types of Work

GRADE, AGG BASE, BIT SURF, STORM SEWER, CURB and GUTTER, MEDIAN

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.

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

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.

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:
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.
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, Pages 7-18 through 7-20.

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)	$565,000.00
Removals (approx. 5% of total cost)	$438,000.00
Roadway (grading, borrow, etc.)	$491,000.00
Roadway (aggregates and paving)	$1,772,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$948,000.00
Ponds	$515,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$480,000.00
Traffic Control	$62,000.00
Striping	$73,000.00
Signing	$32,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$256,000.00
Bridge	$0.00
Retaining Walls	$47,000.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00

Traffic Signals	$688,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$0.00
Other Roadway Elements	$28,000.00
Totals	**$6,395,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$20,000.00
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	**$20,000.00**

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	$6,415,000.00
Construction Cost Total	$6,415,000.00
Transit Operating Cost Total	$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	TH 65

Adjacent Parallel Corridor Start and End Points:

Start Point:	105th Avenue NW
End Point:	CSAH 14
Free-Flow Travel Speed:	53

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed:	44

The Peak Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	16.98%
Upload Level of Congestion Map:	1530634482514_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: 5460

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 1857

Existing Post-Secondary Students within 1 Mile: 0

Upload Map 1530634611498_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 17, between Pheasant Ridge and CSAH 12

Current AADT Volume 23600

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 1530634748170_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	30680.0

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	37500

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 17 (Lexington Avenue) is an important regional route because it serves as a north/south arterial corridor through the eastern part of Anoka County. CSAH 17 connects several communities (East Bethel, Columbus, Ham Lake, Blaine, Circle Pines and Lexington) to I-35W. 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 17 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 improvements and existing trail provide 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 1530635069858_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
Blaine	2.3	1.0	83.0	83.0

Total Project Length

Total Project Length (as entered in the "Project Information" form) 2.3

Affordable Housing Scoring

Total Project Length (Miles) or Population 2.3

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
2004.0	2.3	4609.2	2004.0
	2	**4609**	**2004**

Average Construction Year

Weighted Year 2004.0

Total Segment Length (Miles)

Total Segment Length	2.3

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
15.2	13.0	2.2	2518	5539.6		1530640866764_1-2 CSAH 17 at 12 Synchro DELAY Reports.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	5539.6

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):
3.38	3.18	0.2
3	**3**	**0**

Total

Total Emissions Reduced:	0.2
Upload Synchro Report	1530641592952_3-4 CSAH 17 at 12 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: 0.85

Safety Improvements include:

Expand the existing 4-lane divided roadway to a 6-lane divided roadway.

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

CMF Used: 0.85

Safety Improvements include:

Expand the existing 4-lane divided roadway to a 6-lane divided roadway. CMF 7924 of 0.85 (15% reduction) applied to all crash severities and types

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio:	0.26
Worksheet Attachment	1531164109420_5- CSAH 17 (Lexington Ave) - N of Pheasant Ridge Dr.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:

Within the study area, an existing multiuse trail exists along the west side of CSAH 17. This trail corridor has long been identified in the Anoka County Transportation Plan and is categorized as a Tier II trail alignment on the Regional Bicycle Transportation Network (RBTN).
No fixed transit service is provided on CSAH 17 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 17 capacity improvements will achieve much more than supporting this designation. Nearby bus stops (14831 and 14771) on Route 250, located approximately 0.6 miles south of the project area, provide a multi-modal connection to community amenities and provide greater opportunities to access jobs, shopping/retail, recreational, and public services for individuals 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, which also continues both north and south along CSAH 17. 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

1531415529843_7. CSAH 17_PheasantRidge-CSAH14_07-12-2018.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

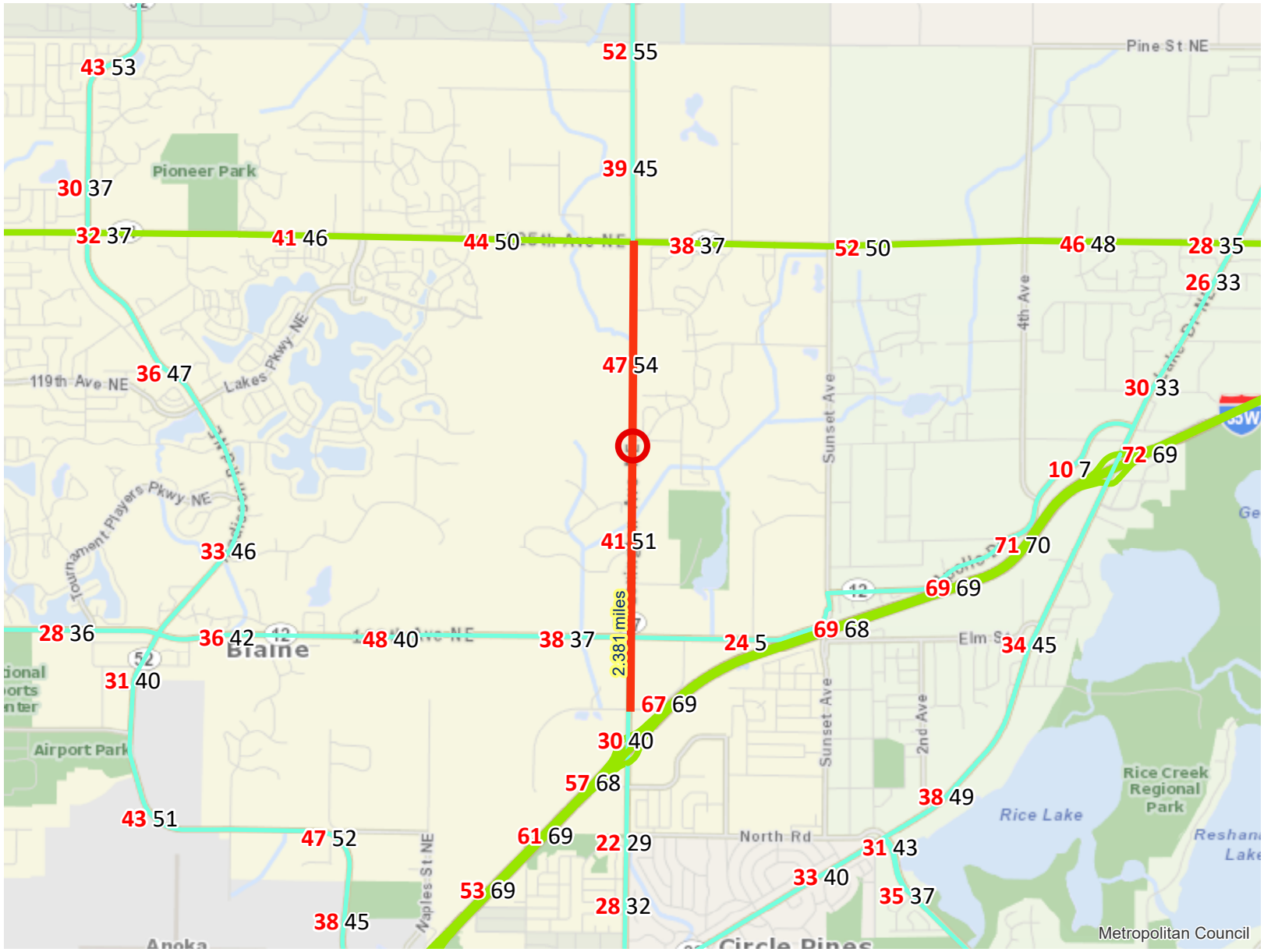
Total Project Cost (entered in Project Cost Form):	$6,415,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$6,415,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
1-Page Project Information Sheet - CSAH 17 Expansion in Blaine.pdf	1-Page Project Information Sheet	450 KB
Anoka County Resolution of Support for CSAH 17.pdf	Anoka County Resolution of Support for CSAH 17	668 KB
CSAH 17 Letter of Support from Blaine.pdf	Letter of Support from Blaine for CSAH 17	278 KB
PROJECT Area Map - CSAH 17 Expansion Project - Blaine.pdf	Project Area Map	296 KB

Level of Congestion

Roadway Expansion Project: CSAH 17 (Lexington Blvd NE) Roadway Expansion from Pheasant | Map ID: 1528312756180



Project Points — Principal Arterials — Principal Arterials Planned

Project — A Minor Arterials — A Minor Arterials Planned

0 0.475 0.95 1.9 2.85 3.8 Miles

Created: 6/6/2018
LandscapeRSA1

METROPOLITAN COUNCIL

Regional Economy

Roadway Expansion Project: CSAH 17 (Lexington Blvd NE) Roadway Expansion from Pheasant | Map ID: 15283127

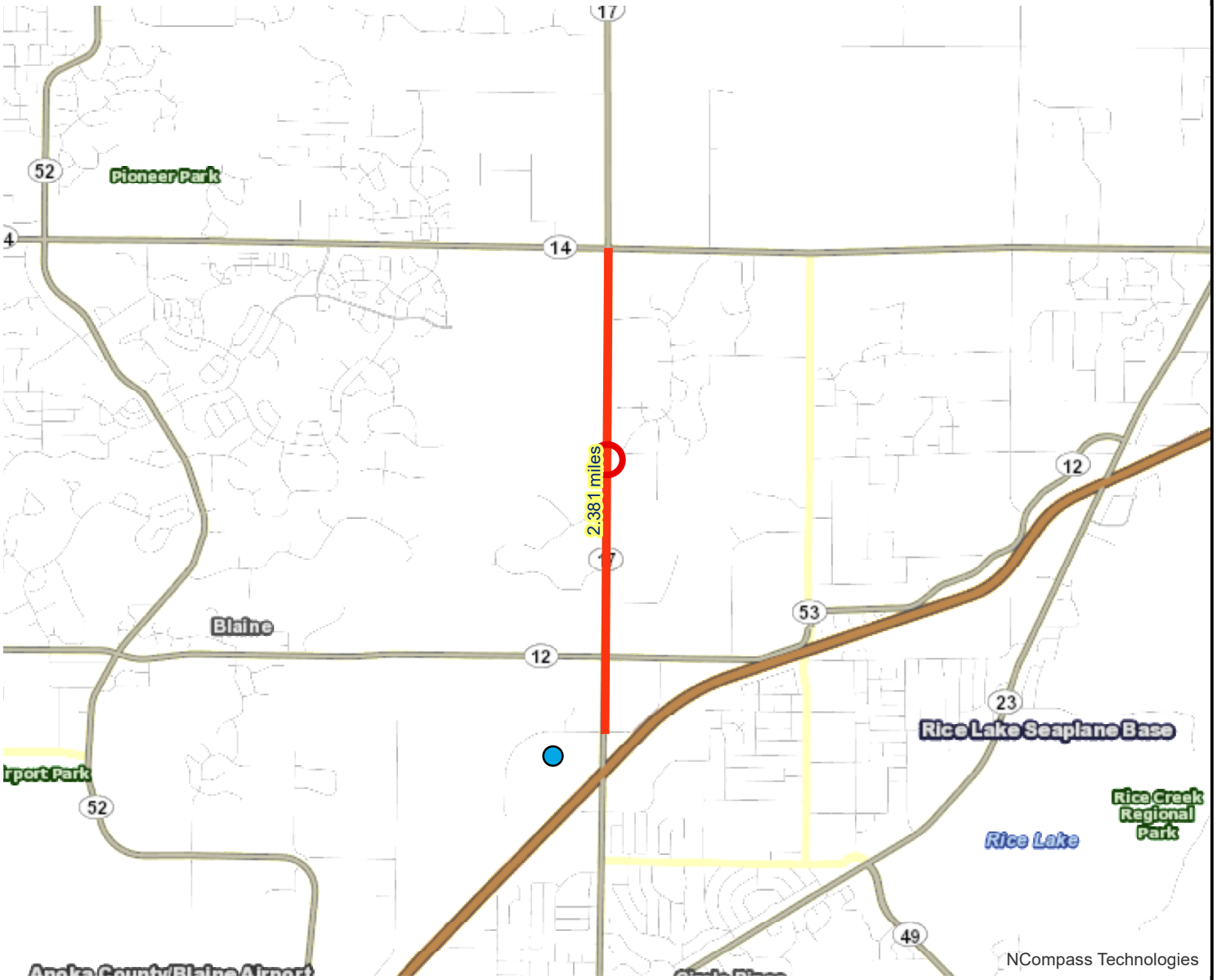
Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Blaine
Population: 2684
Employment: 4042
Mfg and Dist Employment: 1520

Lino Lakes
Population: 3128
Employment: 1418
Mfg and Dist Employment: 337



Project Points
Postsecondary Education Centers
Job Concentration Centers
Project
Manfacturing/Distribution Centers

0 0.475 0.95 1.9 2.85 3.8 Miles

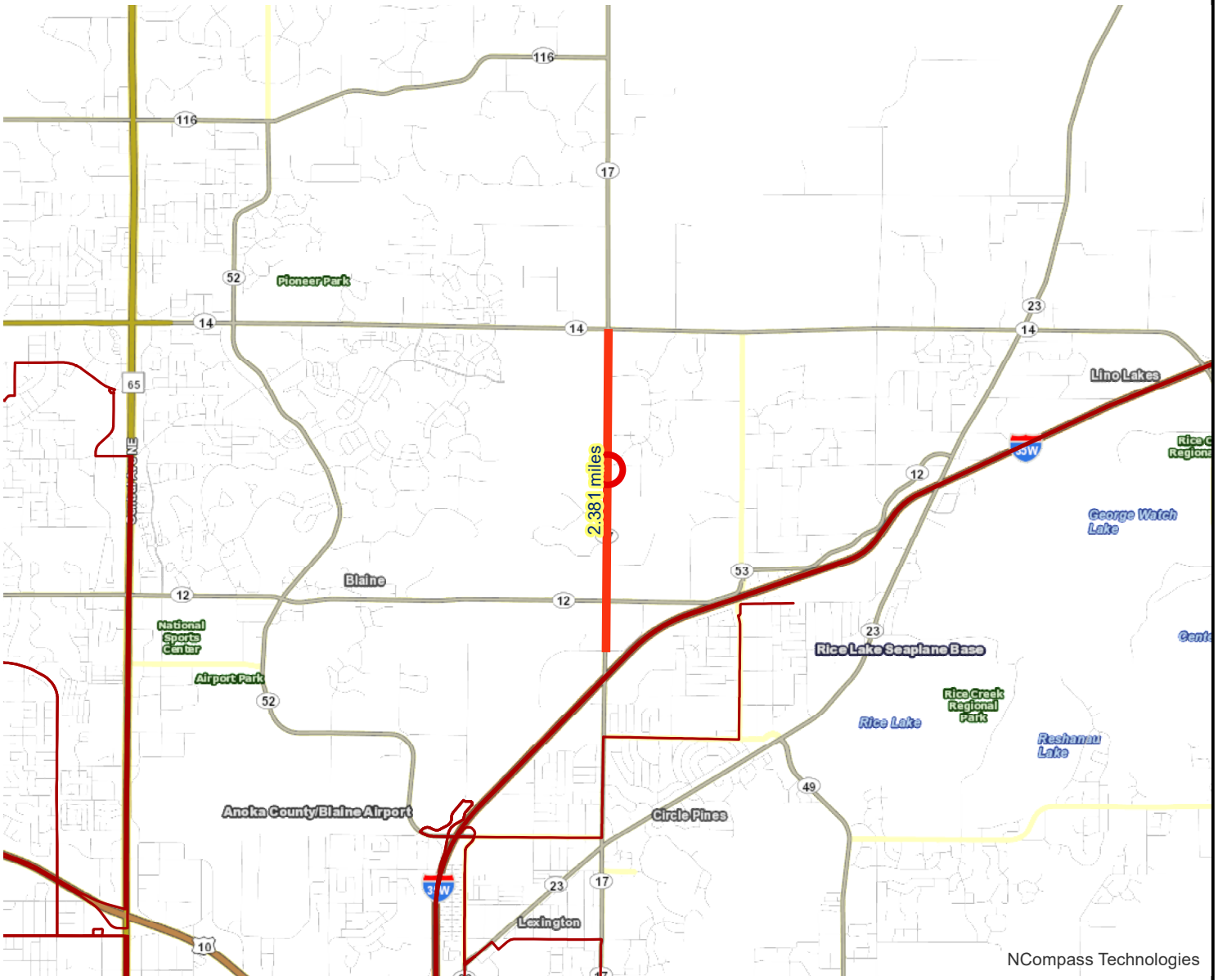
Created: 6/6/2018
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion Project: CSAH 17 (Lexington Blvd NE) Roadway Expansion from Pheasant | Map ID: 15283127



Results

Transit with a Direct Connection to project: 288

**indicates Planned Alignments*

Project Points — Transit Routes

Project

0 0.5 1 2 3 4 Miles

Created: 6/6/2018
LandscapeRSA3

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

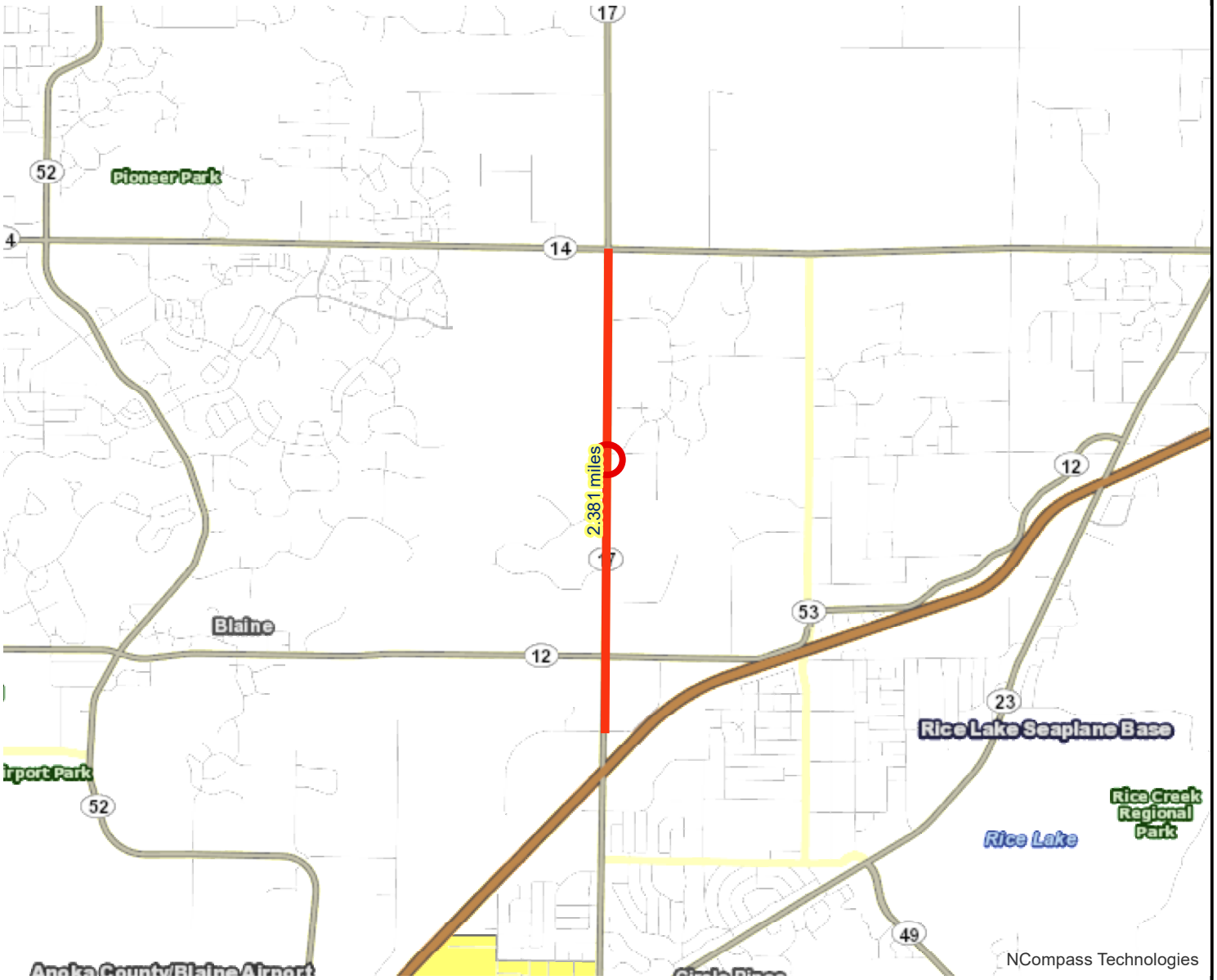
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: CSAH 17 (Lexington Blvd NE) Roadway Expansion from Pheasant | Map ID: 1528312756180

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)



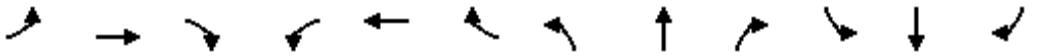
Project Points
Project
Area of Concentrated Povertry > 50% residents of color
Area of Concentrated Poverty
Above reg'l avg conc of race/poverty

0 0.475 0.95 1.9 2.85 3.8 Miles

Created: 6/6/2018
LandscapeRSA2

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

METROPOLITAN COUNCIL

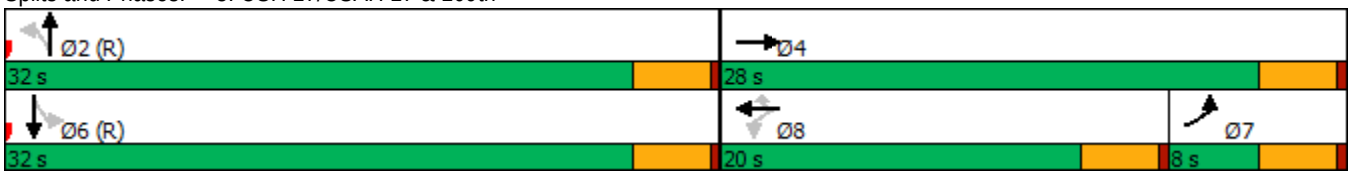


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	132	167	116	117	74	255	1024	90	43	325	42
Future Volume (vph)	108	132	167	116	117	74	255	1024	90	43	325	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		0	450		325	325		0	500		0
Storage Lanes	2		0	2		1	1		0	1		0
Taper Length (ft)	135			165			300			165		
Satd. Flow (prot)	3433	3242	0	3433	3539	1583	1770	3497	0	1770	3479	0
Flt Permitted	0.950			0.554			0.510			0.143		
Satd. Flow (perm)	3433	3242	0	2002	3539	1583	950	3497	0	266	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		183				91		20			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		915			814			838			962	
Travel Time (s)		20.8			18.5			19.0			21.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	328	0	127	128	81	280	1223	0	47	403	0
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases				8		8	2			6		
Minimum Split (s)	8.0	20.0		20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Total Split (s)	8.0	28.0		20.0	20.0	20.0	32.0	32.0		32.0	32.0	
Total Split (%)	13.3%	46.7%		33.3%	33.3%	33.3%	53.3%	53.3%		53.3%	53.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lag			Lead	Lead	Lead						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Act Effct Green (s)	4.0	24.0		16.0	16.0	16.0	28.0	28.0		28.0	28.0	
Actuated g/C Ratio	0.07	0.40		0.27	0.27	0.27	0.47	0.47		0.47	0.47	
v/c Ratio	0.52	0.23		0.24	0.14	0.17	0.63	0.74		0.38	0.25	
Control Delay	35.7	5.8		18.7	17.3	5.1	20.1	16.3		21.4	9.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.7	5.8		18.7	17.3	5.1	20.1	16.3		21.4	9.3	
LOS	D	A		B	B	A	C	B		C	A	
Approach Delay		13.8			14.9			17.0			10.6	
Approach LOS		B			B			B			B	
Stops (vph)	103	85		88	84	15	194	852		35	191	
Fuel Used(gal)	2	3		2	2	1	4	16		1	5	
CO Emissions (g/hr)	150	208		117	114	44	267	1105		49	318	
NOx Emissions (g/hr)	29	41		23	22	9	52	215		10	62	
VOC Emissions (g/hr)	35	48		27	26	10	62	256		11	74	
Dilemma Vehicles (#)	0	0		0	0	0	0	0		0	0	
Queue Length 50th (ft)	22	16		18	18	0	72	175		10	39	
Queue Length 95th (ft)	#45	38		38	36	24	#151	246		40	63	
Internal Link Dist (ft)		835			734			758			882	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	375			450		325	325			500		
Base Capacity (vph)	228	1406		533	943	488	443	1642		124	1640	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.52	0.23		0.24	0.14	0.17	0.63	0.74		0.38	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: CSH 17/CSAH 17 & 109th



3: CSH 17/CSAH 17 & 109th

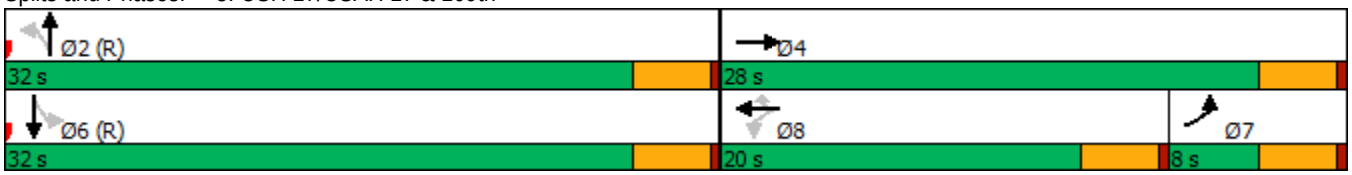
Direction	All
Future Volume (vph)	2518
Control Delay / Veh (s/v)	15
Total Delay / Veh (s/v)	15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	132	167	116	117	74	255	1024	90	43	325	42
Future Volume (vph)	108	132	167	116	117	74	255	1024	90	43	325	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	375		0	450		325	325		0	500		0
Storage Lanes	2		0	2		1	1		0	1		0
Taper Length (ft)	135			165			300			165		
Satd. Flow (prot)	3433	3242	0	3433	3539	1583	1770	5024	0	1770	4999	0
Flt Permitted	0.950			0.554			0.506			0.166		
Satd. Flow (perm)	3433	3242	0	2002	3539	1583	943	5024	0	309	4999	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		183				91		32			46	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		915			814			838			962	
Travel Time (s)		20.8			18.5			19.0			21.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	328	0	127	128	81	280	1223	0	47	403	0
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases				8		8	2			6		
Minimum Split (s)	8.0	20.0		20.0	20.0	20.0	20.0	20.0		20.0	20.0	
Total Split (s)	8.0	28.0		20.0	20.0	20.0	32.0	32.0		32.0	32.0	
Total Split (%)	13.3%	46.7%		33.3%	33.3%	33.3%	53.3%	53.3%		53.3%	53.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5	0.5	0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lead/Lag	Lag			Lead	Lead	Lead						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Act Effct Green (s)	4.0	24.0		16.0	16.0	16.0	28.0	28.0		28.0	28.0	
Actuated g/C Ratio	0.07	0.40		0.27	0.27	0.27	0.47	0.47		0.47	0.47	
v/c Ratio	0.52	0.23		0.24	0.14	0.17	0.64	0.52		0.33	0.17	
Control Delay	35.7	5.8		18.7	17.3	5.1	20.4	11.9		17.9	8.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.7	5.8		18.7	17.3	5.1	20.4	11.9		17.9	8.4	
LOS	D	A		B	B	A	C	B		B	A	
Approach Delay		13.8			14.9			13.5			9.4	
Approach LOS		B			B			B			A	
Stops (vph)	103	85		88	84	15	196	712		32	174	
Fuel Used(gal)	2	3		2	2	1	4	14		1	4	
CO Emissions (g/hr)	150	208		117	114	44	268	979		46	306	
NOx Emissions (g/hr)	29	41		23	22	9	52	191		9	60	
VOC Emissions (g/hr)	35	48		27	26	10	62	227		11	71	
Dilemma Vehicles (#)	0	0		0	0	0	0	0		0	0	
Queue Length 50th (ft)	22	16		18	18	0	72	103		10	25	
Queue Length 95th (ft)	#45	38		38	36	24	#154	138		36	40	
Internal Link Dist (ft)		835			734			758			882	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	375			450		325	325			500		
Base Capacity (vph)	228	1406		533	943	488	440	2361		144	2357	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.52	0.23		0.24	0.14	0.17	0.64	0.52		0.33	0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 3: CSH 17/CSAH 17 & 109th



3: CSH 17/CSAH 17 & 109th

Direction	All
Future Volume (vph)	2518
Control Delay / Veh (s/v)	13
Total Delay / Veh (s/v)	13

3: CSH 17/CSAH 17 & 109th

Direction	All
Future Volume (vph)	2518
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.37
NOx Emissions (kg)	0.46
VOC Emissions (kg)	0.55

3: CSH 17/CSAH 17 & 109th

Direction	All
Future Volume (vph)	2518
Total Delay / Veh (s/v)	13
CO Emissions (kg)	2.23
NOx Emissions (kg)	0.43
VOC Emissions (kg)	0.52

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 17	Pheasant Ridge Dr to CSAH 14 (125th Ave)	2+00.641	5+00.040	Anoka Co.	1/1/2013	12/31/2015

Description of Proposed Work: Expand CSAH 17 (Lexington Avenue) from 4 lanes divided to 6 lanes 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**				3				1	**4**
	Personal Injury (PI) **C**	5	1	3			3		1	**13**
	Property Damage **PD**	9	1		5		2		4	**21**
% Change in Crashes *Use Desktop Reference for Crash Reduction Factors	Fatal **F**									
	PI **A**									
	PI **B**				-15%				-15%	
	PI **C**	-15%	-15%	-15%			-15%		-15%	
	Property Damage **PD**	-15%	-15%		-15%		-15%		-15%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal **F**									
	PI **A**									
	PI **B**				**-0.45**				**-0.15**	**-0.60**
	PI **C**	**-0.75**	**-0.15**	**-0.45**			**-0.45**		**-0.15**	**-1.95**
	Property Damage **PD**	**-1.35**	**-0.15**		**-0.75**		**-0.30**		**-0.60**	**-3.15**

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

Project Cost (exclude Right of Way): **$ 6,415,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3.1%**

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	-0.60	-0.20	$ 170,000	$ 34,031
C	-1.95	-0.65	$ 83,000	$ 53,999
PD	-3.15	-1.05	$ 7,600	$ 7,987
Total				$ 96,018

B/C= 0.26

Using present worth values,

B= $ 1,697,498

C= $ 6,415,000

See "Calculations" sheet for amortization.

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

Amortizing…

Year	Crash Benefits	Present Worth Benefits	Present Worth Costs
2018	$ 96,018	$ 96,018	$ 6,415,000
2019	$ 99,013	$ 94,750	
2020	$ 102,103	$ 93,498	
2021	$ 105,288	$ 92,264	
2022	$ 108,573	$ 91,045	
2023	$ 111,961	$ 89,843	
2024	$ 115,454	$ 88,657	
2025	$ 119,056	$ 87,486	
2026	$ 122,771	$ 86,330	
2027	$ 126,601	$ 85,190	
2028	$ 130,551	$ 84,065	
2029	$ 134,624	$ 82,955	
2030	$ 138,824	$ 81,860	
2031	$ 143,156	$ 80,779	
2032	$ 147,622	$ 79,712	
2033	$ 152,228	$ 78,659	
2034	$ 156,978	$ 77,621	
2035	$ 161,875	$ 76,596	
2036	$ 166,926	$ 75,584	
2037	$ 172,134	$ 74,586	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
0	$ -	$ -	
	Totals =	**$ 1,697,498 (B)**	**$ 6,415,000 (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: Increase from 4 lanes to 6 lanes

Compare	CMF	CRF(%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
☐	0.85	15	★★★★☆	All	All	Urban	Park et al., 2015	
☐	0.847	15.3	★★★★☆	All	All	Urban	Park et al., 2015	CMF after 2nd year of ... [*read more*]
☐	0.798	20.2	★★★★☆	All	All	Urban	Park et al., 2015	CMF after 3rd year of ... [*read more*]
☐	0.802	19.8	★★★★☆	All	All	Urban	Park et al., 2015	CMF after 4th year of ... [*read more*]
☐	0.761	23.9	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	
☐	0.755	24.5	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	CMF after 2nd year of ... [*read more*]
☐	0.696	30.4	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	CMF after 3rd year of ... [*read more*]
☐	0.702	29.8	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	CMF after 4th year of ... [*read more*]
☐	0.809	19.1	★★★★☆	All	All	Urban	Park et al., 2015	LOS change from E (4 ... [*read more*]
☐	0.657	34.3	★★★★☆	All	K,A,B,C	Urban	Park et al., 2015	LOS change from E (4 ... [*read more*]
☐	0.737	26.3	★★★★☆	All	All	Urban	Park et al., 2015	Shoulder width of 6 feet ... [*read more*]

CMF / CRF Details

CMF ID: 7924

Increase from 4 lanes to 6 lanes

Description:

Prior Condition: 4 lane roadway

Category: Roadway

Study: *Assessment of safety effects for widening urban roadways in developing crash modification functions using nonlinearizing link functions*, Park et al., 2015

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

Crash Modification Factor (CMF)	
Value:	0.85
Adjusted Standard Error:	
Unadjusted Standard Error:	0.073

Crash Reduction Factor (CRF)	
Value:	15 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	7.3

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	40-60
Area Type:	Urban
Traffic Volume:	20500 to 60683 *Annual Average Daily Traffic (AADT)*
Time of Day:	

If countermeasure is intersection-based

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

Development Details

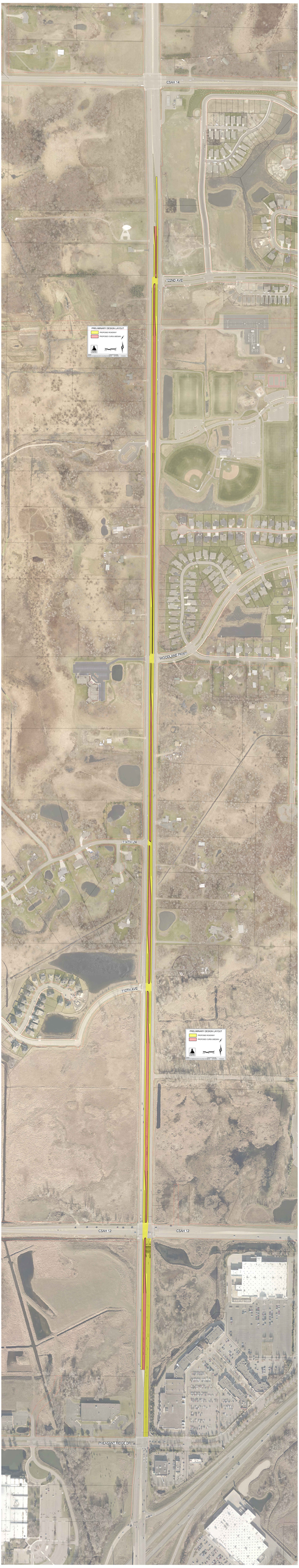
Date Range of Data Used:	2003 to 2012
Municipality:	
State:	FL

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

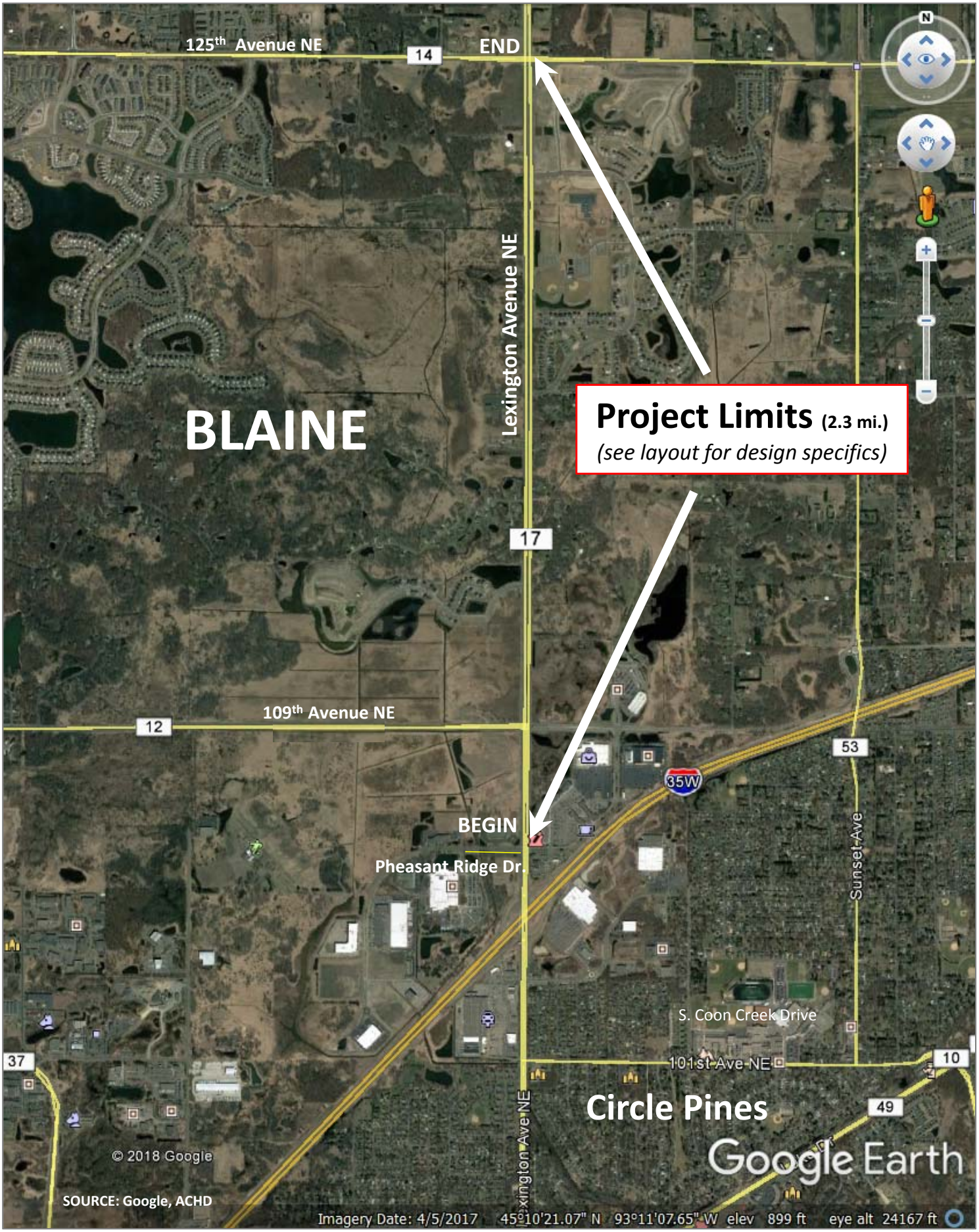
Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
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 14
112ND AVE
WOODLAND PKWY
113TH LN
113TH AVE
CSAH 12
CSAH 12
PLEASANT RIDGE DR
PRELIMINARY DESIGN LAYOUT
PROPOSED SIDEWALK
PROPOSED CURB & MEDIAN
PRELIMINARY DESIGN LAYOUT
PROPOSED SIDEWALK
PROPOSED CURB & GUTTER
PRELIMINARY DESIGN LAYOUT
PROPOSED SIDEWALK
PROPOSED CURB & GUTTER

Project Area Map: CSAH 17 Expansion in Blaine



Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

1-Page Information Sheet: CSAH 17 Expansion in Blaine

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 17 (Lexington Avenue NE) Expansion to 6-lanes
GEOGRAPHIC LIMITS: 2.3 miles. From north of Pheasant Ridge Ave. NE to CSAH 14 (125th Avenue NE)
PROJECT LOCATION: City of Blaine, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $5,132,000
TOTAL PROJECT COST: $6,415,000

PROJECT DESCRIPTION

CSAH 17, an A Minor Expander, is currently a four-lane divided roadway that has experienced substantial traffic growth in recent years and needs expansion to a six-lanes, for which the roadway was originally designed. The median of the existing roadway was designed so that the roadway could easily be expanded to the inside. The expansion project will also include turn-lane treatments at major intersections.

GEOMETRY

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

PROPOSED: 6-lane Divided
Daily Traffic Capacity: 53,200*

PROJECT BENEFITS

Reduction in Congestion:

- **2017 Daily Traffic: 23,600 (LOS C)**
- **2040 Daily Traffic: 37,500 EXCEEDS 34,000 capacity resulting in LOS F travel conditions.**

* 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 #2018-80**

OFFERED BY COMMISSIONER: Schulte

AUTHORIZING SUBMITTAL OF FEDERAL FUNDING APPLICATION FOR THE CSAH 17 EXPANSION PROJECT

WHEREAS, CSAH 17 (Lexington Avenue NE) is an "A" Minor Arterial Expander route that provides an important north-south transportation connection in Anoka County; and,

WHEREAS, traffic volumes on CSAH 17 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 17 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 17 (Lexington Avenue NE) from Pheasant Ridge Avenue NE to CSAH 14 (125th Avenue NE) 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	

City of Blaine

10801 Town Square Drive NE
Blaine, MN 55449-8101
www.ci.blaine.mn.us

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 17 Corridor Improvements

Dear Mr. Fischer,

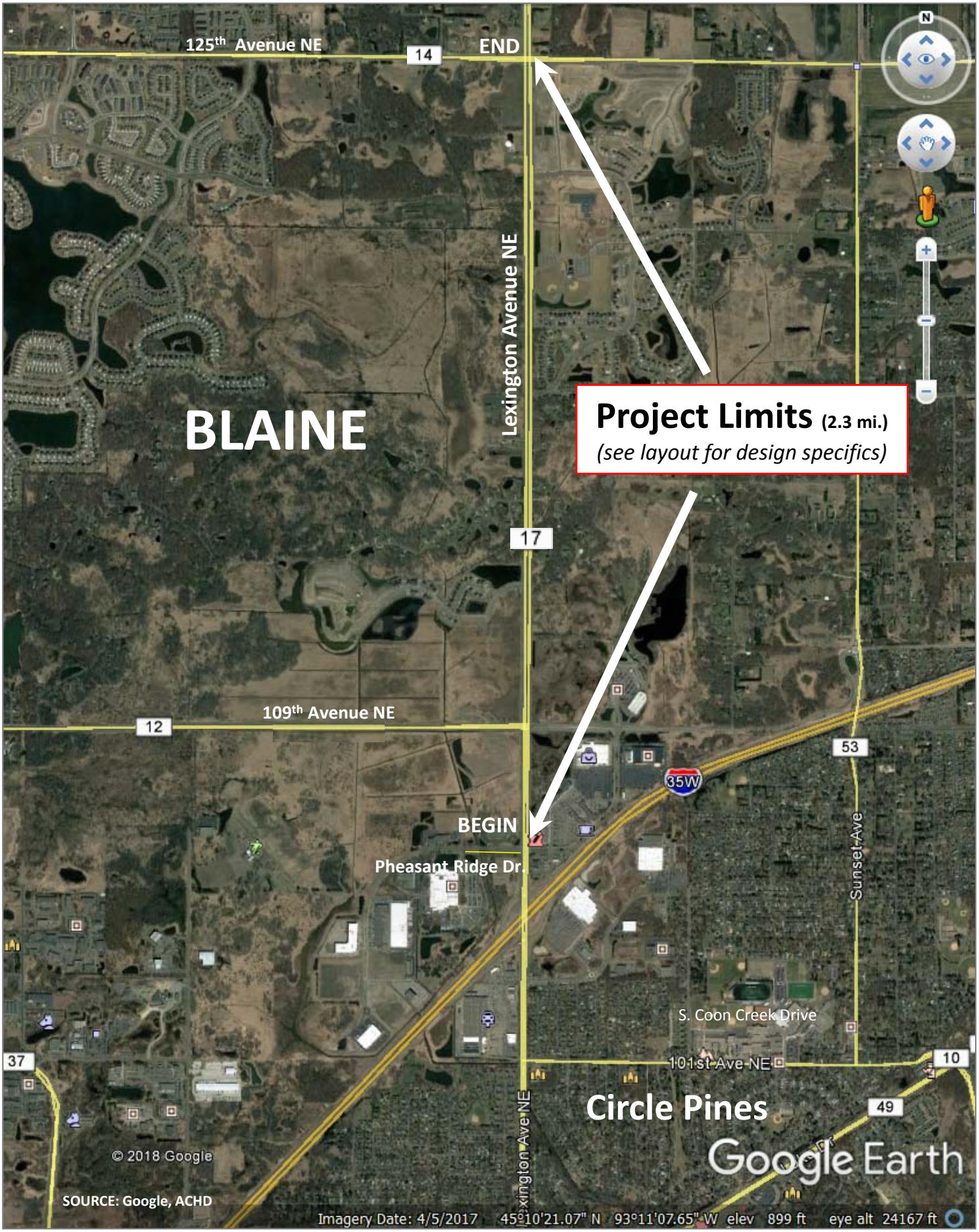
This letter documents the City of Blaine's support for Anoka County's funding request to the Metropolitan Council for the 2018 Regional Solicitation for 2022-2023 funding for the expansion of CSAH 17 (Lexington Avenue NE). to six lanes from Pheasant Ridge to CSAH 14 (125th Avenue NE).

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 in Anoka County. If you have any questions or require additional information, please reach out to me at 763-785.6121

Sincerely,

Clark Arneson
Blaine City Manager

Project Area Map: CSAH 17 Expansion in Blaine



Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible