



Application

13860 - 2020 Roadway Expansion

14168 - CSAH 7 Expansion from Bunker to CR 20 in Andover

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 05/15/2020 1:19 PM

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 7 (7th Avenue) Expansion in Andover

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

Andover

Jurisdictional Agency (If Different than the Applicant):

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

The roadway section proposed for the improvement is CSAH 7 (7th Avenue NW) from just north of CSAH 116 (Bunker Lake Blvd. NW) to CR 20 (157th Avenue NW) in the city of Andover. CSAH 7, an A Minor Expander, is currently a two-lane undivided roadway that has experienced substantial traffic growth in recent years and needs expansion to a four-lane divided roadway with intersection access modifications. The improved section would match that which currently exists on CSAH 7 to the south. The expansion project will also include paved shoulders, and a multiuse trail east of the roadway, which will represent an extension of the trail from the south.

(Limit 2,800 characters; approximately 400 words)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.

CSAH 7 (7th Avenue NW) from north of CSAH 116 to CR 20 in Andover

Project Length (Miles) 1.6

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 \$6,929,600.00

Match Amount \$1,732,400.00

Minimum of 20% of project total

Project Total \$8,662,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

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: 2024

Select 2022 or 2023 for TDM projects only. For all other applications, select 2024 or 2025.

Additional Program Years: 2023

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

Project Information-Roadways

County, City, or Lead Agency Anoka County Highway Department

Functional Class of Road A-Minor Expander

Road System CSAH

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

Road/Route No. 7

i.e., 53 for CSAH 53

Name of Road 7th Avenue NW

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55304

(Approximate) Begin Construction Date 04/01/2024

(Approximate) End Construction Date 11/02/2024

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

From: CSAH 116 (Bunker Lake Blvd. NW)
(Intersection or Address)

To: CR 20 (157th Avenue NW)
(Intersection or Address)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0

Miles of Trail (nearest 0.1 miles) 1.6

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 0

Primary Types of Work GRADE, AGG BASE, CURB and GUTTER, MULTIUSE TRAIL, PED RAMPS, ADA IMPROVEMENTS

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Strategies:

B1.

B6.

C. Goal: Access to Destinations.

Objectives:

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

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

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

Strategies:

C4.

C9.

Briefly list the goals, objectives, strategies, and associated pages:

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.

Limit 2,800 characters, approximately 400 words

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:

Andover 2040 Comprehensive Plan (2018 Update)
(Chapter 3 Transportation, p. 3-15, 3-29, Figure 11;
Anoka County Highway Department 2019-2023
Highway Improvement Plan (HIP) pages 7 and 8.

Limit 2,800 characters, approximately 400 words

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 State Aid 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.

Strategic Capacity (Roadway Expansion): \$1,000,000 to \$10,000,000

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

Traffic Management Technologies (Roadway System Management): \$250,000 to \$3,500,000

Spot Mobility and Safety: \$1,000,000 to \$3,500,000

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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation. Yes

Date plan completed: 03/01/2018

Link to plan: <http://anokacountyada.com/>

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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 and Strategic Capacity projects only:

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

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

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

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

Bridge Rehabilitation/Replacement projects only:

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 National Bridge Inventory Rating of 6 or less for rehabilitation projects and 4 or less for replacement projects.

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

Roadway Expansion, Reconstruction/Modernization, 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 as described in Appendix F of the 2040 Transportation Policy Plan.

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)	\$684,000.00
Removals (approx. 5% of total cost)	\$530,000.00
Roadway (grading, borrow, etc.)	\$593,000.00
Roadway (aggregates and paving)	\$2,167,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,146,000.00
Ponds	\$623,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$581,000.00
Traffic Control	\$75,000.00
Striping	\$88,000.00

Signing	\$39,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$310,000.00
Bridge	\$0.00
Retaining Walls	\$57,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$1,582,000.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$25,000.00
Totals	\$8,500,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$117,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$45,000.00
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	\$162,000.00

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	\$8,662,000.00
Construction Cost Total	\$8,662,000.00
Transit Operating Cost Total	\$0.00

Congestion within Project Area:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

Free-Flow Travel Speed:	48
Peak Hour Travel Speed:	43
Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow:	10.42%
Upload Level of Congestion map:	1589210812686_CSAH 7 LoC Map.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	CSAH 9 (Round Lake Blvd. NW)
Adjacent Parallel Corridor Start and End Points:	
Start Point:	CSAH 116
End Point:	CR 20

Free-Flow Travel Speed:	52
<i>The Free-Flow Travel Speed is black number.</i>	
Peak Hour Travel Speed:	43
<i>The Peak Hour Travel Speed is red number.</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	17.31%
Upload Level of Congestion Map:	1589210812686_CSAH 7 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:	276
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	12
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1589210911135_CSAH 7 Economy Map.pdf
<i>Please upload attachment in PDF form.</i>	

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 2:

Miles: 0

(to the nearest 0.1 miles)

Along Tier 3:

Miles: 0

(to the nearest 0.1 miles)

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 7, between CSAH 116 and CR 20

Current AADT Volume 14500

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 1589211001838_CSAH 7 Transit Map.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 18850.0

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 17200

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

*1. **Sub-measure:** Equity Population Engagement: A successful project is one that is the result of active engagement of low-income populations, people of color, persons with disabilities, youth and the elderly. Engagement should occur prior to and during a projects development, with the intent to provide direct benefits to, or solve, an expressed transportation issue, while also limiting and mitigating any negative impacts. Describe and map the location of any low-income populations, people of color, disabled populations, youth or the elderly within a ½ mile of the proposed project. Describe how these specific populations were engaged and provided outreach to, whether through community planning efforts, project needs identification, or during the project development process. Describe what engagement methods and tools were used and how the input is reflected in the projects purpose and need and design. Elements of quality engagement include: outreach and engagement 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 community engagement related to transportation projects; feedback from these populations identifying potential positive and negative elements of the proposed project through engagement, 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:

Anoka County has an inclusive engagement process that spans the planning, design and construction phases. This is consistent with County-adopted principles for community engagement. When developing a project, Anoka County reaches out to all community members, ranging from residents and businesses located adjacent to the project as well as commuters . 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. Prior to COVID-19, project partners planned to engage populations traditionally not involved in the processes, including affordable housing tenants. ACHD provides anonymous opportunities or community liaisons to discuss project benefits and future construction staging impacts. Additional outreach efforts that remove barriers and deliver community-focused solutions will include the use of social media, newsletters, local cable access tv stations, and variable message boards to alert individuals of upcoming meetings and/or events. Additionally, our ACHD website (<https://www.anokacounty.us/337/Current-Projects>) contains links for people to contact us for general information or requests, project specifics, and even grievances. Furthermore, the ACHD ADA Transition Plan is readily available at various outlets (including websites) to maximize its usefulness in reaching the public on how we can improve our projects.

(Limit 2,800 characters; approximately 400 words)

2. Sub-measure: *Equity Population Benefits and Impacts: A successful project is one that has been designed to provide direct benefits to low-income populations, people of color, persons with disabilities, youth and the elderly. All projects must mitigate potential negative benefits as required under federal law. Projects that are designed to provide benefits go beyond the mitigation requirement to proactively provide transportation benefits and solve transportation issues experienced by Equity populations.*

a. Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to pedestrian and bicycle safety improvements; public health benefits; direct access improvements for residents or improved access to destinations such as jobs, school, health care or other; travel time improvements; gap closures; new transportation services or modal options, leveraging of other beneficial projects and investments; and/or community connection and cohesion improvements. Note that this is not an exhaustive list.

CSAH 7 (7th Avenue NW) is an important regional route because it serves as a north/south arterial corridor connecting several Anoka County communities (St. Francis, Oak Grove, Nowthen, Ramsey, Andover, and Anoka) to US Highway 10 on the south and Trunk Highway 47 on the north. The study area includes a concentration of children, people with disabilities, people of color, elderly residents, low-income populations and other under-represented individuals.

The proposed expansion from two-lane to four-lane (with multi-use trail) will greatly reduce congestion in this section as well as provide continuity throughout the corridor, as segments of CSAH 7 to the south are already four-lane sections. The roadway expansion will alleviate the need for lane merging, provide better channelization, and add capacity for this stretch of CSAH 7 promoting safer travel. These improvements are critical to ensure that city services, especially those involving emergencies, maintain acceptable response times.

Response:

The CSAH 7 project is located in an area defined as a Transit Market Area IV by the Met Council (i.e. an area that supports dial-a-ride and peak period express/commuter service). Therefore, this project will improve multimodal connectivity between transit facilities and benefit populations that depend on transit services to access job centers, shopping, recreational facilities, educational opportunities, and other destinations throughout the Twin Cities. The proposed trail extension will offer safety, security, and travel experience benefits for all trail users, including children and the disabled, and will be compliant with the Americans with Disabilities Act (ADA). In summary this project will provide equitable local and regional access to accessing daily needs for the population living adjacent to the corridor as well as the travelers that will use the roadway and associated trails.

(Limit 2,800 characters; approximately 400 words)

b. Describe any negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly created by the project, along with measures that will be taken to mitigate them. Negative impacts that are not adequately mitigated can result in a reduction in points.

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.

Mitigation of temporary construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings.

Other

Response:

As with most expansion projects, adverse impacts are anticipated however an exuberant effort is being put forth by Anoka County to help mitigate and reduce the effects of these impacts. Right of way impacts are to be expected however, the amount and severity of impacts is being reduced through context sensitive design practices and adhering to the NEPA process of project development. With the increase of impervious land area and widening of CSAH 7, storm water retention will be constructed adjacent to CSAH 7 to minimize any local water quality concerns. Additionally, there will be short term construction related inconveniences for residents, businesses, and commuters throughout the CSAH 7 corridor. Dust, noise, reduced access, and travel hindrances are likely to impact residents and motorist during the duration of construction. A detailed construction staging plan will be prepared and shared with the City of Andover and made available to all individuals, including low-income populations, people of color, children, people with disabilities, and the elderly. Due to the magnitude of the project, short term nuisances are expected however the final product should lead to vast community benefits from both, a local and regional perspective.

(Limit 2,800 characters; approximately 400 words)

Select one:

3.Sub-measure: Bonus Points Those projects that score at least 80% of the maximum total points available through sub-measures 1 and 2 will be awarded bonus points based on the geographic location of the project. These points will be assigned as follows, based on the highest-scoring geography the project contacts:

a.25 points to projects within an Area of Concentrated Poverty with 50% or more people of color

b.20 points to projects within an Area of Concentrated Poverty

c. 15 points to projects within census tracts with the percent of population in poverty or population of color above the regional average percent

d. 10 points for all other areas

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

Project located in Area of Concentrated Poverty:

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

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)

Upload the "Socio-Economic Conditions" map used for this measure. The second map created for sub measure A1 can be uploaded on the Other Attachments Form, or can be combined with the "Socio-Economic Conditions" map into a single PDF and uploaded here.

Upload Map 1589211462828_CSAH 7 SE Map.pdf

Measure B: Part 1: Housing Performance Score

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
------	---	---	-------	---

Total Project Length

Total Project Length 1.6

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population 0

Total Housing Score 0

Affordable Housing Scoring

Part 2: Affordable Housing Access

Reference Access to Affordable Housing Guidance located under Regional Solicitation Resources for information on how to respond to this measure and create the map.

If text box is not showing, click Edit or "Add" in top right of page.

Response:

Andover is committed to providing affordable housing options, including those households with limited or no access to a vehicle. By decreasing traffic delays during peak travel hours and with the addition of a multi-use trail, this project will minimize travel times for single-vehicle households and increase safety for cyclists and pedestrians from car-free households.

(Limit 2,100 characters; approximately 300 words)

Upload map:

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1977.0	1.6	3163.2	1977.0
	2	3163	1977

Average Construction Year

Weighted Year 1977.0

Total Segment Length (Miles)

Total Segment Length 1.6

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 without the Project (Vehicles per hour)	Volume with the Project (Vehicles Per Hour):	Total Peak Hour Delay Reduced by the Project:	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
---	--	--	--	--	---	---	--	------------------------

0.8	0.3	0.5	1470	1470	735.0	735.0	158921197 9356_Q-5A - CSAH 7 at 155th Synchro 2020 DELAY Reports.pdf
-----	-----	-----	------	------	-------	-------	---

NOT
NEEDED?
Used
Synchro /
HCM to
calculate
delay
differences
at the
intersection
of CSAH 7
and 155th
Avenue
NW
between
existing
and
improved
conditions.
Currently
the
intersection
has minor
street stop-
control.
The
improved
condition of
the
intersection
is the
addition of
turn-lanes.
The date of
the last
signal
timing of
the corridor
is not
applicable
as it is not
currently
signalized.

735

Vehicle Delay Reduced

Total Peak Hour Delay Reduced

735.0

Total Peak Hour Delay Reduced 0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0.94	0.75	0.19
1	1	0

Total

Total Emissions Reduced: 0.19

Upload Synchro Report

1589212179417_Q-5B - CSAH 7 at 155th Synchro 2020
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:

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

(Limit 1400 Characters; approximately 200 words)

CMF ID 7566 was used, which is the conversion of an urban and/or rural 2-lane roadway to a 4-lane divided roadway. The CMF for this is 0.341.

This project will reconstruct the existing 2-lane undivided roadway to a 4-lane divided roadway (CMF 7566). Therefore, the CMF of 0.341 (65.88% reduction) was applied to all crash severities and type.

Project Benefit (\$) from B/C Ratio:	\$2,539,198.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	8
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	3
Worksheet Attachment	1589212366711_CSAH 7 Safety HSIP Attachment.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:

Safety and connectivity of bicyclists and pedestrians is a top priority for the project partners and was a guiding project goal. The proposed project will improve pedestrian safety within the CSAH 7 Corridor. The proposed pedestrian improvements for the corridor include a new ADA compliant trail along the east side of CSAH 7, raised center medians and crossing islands. These pedestrian improvements compliment the CSAH 7 Expansion Project to greatly improve the reliability of the local pedestrian system for the area. The multiuse trail network will safely connect adjacent neighborhoods to each other.

The scope of the CSAH 7 project will include pedestrian safety strategies identified in MnDOT's Best Practices for Pedestrians/Bicycle Safety, such as ADA compliant crosswalks and curb ramps to be constructed at the major intersections. These improvements are critical to supporting safe, reliable and affordable connections for all pedestrian users of all abilities to places of employment, education, healthcare services, and other essential services and activities.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

The project will support a variety of multi-modal elements as described in the sections below:

Sidewalks/Trails - Currently, this segment of CSAH 7 does not have existing trails or sidewalks along the roadway. However, an off-road trail does exist along the east side of CSAH 7 south of 145th Avenue NW. North of 145th Avenue, CSAH 7 is designated as a "Planned Tier 2" corridor on the Regional Bicycle Transportation Network (RBTN). The planned improvements include extending the multi-use trail north to CSAH 20/157th Lane. An expanded multi-use trail would provide a safe off-street facility for the most vulnerable users of the transportation system. The expanded trail will also provide a connection to the Tier 2 trail system located along CSAH 116 (Bunker Lake Boulevard).

Response:

Transit - No fixed transit service is provided on CSAH 7 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 7 Expansion Project will achieve much more than supporting this designation. The proposed project improvements will provide a continuous multi-modal connection to nearby bus stops (43889 and 43904) on the 805 Route and to community amenities, as well as improve safety and security for all users along the corridor. The proposed project will extend an existing multiuse trail, which currently ends at 145th Avenue NW, north to CSAH 20/157th Lane NW. This will provide residents in the area with a safe and efficient pedestrian/bicycle connection south to several institutional (Rum River Library, Anoka High School) and recreational (Anoka Nature Preserve, Anoka Ice Arena) land uses that are located near the CSAH 7 (7th Avenue NW) and CSAH 116 (Bunker Lake Blvd.) intersection. The trail corridor along CSAH 7 also connects to the

county regional trail system along CSAH 116, which is classified as a Tier II alignment of the Regional bicycle Transportation Network (RBTN) map for Anoka County. More importantly, this multiuse trail connection will provide greater opportunities to access jobs, housing, schools, and public services without having to depend on a vehicle.

The proposed improvements will provide a more comfortable, safe, and reliable travel experience for all modes. Bicycles, pedestrians, and general traffic will be separated throughout the project area and south along CSAH 7. This design approach increases comfort and reduces crash risk exposure, which benefits all motorized and non-motorized users. The project will also include ADA compliant curb ramps to allow easy access for disabled (wheelchairs) users.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (25 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

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. Yes

50%

Attach Layout

1589213241151_CSAH7_in Andover LAYOUT.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

12/24/2021

2)Review of Section 106 Historic Resources (15 Percent of Points)

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

100%

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

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 (25 Percent of Points)

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

100%

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

50%

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

25%

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

0%

Anticipated date or date of acquisition

06/30/2022

4)Railroad Involvement (15 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

5) Public Involvement (20 percent of points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. List Dates of most recent meetings and outreach specific to this project:

Meeting with general public: 03/28/2018

Meeting with partner agencies: 02/21/2020

Targeted online/mail outreach: 10/04/2018

Number of respondents: 51

Meetings specific to this project with the general public and partner agencies have been used to help identify the project need. Yes

100%

Targeted outreach to this project with the general public and partner agencies have been used to help identify the project need.

75%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least one meeting specific to this project with key partner agencies has been used to help identify the project need. Yes

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Anoka County and the City of Andover have been working together to improve the transportation infrastructure along CSAH 7 since 2017 when this project was first conceived as part of the 2040 Anoka County Long Range Transportation Plan. . This project was also highlighted as a priority by a number of plans, each with their own community input. Throughout the entire 2040 transportation plan update process, the County sought input from the public and transportation partners. This effort included an individual meeting with Andover staff on May 17, 2017 at the onset of the planning process to discuss planned development activities and to gain a better understanding of the priorities of the city as it relates to this planning process. A public meeting was held on March 28, 2018 during the plan. This meeting introduced the planning effort, the purpose and goals of the Plan, and the results of the technical analyses completed as part of the process. A webpage devoted to the Plan was developed and updated periodically, which provided the opportunity to comment on the Plan. The County also circulated a draft of the plan for review and comment by partnering agencies. Additional coordination occurred and revisions to the plan were made, as deemed appropriate. A public hearing was conducted on December 18, 2018 to receive public comment on the Plan. Those attending had the right to provide comments on the Plan. All meeting notices were published in the Anoka County Union Herald and also posted on the County's website. The City conducted a similar process with their plan. An open house meeting for the County's ADA Transition Plan was held on October 30, 2017. Details of the condition assessment of the facilities adjacent to CSAH 7 were also available on the County's ADA Transition Plan webpage. The County did submit this same project in the 2018 solicitation but was unsuccessful in obtaining federal funding.

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

Measure A: Cost Effectiveness

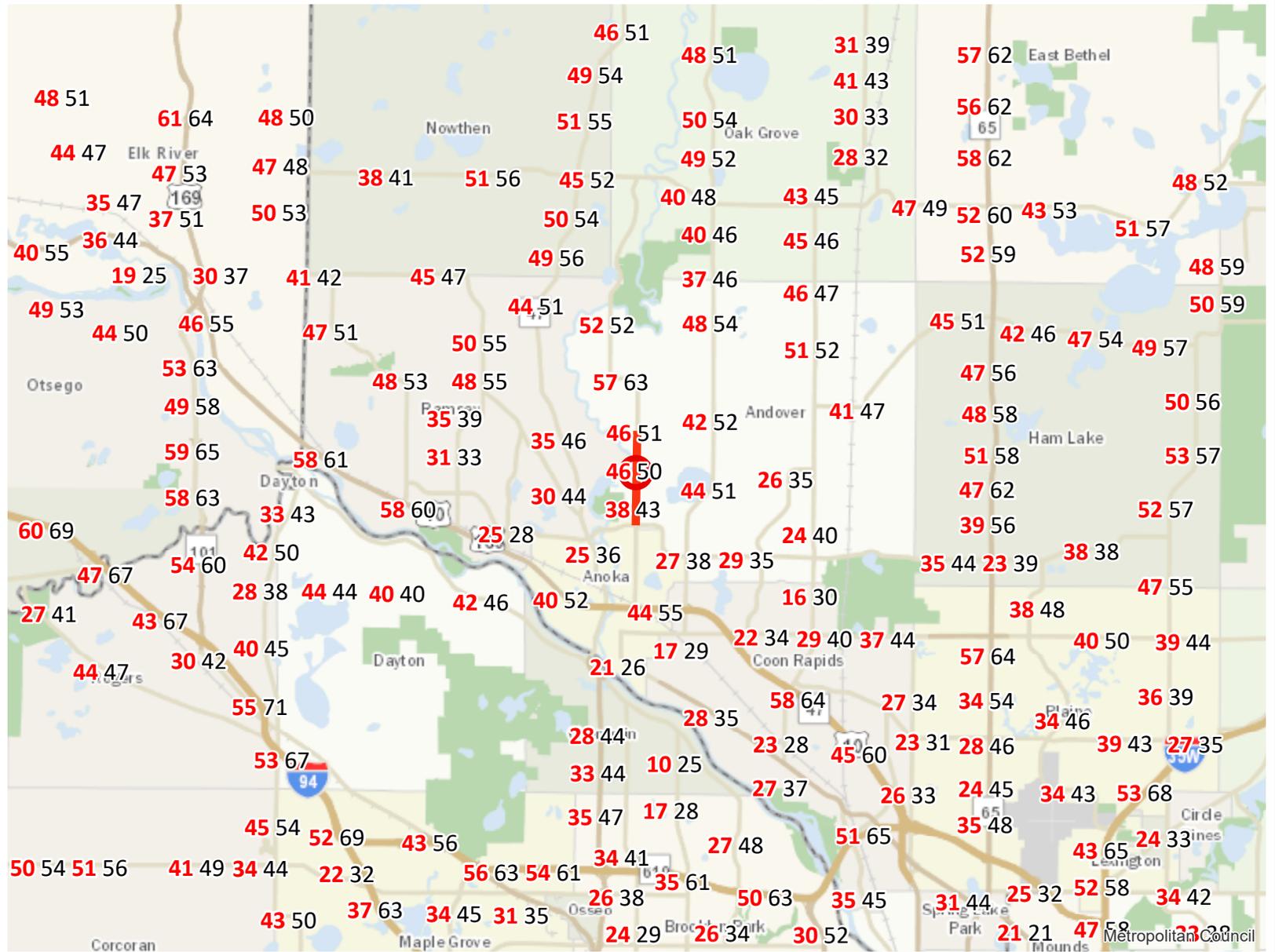
Total Project Cost (entered in Project Cost Form):	\$8,662,000.00
Enter Amount of the Noise Walls:	\$1,582,000.00
Total Project Cost subtract the amount of the noise walls:	\$7,080,000.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
1-Page Project Information Sheet - CSAH 7 Expansion in Andover.pdf	One-Page Project Summary	472 KB
CSAH 7 2020_Andover_Letter of Support.pdf	Letter of Support for CSAH 7 from Andover	203 KB
CSAH 7 Expansion - Resolution #2020-46.pdf	AC Board Resolution of Support for CSAH 7	403 KB
Pictures - Existing Conditions of CSAH 7.pdf	CSAH 7 Existing Conditions - Pictures	682 KB
Project Area Map CSAH 7 Expansion in Andover.pdf	CSAH 7 Project Area Map	278 KB

Level of Congestion

Roadway Expansion Project: CSAH 7 Expansion from Bunker to CR 20 in Andover | Map ID: 1586181503260



 Project Points

 Project



Created: 4/6/2020
LandscapeRSA1

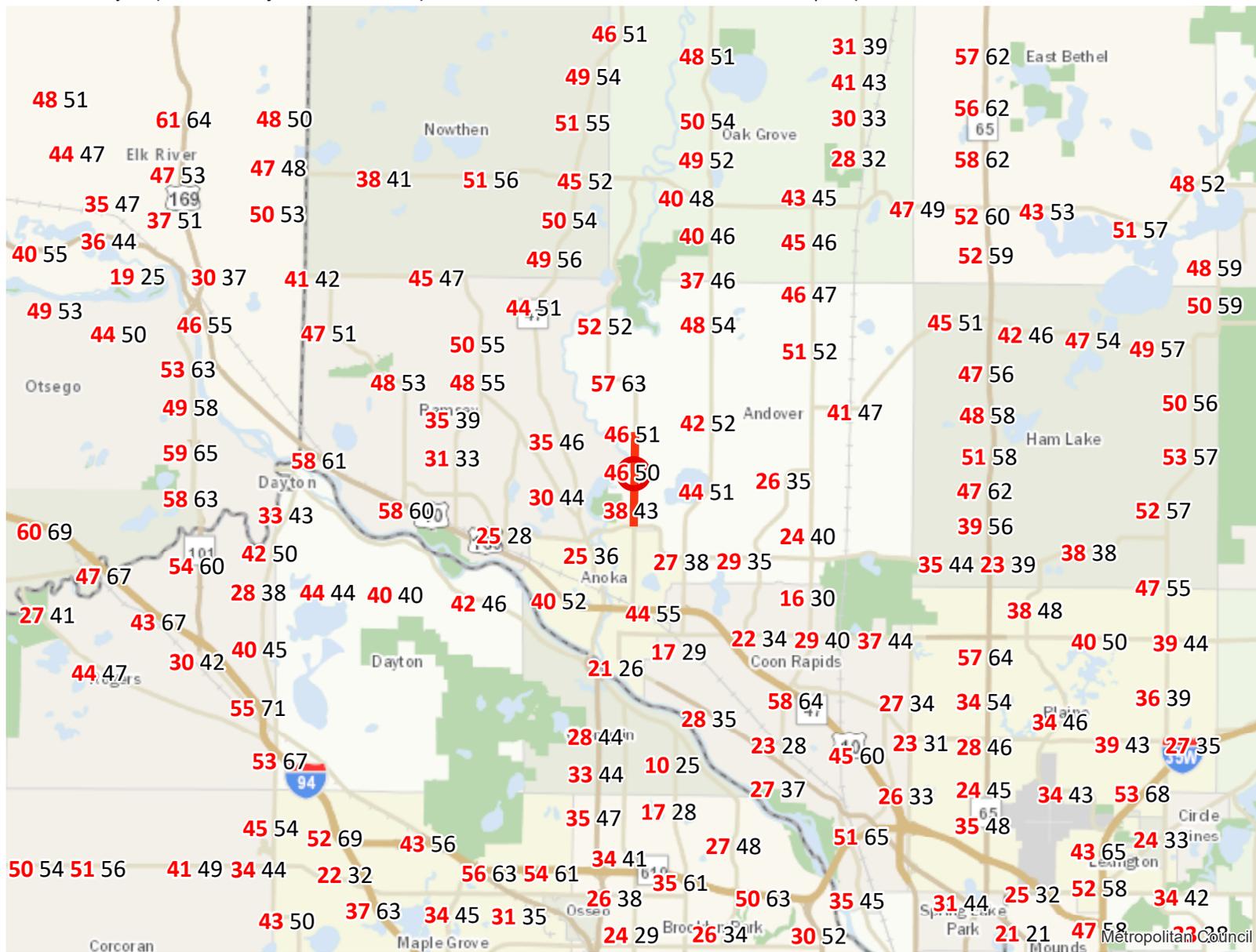


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Level of Congestion

Roadway Expansion Project: CSAH 7 Expansion from Bunker to CR 20 in Andover | Map ID: 1586181503260



○ Project Points

— Project



Created: 4/6/2020
LandscapeRSA1



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



Regional Economy

Roadway Expansion Project: CSAH 7 Expansion from Bunker to CR 20 in Andover | Map ID: 1586181503260

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Andover

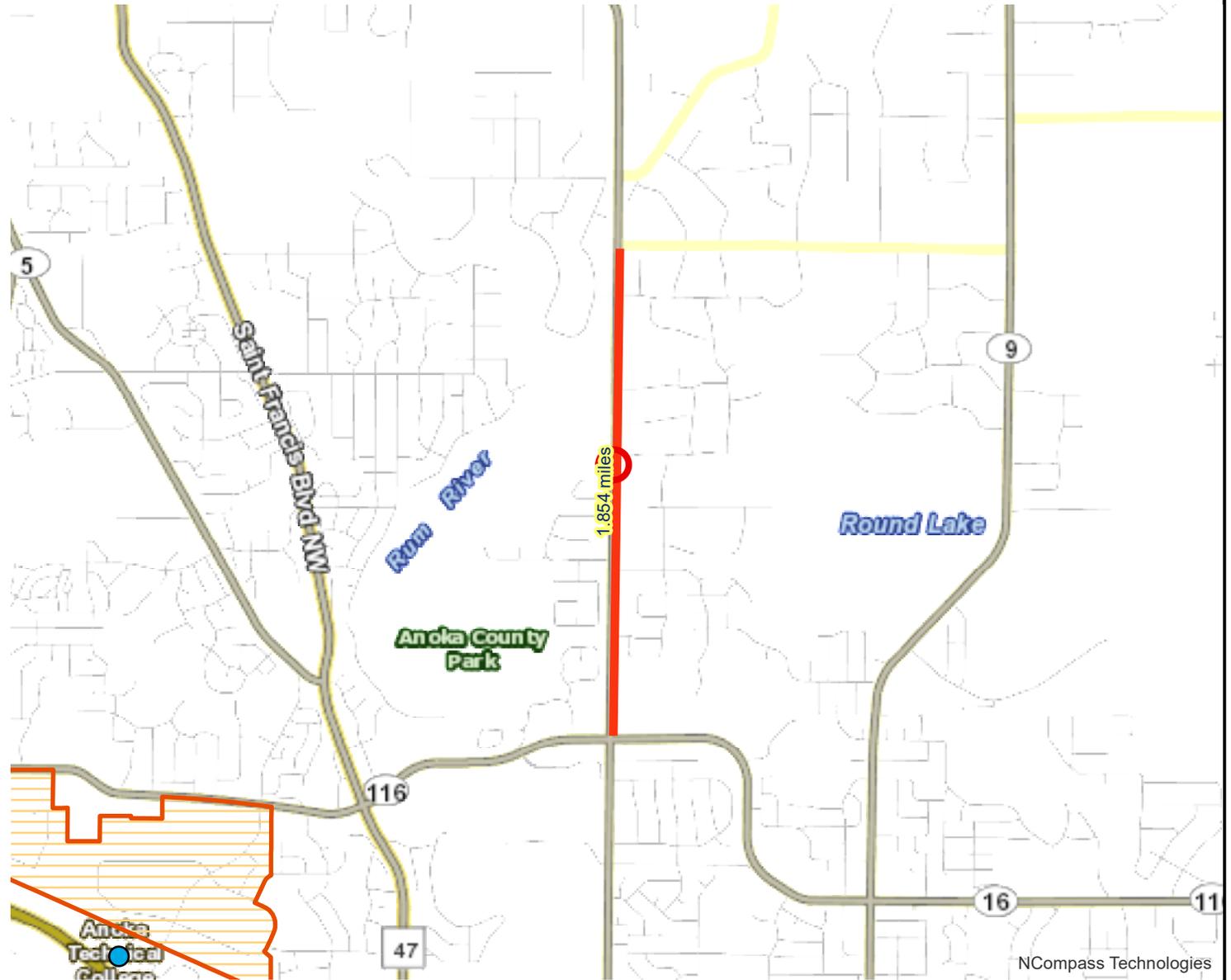
Population: 3852
Employment: 188
Mfg and Dist Employment: 8

Anoka

Population: 371
Employment: 1
Mfg and Dist Employment: 0

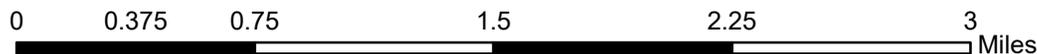
Ramsey

Population: 2830
Employment: 87
Mfg and Dist Employment: 4



NCompass Technologies

- Project Points
- Postsecondary Education Centers
- Job Concentration Centers
- Project
- Manufacturing/Distribution Centers



Created: 4/6/2020
LandscapeRSA5



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



Transit Connections

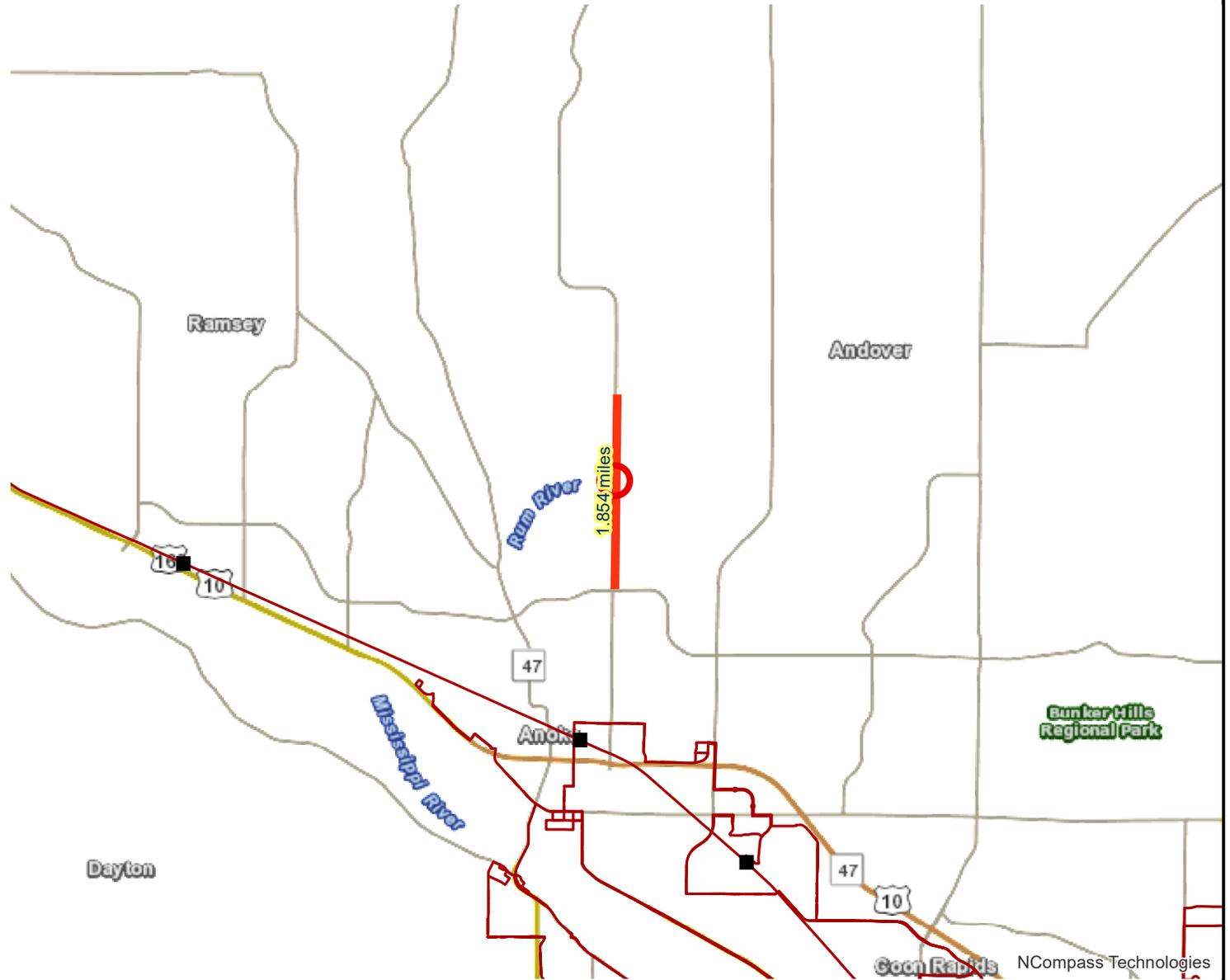
Roadway Expansion Project: CSAH 7 Expansion from Bunker to CR 20 in Andover | Map ID: 1586181503260

Results

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

**indicates Planned Alignments*

Transit Market areas: 4



- Project Points
- Project
- Project Area
- Northstar Line
- Transit Routes
- Transitway Stations



Created: 4/6/2020
LandscapeRSA3



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



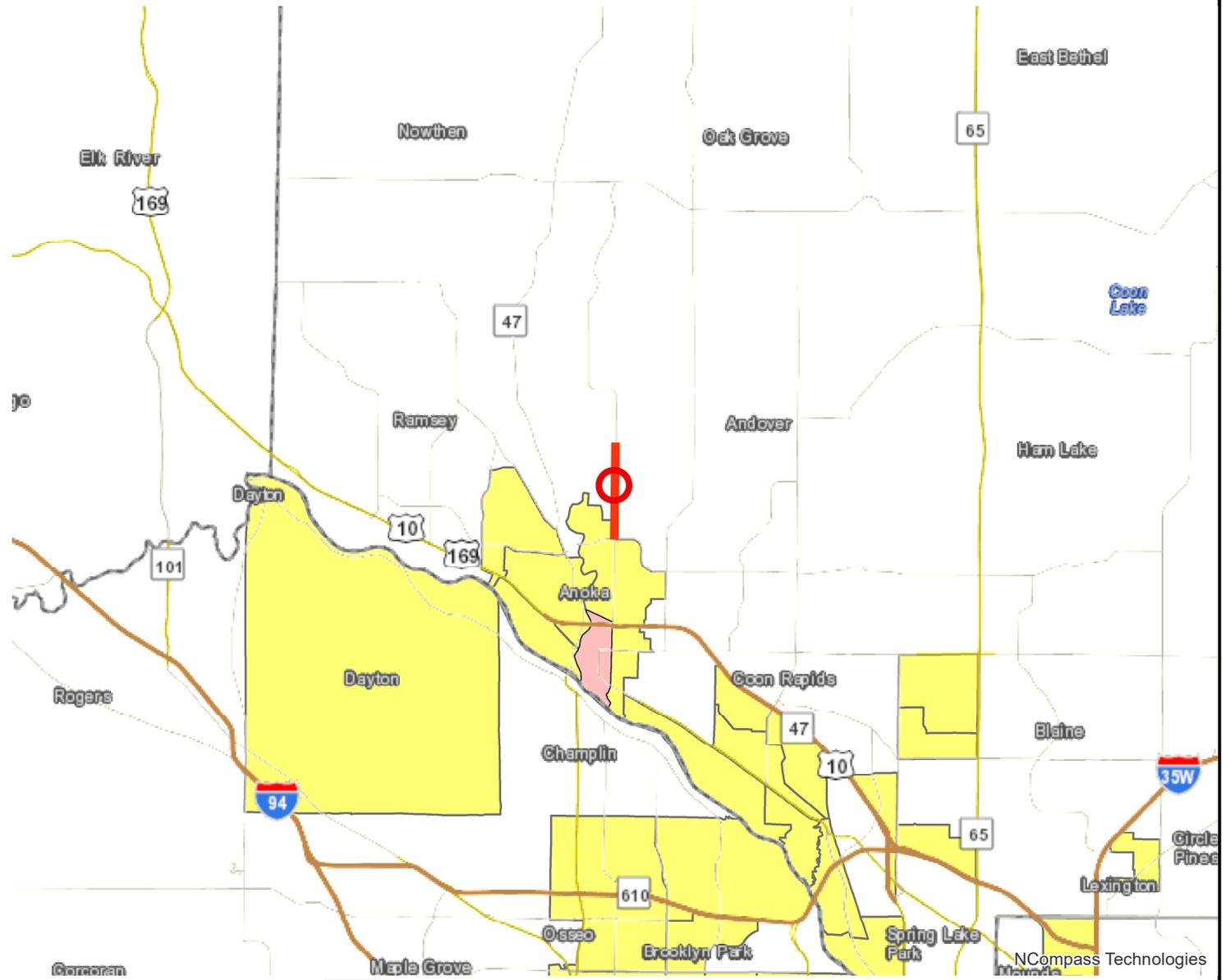
NCompass Technologies

Socio-Economic Conditions

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)

Tracts within half-mile:
50218 50219 50226
50505



- Points
- Lines
- Area of Concentrated Poverty > 50% residents of color

- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 4/6/2020
LandscapeRSA2



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



5. CSAH 7 and 155th Intersection 2020 EXISTING_PM.syn
 Summary Report

04/10/2020

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	↕
Traffic Vol, veh/h	5	2	12	7	2	2	17	1066	16	2	334	5
Future Vol, veh/h	5	2	12	7	2	2	17	1066	16	2	334	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	275	-	-	200
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	5	2	13	8	2	2	18	1159	17	2	363	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1573	1579	363	1572	1567	1159	368	0	0	1176	0	0
Stage 1	367	367	-	1195	1195	-	-	-	-	-	-	-
Stage 2	1206	1212	-	377	372	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	89	109	682	89	111	238	1191	-	-	594	-	-
Stage 1	653	622	-	227	260	-	-	-	-	-	-	-
Stage 2	224	255	-	644	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	84	104	682	83	106	238	1191	-	-	594	-	-
Mov Cap-2 Maneuver	84	104	-	83	106	-	-	-	-	-	-	-
Stage 1	624	620	-	217	249	-	-	-	-	-	-	-
Stage 2	210	244	-	627	617	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	25.4		46.3		0.1		0.1	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1191	-	-	197	99	594	-	-
HCM Lane V/C Ratio	0.016	-	-	0.105	0.121	0.004	-	-
HCM Control Delay (s)	8.1	0	-	25.4	46.3	11.1	0	-
HCM Lane LOS	A	A	-	D	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Network Totals

Number of Intersections	1
Total Delay (hr)	0
Stops (#)	144
Average Speed (mph)	48
Total Travel Time (hr)	4
Distance Traveled (mi)	202
Fuel Consumed (gal)	9
Fuel Economy (mpg)	21.5
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	0
Performance Index	0.8

5. CSAH 7 and 155th Intersection 2020 IMPROVED_PM.syn
 Summary Report

04/10/2020

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗↗	↗	↗	↗↗	↗
Traffic Vol, veh/h	0	0	19	0	0	11	17	1066	16	2	334	5
Future Vol, veh/h	0	0	19	0	0	11	17	1066	16	2	334	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	300	-	300	275	-	275
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	12	18	1159	17	2	363	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	182	-	-	580	368	0	0	1176	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	829	0	0	458	1187	-	-	590	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	829	-	-	458	1187	-	-	590	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		13.1		0.1		0.1	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1187	-	-	829	458	590	-	-
HCM Lane V/C Ratio	0.016	-	-	0.025	0.026	0.004	-	-
HCM Control Delay (s)	8.1	-	-	9.5	13.1	11.1	-	-
HCM Lane LOS	A	-	-	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Network Totals

Number of Intersections	1
Total Delay (hr)	0
Stops (#)	61
Average Speed (mph)	52
Total Travel Time (hr)	4
Distance Traveled (mi)	202
Fuel Consumed (gal)	8
Fuel Economy (mpg)	26.5
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	0
Performance Index	0.3

3: CSAH 7 & 155th

Direction	All
Future Volume (vph)	1469
Total Delay / Veh (s/v)	1
CO Emissions (kg)	0.66
NOx Emissions (kg)	0.13
VOC Emissions (kg)	0.15

3: CSAH 7 & 155th

Direction	All
Future Volume (vph)	1470
Total Delay / Veh (s/v)	0
CO Emissions (kg)	0.53
NOx Emissions (kg)	0.10
VOC Emissions (kg)	0.12

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 7 (7th Ave)	District	Metro	County	Anoka
Begin RP	2+00.503	End RP	4+00.021	Miles	1.600
Location	CSAH 7: 0.25 miles north of Bunker Lake Blvd to CR 20 (157th Ave)				

B. Project Description

Proposed Work	Expand CSAH 7 (7th Avenue) from 2-lane undivided to 4-lane divided				
Project Cost*	\$8,662,000	Installation Year	2024		
Project Service Life	20 years	Traffic Growth Factor	1.0%		

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.34	Fatal (K) Crashes	Reference	CMF ID: 7566 (Convert 2 lane roadway to 4 lane divided ro		
0.34	Serious Injury (A) Crashes				
0.34	Moderate Injury (B) Crashes	Crash Type	All		
0.34	Possible Injury (C) Crashes				
0.34	Property Damage Only Crashes		www.CMFclearinghouse.org		

D. Crash Modification Factor (optional second CMF)

	Fatal (K) Crashes	Reference			
	Serious Injury (A) Crashes				
	Moderate Injury (B) Crashes	Crash Type			
	Possible Injury (C) Crashes				
	Property Damage Only Crashes		www.CMFclearinghouse.org		

E. Crash Data

Begin Date	1/1/2016	End Date	12/31/2018	3 years
Data Source	MnDOT			
	Crash Severity	All	< optional 2nd CMF >	
	K crashes	0		
	A crashes	0		
	B crashes	1		
	C crashes	3		
	PDO crashes	4		

F. Benefit-Cost Calculation

\$2,539,198	Benefit (present value)	B/C Ratio = 0.30
\$8,662,000	Cost	

Proposed project expected to reduce 2 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	\$1,360,000
A crashes	\$680,000
B crashes	\$210,000
C crashes	\$110,000
PDO crashes	\$12,000

Link: mndot.gov/planning/program/appendix_a.html

Real Discount Rate 1.2%
 Traffic Growth Rate 1.0%
 Project Service Life 20 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.66	0.22	\$46,200
C crashes	1.98	0.66	\$72,600
PDO crashes	2.64	0.88	\$10,560

\$129,360

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	\$129,360	\$129,360
2025	\$130,654	\$129,104
2026	\$131,960	\$128,849
2027	\$133,280	\$128,595
2028	\$134,613	\$128,340
2029	\$135,959	\$128,087
2030	\$137,318	\$127,834
2031	\$138,691	\$127,581
2032	\$140,078	\$127,329
2033	\$141,479	\$127,077
2034	\$142,894	\$126,826
2035	\$144,323	\$126,575
2036	\$145,766	\$126,325
2037	\$147,224	\$126,076
2038	\$148,696	\$125,826
2039	\$150,183	\$125,578
2040	\$151,685	\$125,330
2041	\$153,202	\$125,082
2042	\$154,734	\$124,835
2043	\$156,281	\$124,588
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

Total = \$2,539,198



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

<i>If countermeasure is intersection-based</i>	
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 7 Expansion in Andover



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 7 (7th Avenue NW) Expansion to 4-lanes

GEOGRAPHIC LIMITS: 1.6 miles. From north of CSAH 116 (Bunker Lake Blvd. NW) to CR 20 (157th Avenue NW)

PROJECT LOCATION: City of Andover, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$6,929,600

TOTAL PROJECT COST: \$8,662,000

PROJECT DESCRIPTION

CSAH 7 (7th Avenue NW) experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway with intersection access modifications. The improved section would match that which currently exists on CSAH 7 to the south, effectively removing the traffic bottleneck between these points. The expansion project will also include a multiuse trail along the east side of the roadway, which will be an extension of the trail from the south. The proximity of the trail to a library, school, and park will make this particularly beneficial.



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

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

PROJECT BENEFITS

Elimination of Traffic Bottleneck:

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

Reduction in Congestion:

- 2017: 14,600 volume is approaching 15,000 capacity (LOS E) with significant peak hour congestion.
- 2040: 17,200 volume EXCEEDS 15,000 capacity (LOS F)

1.6 additional miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

Improved Pavement Quality (PQI), which is currently 56 out of a possible 100 rating

OTHER INFORMATION:

Roadway was last reconstructed in 1977

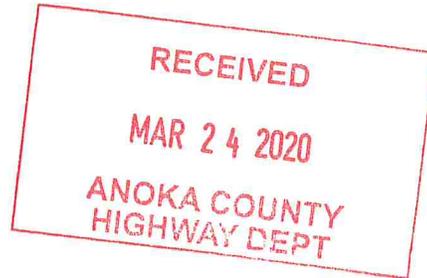


* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.



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

April 23, 2020



Joe MacPherson, P.E.
Anoka County Division Manager/County Engineer
1440 Bunker Lake Blvd. NW
Andover, MN 55304

Re: Support of CSAH 7 Improvements

Dear Mr. MacPherson:

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

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

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

If you have any questions, feel free to contact me at (763) 767-5133.

Sincerely,

A handwritten signature in black ink, appearing to read 'David D. Berkowitz'. The signature is fluid and cursive.

David D. Berkowitz, P.E.
Director of Public Works/City Engineer

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: April 14, 2020

RESOLUTION #2020-46

OFFERED BY COMMISSIONER: Schulte

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE CSAH 7 EXPANSION PROJECT

WHEREAS, CSAH 7 (7th Avenue NW) is an "A" Minor Arterial Expander route that provides an important north-south transportation connection in Anoka County; and,

WHEREAS, traffic volumes on CSAH 7 have been increasing over the past decade and are expected to continue to increase in the future as the area continues to grow; and,

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

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

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

WHEREAS, the Anoka County Highway Department is proposing to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2020 Regional Solicitation program to receive federal transportation funds to make capacity and safety improvements on CSAH 7, from approximately 0.25 miles north of CSAH 116 (Bunker Lake Blvd.) to CR 20 (157th Avenue NW), in the city of Andover; and,

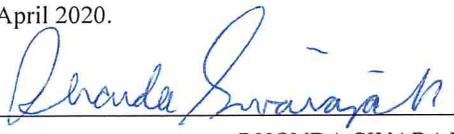
WHEREAS, Anoka County has the necessary capabilities to adequately fund its local cost share for this public improvement project:

NOW, THEREFORE, BE IT RESOLVED that the Anoka County Highway Department is hereby authorized to submit an application to the Transportation Advisory Board, through the Metropolitan Council's 2020 Regional Solicitation program, in the Roadway Expansion category, to receive federal transportation funds to make capacity and safety improvements on CSAH 7, from approximately 0.25 miles north of CSAH 116 (Bunker Lake Blvd.) to CR 20 (157th Avenue NW), in the city of Andover.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ^{SS}

I, Rhonda Sivarajah, 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 April 14, 2020, 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 14th day of April 2020.


RHONDA SIVARAJAH
COUNTY ADMINISTRATOR

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

Existing Condition Photographs: CSAH 7 in Andover



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible



Project Area Map: CSAH 7 Expansion in Andover

