



Application

13860 - 2020 Roadway Expansion

14169 - CSAH 14 Expansion from Harpers to Lexington in Blaine

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 05/15/2020 1:22 PM

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What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: 1440 BUNKER LAKE BLVD

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

County: Anoka

Phone:* 763-324-3100 Ext.

Fax: 763-324-3020

PeopleSoft Vendor Number 0000003633A15

Project Information

Project Name CSAH 14 (125th Avenue NE) Expansion in Blaine

Primary County where the Project is Located Anoka

Cities or Townships where the Project is Located: Blaine

Jurisdictional Agency (If Different than the Applicant):

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

The roadway section proposed for the improvement is CSAH 14 (125th Avenue NE) from just east of Harpers Street NE to CSAH 17 (Lexington Avenue NE) in the city of Blaine. CSAH 14, a Principal Arterial, is currently a two-lane undivided roadway that has experienced substantial traffic growth in recent years and needs expansion to a four-lane divided roadway with intersection access modifications. The improved section would match that which currently exists on CSAH 14 to the west. The expansion project will also include paved shoulders, and a multiuse trail adjacent to the roadway, which will represent an extension of the trail from the west.

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

Project Length (Miles) 1.2

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount \$3,964,000.00

Match Amount \$991,000.00

Minimum of 20% of project total

Project Total \$4,955,000.00

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 Funds

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

Preferred Program Year

Select one: 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 Principal Arterial

Road System CSAH

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

Road/Route No. 14

i.e., 53 for CSAH 53

Name of Road 125th Avenue NE

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55449

(Approximate) Begin Construction Date 04/01/2024

(Approximate) End Construction Date 11/02/2024

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

From: Harpers Street NE
(Intersection or Address)

To: CSAH 17 (Lexington Avenue NE)
(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) 1.2

Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles) 1.2

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

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

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

Strategies:

C3.

C4.

C7.

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

C9.

C10.

D. Goal: Competitive Economy.

Objectives:

B. Invest in a multimodal transportation system to attract and retain businesses and residents.

C. Support the region's economic competitiveness through the efficient movement of freight.

Strategies:

D1.

D4.

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

Objectives:

A. Reduce transportation-related air emissions.

B. Reduce impacts of transportation construction, operations, and use on the natural, cultural, and developed environments.

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

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

Strategies:

E1.

E3.

E4.

E5.

E6.

E7.

F. Goal: Leveraging Transportation Investments to Guide Land Use.

Objectives:

C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies:

F1.

F3.

F7.

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:

Met Council 2040 Transportation Policy Plan (TPP), Figure 5-2, page 5.5; Blaine 2040 Comprehensive Plan (2018 Update) (Chapter 7, Figures 7-15, 7-16); 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: 03/02/2018

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)

\$458,000.00

Removals (approx. 5% of total cost)	\$355,000.00
Roadway (grading, borrow, etc.)	\$398,000.00
Roadway (aggregates and paving)	\$1,452,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$768,000.00
Ponds	\$417,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$390,000.00
Traffic Control	\$50,000.00
Striping	\$59,000.00
Signing	\$26,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$208,000.00
Bridge	\$0.00
Retaining Walls	\$38,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$220,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$17,000.00
Totals	\$4,856,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$79,000.00
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	\$99,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

Totals

Total Cost	\$4,955,000.00
Construction Cost Total	\$4,955,000.00
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:	49
Peak Hour Travel Speed:	43

Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow: 12.24%

Upload Level of Congestion map: 1589225885763_CSAH 14 LoC Map.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor CSAH 12 (109th Avenue NE)

Adjacent Parallel Corridor Start and End Points:

Start Point: CSAH 52

End Point: CSAH 17

Free-Flow Travel Speed: 39

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed: 33

The Peak Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow: 15.38%

Upload Level of Congestion Map: 1589225885763_CSAH 14 LoC Map.pdf

Principal Arterial Intersection Conversion Study:

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

(80 Points)

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

(60 Points)

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

(50 Points)

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

(40 Points)

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

(0 Points)

Not listed as a priority in the study: Yes

(0 Points)

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

Existing Employment within 1 Mile: 1064

Existing Manufacturing/Distribution-Related Employment within 1 Mile:	83
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1589225942158_CSAH 14 Economy 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:

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 14, between West Lake Blvd. and Harpers Street
Current AADT Volume	12100
Existing Transit Routes on the Project	N/A

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map 1589226011234_CSAH 14 Transit Map.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	15730.0

Measure B: 2040 Forecast ADT

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

20200

Measure A: Connection to disadvantageded 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.*

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 the CSAH 14 project, a letter about the potential project was sent in December 2019 to property addresses within the general project area. This is to be followed up with a public open house this Spring upon the lifting of the Stay at Home order from the Governor. To supplement this effort, we are using social media, newsletters, local cable access tv stations, and variable message boards to inform the public of the project. Additionally, our Anoka County Highway Department website contains an informational link to the project (<https://www.anokacounty.us/3874/CSAH-14---Harpers-to-Lexington>) 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.

Response:

(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 14 (125th Avenue NW/Main Street) is an important regional route because it serves as an east/west arterial corridor connecting several Anoka County communities (Centerville, Lino Lakes, Blaine, Coon Rapids, and Anoka) to I-35E, Highway 65 and Highway 10. The study area includes a concentration of children, people with disabilities, people of color, elderly residents, and low-income populations. In fact, the White Pine Senior Assisted Living & Memory Care facility is located in the intersection of the CSAH 14/Harpers Street. The newly opened Northpoint Elementary School is located less than one mile west of the project area.

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 to the west, CSAH 14 is already a four-lane section. The roadway expansion will alleviate the need for lane merging, provide better channelization, and add capacity for this stretch of CSAH 14 promoting safer travel. These improvements are critical to ensure that city services, especially those involving emergencies, maintain acceptable response times.

Response:

The CSAH 14 project is located in an area defined as a Transit Market Area IV by the Met Council (i.e. an area that supports dial-a-ride and peak period express/commuter service). Therefore, this project will improve multimodal connectivity between transit facilities and benefit populations that depend on transit services to access job centers, shopping, recreational facilities, educational opportunities, and other destinations throughout the Twin Cities. The proposed roadway and trail improvements will offer safety, security, and travel time benefits for all motorized and non-motorized users, including children, the elderly, and the disabled, and will be compliant with the Americans with Disabilities Act

(ADA). 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

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 14, storm water retention will be constructed adjacent to CSAH 14 to minimize any local water quality concerns. Additionally, there will be short term construction related inconveniences for residents, businesses, and commuters throughout the CSAH 14 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 Blaine 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.

Response:

(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:

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

Yes

(up to 40% of maximum score)

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

1589226166373_CSAH 14 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
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Total Project Length

Total Project Length 1.2

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:

Blaine 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
1992.0	1.2	2390.4	1992.0
	1	2390	1992

Average Construction Year

Weighted Year	1992.0
---------------	--------

Total Segment Length (Miles)

Total Segment Length	1.2
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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
---	--	--	--	--	---	---	--	------------------------

30.4	27.5	2.9	1861	1861	5396.9	5396.9
------	------	-----	------	------	--------	--------

NA: Used Synchro to calculate delay differences at the intersection of CSAH 14 and Lake Blvd./Legacy Creek Parkway NE between existing and improved conditions. 158922633 Currently 6007_Q-5A the - CSAH 14 intersection at N. Lake has minor street stop-control. The improved condition of the intersection is signalization and the addition of turn-lanes. The date of the last signal timing of the corridor is not applicable as it is not currently signalized. Synchro 2020 DELAY Reports.pdf

5397

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	5396.9
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):
4.13	5.51	-1.38
4	6	-1

Total

Total Emissions Reduced: -1.38

Upload Synchro Report 1589226616011_Q-5B - CSAH 14 at N. Lake 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:

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.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio:	\$4,665,164.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	22
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:	8
Worksheet Attachment	1589226748224_CSAH 14 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

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 14 Corridor. The proposed pedestrian improvements for the corridor include a new ADA compliant trail along the south side of CSAH 14, raised center medians and crossing islands, crosswalk lighting and traffic signals. These pedestrian improvements compliment the CSAH 14 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.

Response:

The scope of the CSAH 14 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 14 does not have existing trails or sidewalks along the roadway. CSAH 14 is designated as a "Planned Tier 2 Alignment" on the Regional Bicycle Transportation Network (RBTN). The planned improvements include extending the multi-use trail east to CSAH 17. The expanded trail will also provide a connection to the sidewalk system located along North Lake / Legacy Creek Parkway. This multiuse trail connection will provide greater opportunities to access jobs, housing, schools, and public services without having to depend on a vehicle.

Transit - No fixed transit service is provided on CSAH 14 within the project limits. However, the project is located in an area designated as a "Transit Market Area IV" by the Met Council (i.e. an area that supports dial-a-ride and peak period express/commuter service). The CSAH 14 Expansion Project will achieve much more than supporting this designation. The proposed project improvements will provide a continuous multi-modal connection to the nearby 865 Park and Ride lot located near Paul Parkway and TH 65.

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 east along CSAH 14. 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.

Response:

(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

1589227022636_CSAH14 in Blaine LAYOUT.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion 12/31/2020

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

06/30/2021

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: 12/18/2018

Meeting with partner agencies: 01/28/2020

Targeted online/mail outreach: 06/03/2019

Number of respondents: 45

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. Yes

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 Blaine have been working together to improve the transportation infrastructure along CSAH 14 since 2017 when this project was first conceived. 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, including a public hearing that was held on December 18, 2018.

With construction planned to begin in 2024, we have continued in our project development, including the convening of a Project Management Team (PMT) with our project partners and associated agencies. Even prior to the PMT meetings, the county sent our information letters to residents and property owners to inform them of our plans to improve the transportation infrastructure for vehicles, bicycles, and pedestrians for this rapidly developing corridor. Similarly, the County, City, and the public have determined that use of the corridor for vehicular travel has been increasing and is now reaching a point where congestion is becoming detrimental to the quality of life for residents along the corridor. An open house meeting for the County's ADA Transition Plan was also held on October 30, 2017. Details of the condition assessment of the facilities adjacent to CSAH 14 were also available on the County's ADA Transition Plan webpage.

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

Measure A: Cost Effectiveness

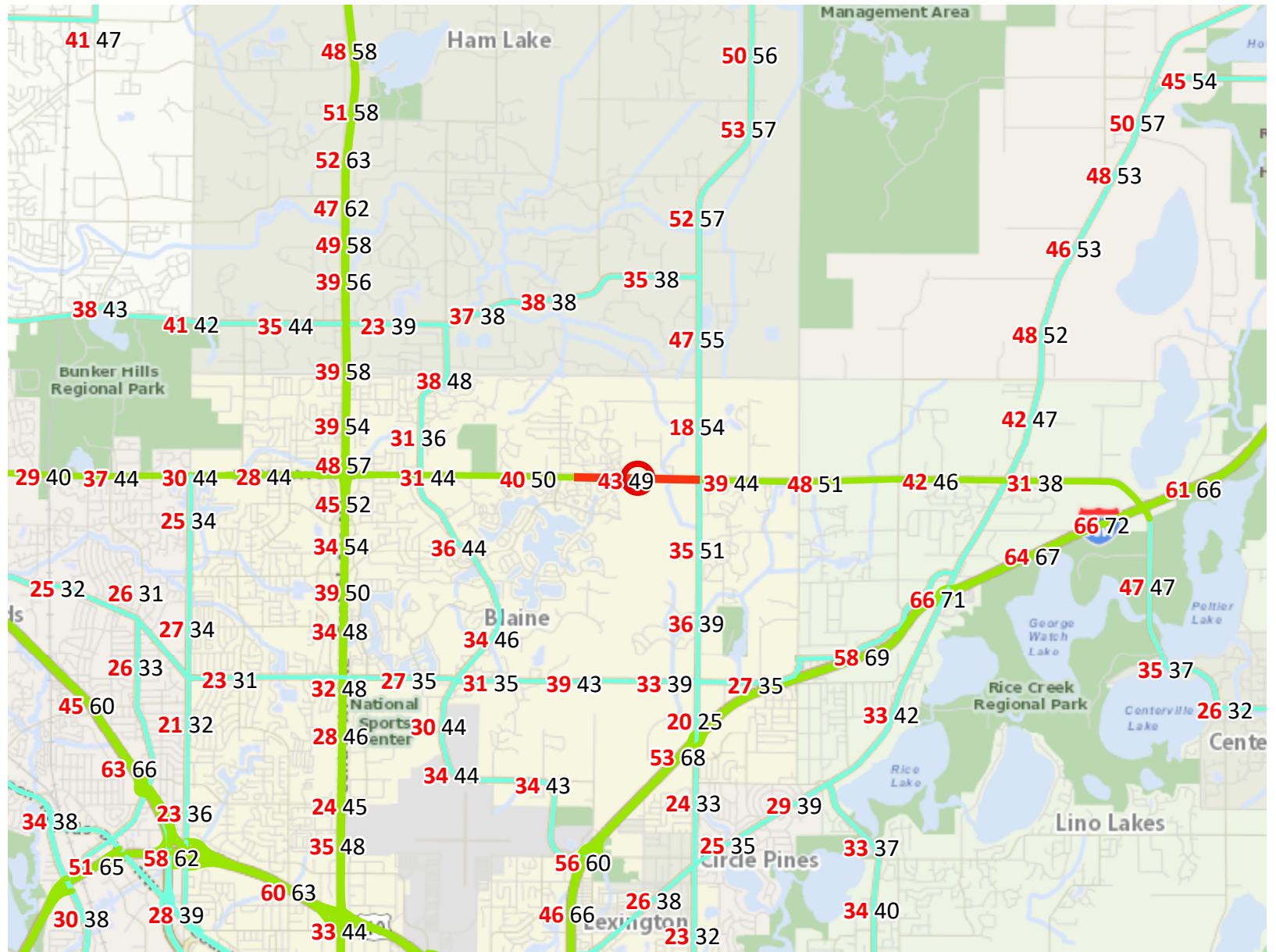
Total Project Cost (entered in Project Cost Form):	\$4,988,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$4,988,000.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	

Other Attachments

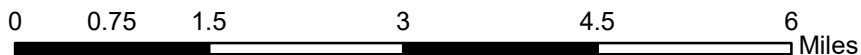
File Name	Description	File Size
1-Page Project Information Sheet - CSAH 14 Expansion in Blaine.pdf	One-Page Project Information Sheet	640 KB
CSAH 14 2020_Blaine Letter of Support.pdf	Blaine Letter of Support for CSAH 14	460 KB
CSAH 14 Expansion - Resolution #2020-49.pdf	Anoka County Resolution of Support	392 KB
Photographs - Existing Conditions of CSAH 14.pdf	CSAH 14 Existing Conditions - Photographs	474 KB
Project Area Map CSAH 14 Expansion in Blaine.pdf	CSAH 14 Expansion Project - Area Map	300 KB

Level of Congestion

Roadway Expansion Project: CSAH 14 from Harpers to Lexington in Blaine | Map ID: 1586358723939



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



Created: 4/8/2020
LandscapeRSA1

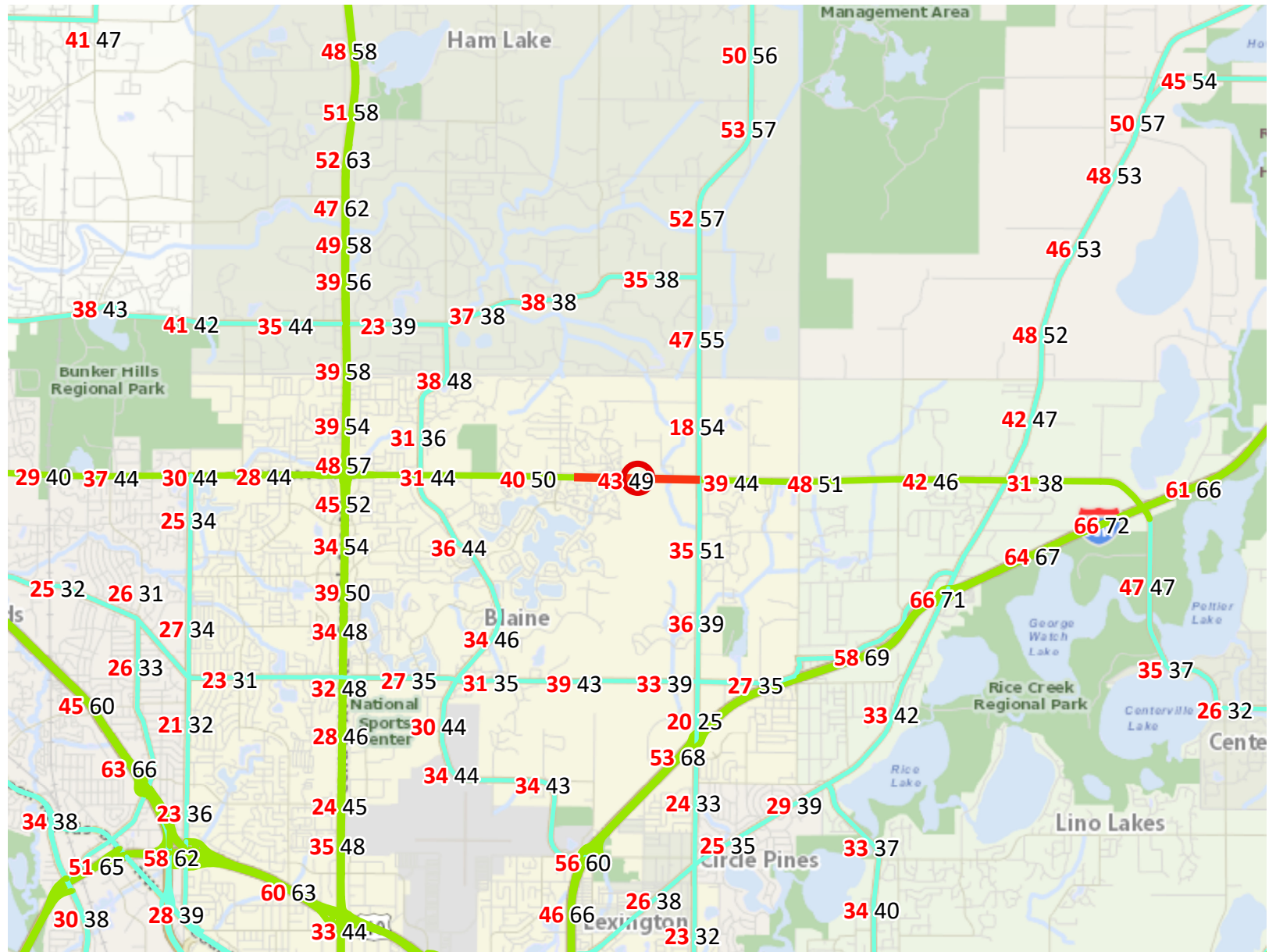


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/site/notice.aspx>



Level of Congestion

Roadway Expansion Project: CSAH 14 from Harpers to Lexington in Blaine | Map ID: 1586358723939



○ Project Points — Principal Arterials - - - Principal Arterials Planned

— Project — A Minor Arterials - - - A Minor Arterials Planned



Created: 4/8/2020
LandscapeRSA1



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



Regional Economy

Roadway Expansion Project: CSAH 14 from Harpers to Lexington in Blaine | Map ID: 1586358723939

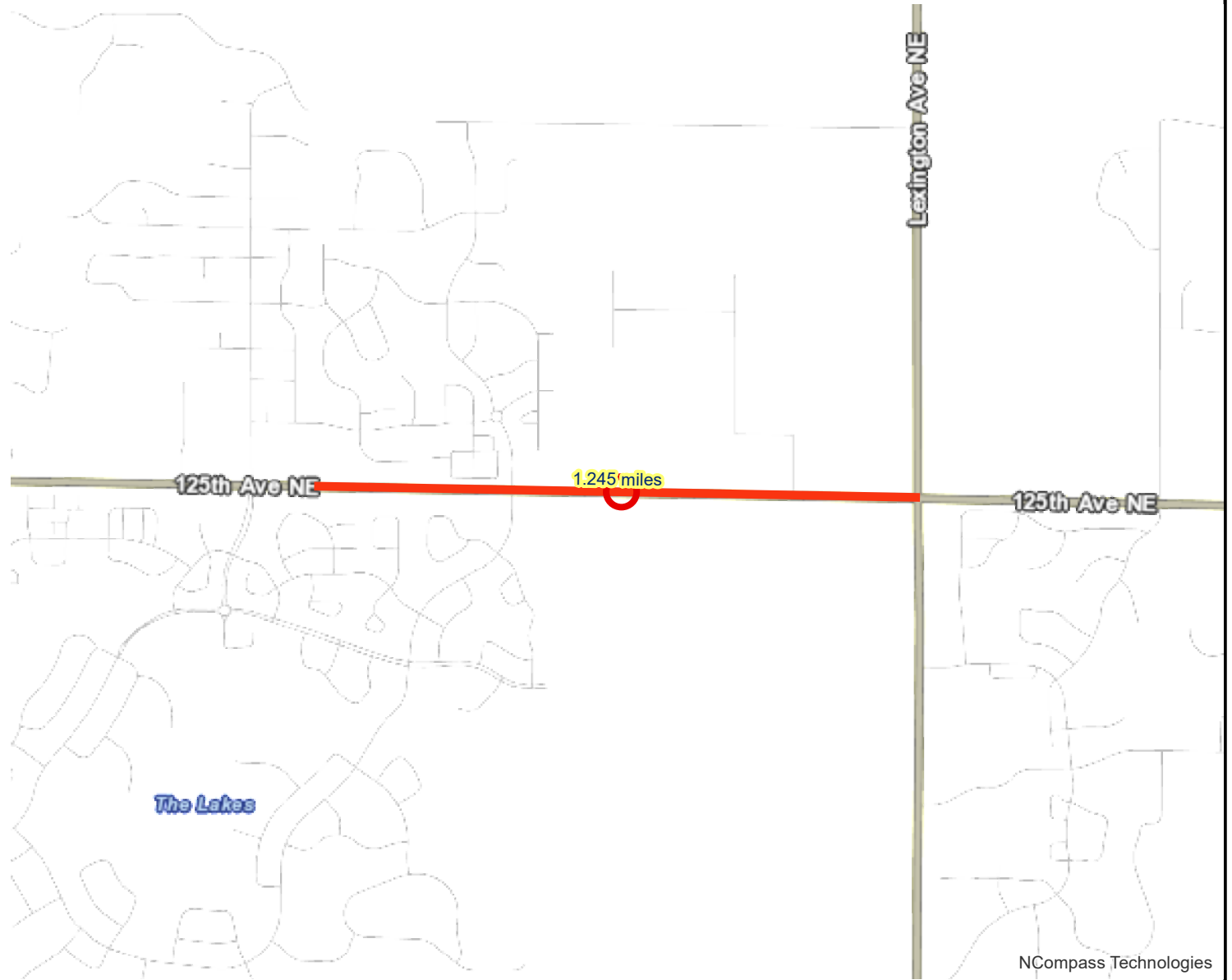
Results





WITHIN ONE MI of project:
Postsecondary Students: 0

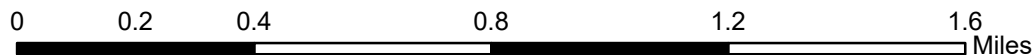
Totals by City:

Blaine

Population: 6220
Employment: 1064
Mfg and Dist Employment: 83



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



Created: 4/8/2020
LandscapeRSA5

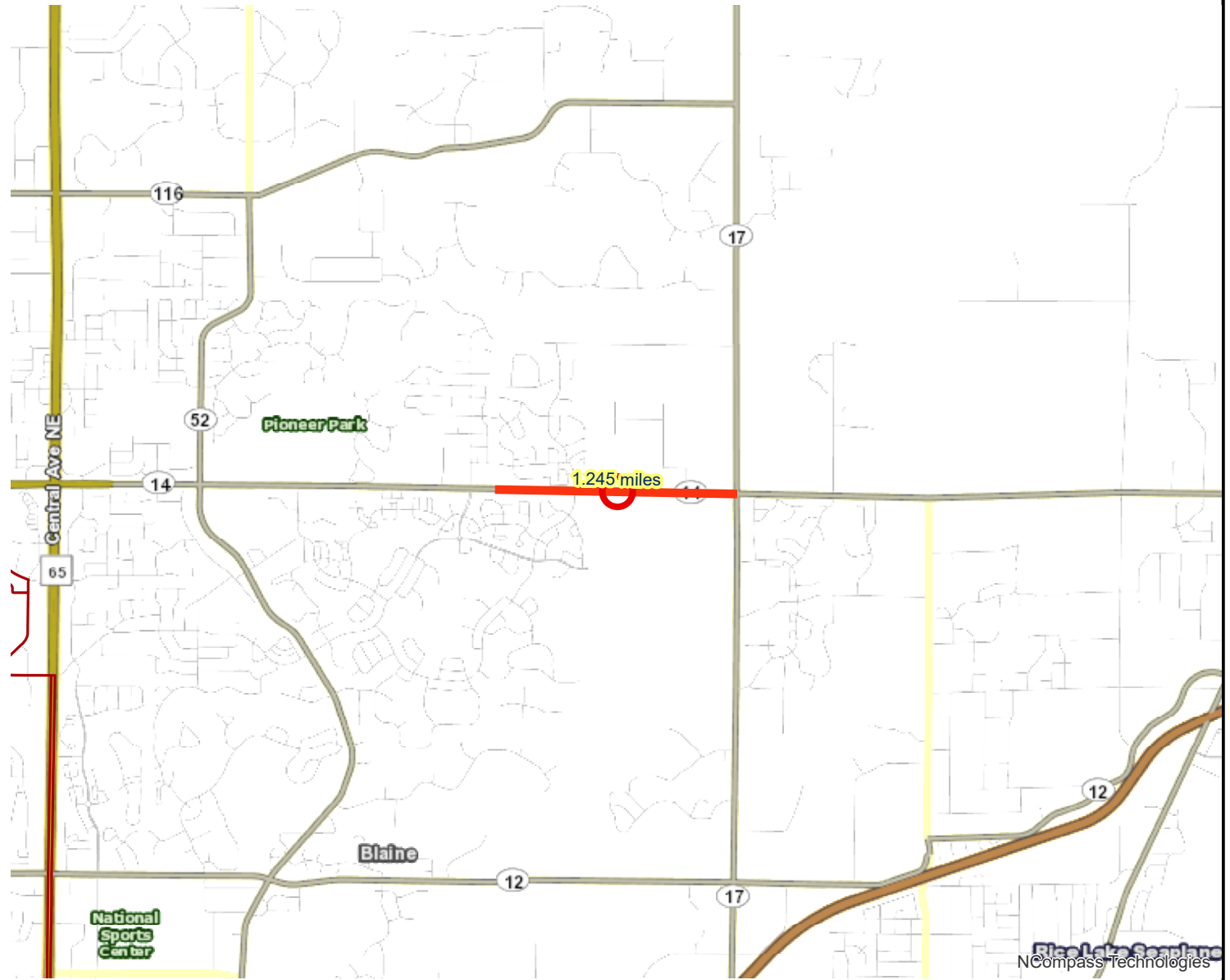


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Transit Connections

Roadway Expansion Project: CSAH 14 from Harpers to Lexington in Blaine | Map ID: 1586358723939



Results

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

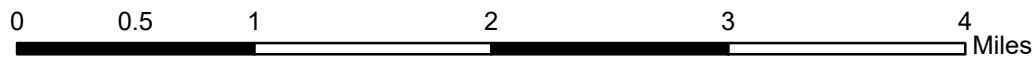
**indicates Planned Alignments*

Transit Market areas: 4

 Project Points  Transit Routes

 Project

 Project Area



Created: 4/8/2020
LandscapeRSA3



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Blaine City Center
NCompass Technologies

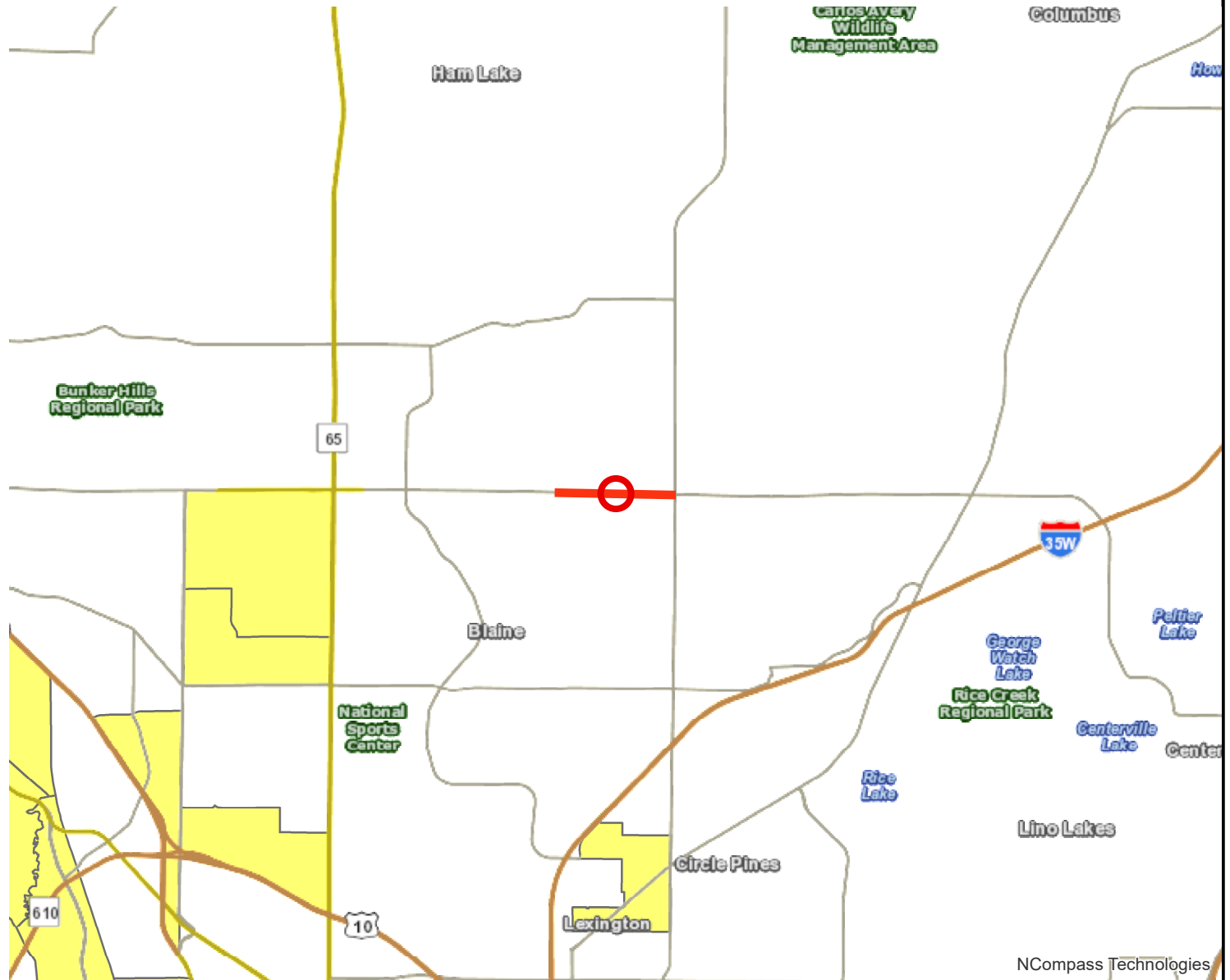
Socio-Economic Conditions

Roadway Expansion Project: CSAH 14 from Harpers to Lexington in Blaine | Map ID: 1586358723939

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:
50816 50818 50819




 Points

 Lines

 Area of Concentrated Poverty > 50% residents of color

 Area of Concentrated Poverty

 Above reg'l avg conc of race/poverty



Created: 4/8/2020
LandscapeRSA2



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



Intersection

Int Delay, s/veh 30.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↗			↗	↗
Traffic Vol, veh/h	72	586	38	107	768	94	19	4	67	49	4	53
Future Vol, veh/h	72	586	38	107	768	94	19	4	67	49	4	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	295	-	295	285	-	285	145	-	-	-	-	165
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	96	95	92	96	81	43	50	84	82	100	83
Heavy Vehicles, %	1	2	3	2	1	2	0	0	6	2	0	4
Mvmt Flow	80	610	40	116	800	116	44	8	80	60	4	64

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	916	0	0	650
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.11	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.209	-	-	2.218
Pot Cap-1 Maneuver	749	-	-	936
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	749	-	-	936
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

























Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	1.1	148.6	\$ 312.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	36	279	749	-	-	936	-	-	36	382
HCM Lane V/C Ratio	1.227	0.315	0.107	-	-	0.124	-	-	1.771	0.167
HCM Control Delay (s)	\$ 396.7	23.7	10.4	-	-	9.4	-	-	\$ 609.8	16.3
HCM Lane LOS	F	C	B	-	-	A	-	-	F	C
HCM 95th %tile Q(veh)	4.6	1.3	0.4	-	-	0.4	-	-	6.9	0.6

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 2: Lake Blvd/Legacy Creek Pkwy & 125th Ave (CSAH14)

04/10/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	586	38	107	768	94	19	4	67	49	4	53
Future Volume (veh/h)	72	586	38	107	768	94	19	4	67	49	4	53
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1863	1845	1863	1881	1863	1900	1900	1792	1863	1900	1827
Adj Flow Rate, veh/h	80	610	40	116	800	116	44	8	80	60	4	64
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.90	0.96	0.95	0.92	0.96	0.81	0.43	0.50	0.84	0.82	1.00	0.83
Percent Heavy Veh, %	1	2	3	2	1	2	0	0	6	2	0	4
Cap, veh/h	130	990	439	148	1041	461	613	637	510	604	650	531
Arrive On Green	0.07	0.28	0.28	0.08	0.29	0.29	0.04	0.34	0.34	0.05	0.34	0.34
Sat Flow, veh/h	1792	3539	1568	1774	3574	1583	1810	1900	1524	1774	1900	1553
Grp Volume(v), veh/h	80	610	40	116	800	116	44	8	80	60	4	64
Grp Sat Flow(s),veh/h/ln	1792	1770	1568	1774	1787	1583	1810	1900	1524	1774	1900	1553
Q Serve(g_s), s	3.5	12.1	1.5	5.2	16.5	4.5	1.3	0.2	3.0	1.7	0.1	2.3
Cycle Q Clear(g_c), s	3.5	12.1	1.5	5.2	16.5	4.5	1.3	0.2	3.0	1.7	0.1	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	990	439	148	1041	461	613	637	510	604	650	531
V/C Ratio(X)	0.62	0.62	0.09	0.78	0.77	0.25	0.07	0.01	0.16	0.10	0.01	0.12
Avail Cap(c_a), veh/h	300	1159	514	297	1171	519	711	637	510	688	650	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	25.2	21.4	36.2	26.1	21.8	16.2	17.9	18.8	16.0	17.5	18.2
Incr Delay (d2), s/veh	4.7	0.7	0.1	8.6	2.8	0.3	0.0	0.0	0.7	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.9	0.7	2.9	8.5	2.0	0.6	0.1	1.3	0.8	0.1	1.0
LnGrp Delay(d),s/veh	41.0	26.0	21.5	44.8	28.9	22.1	16.2	17.9	19.5	16.1	17.5	18.7
LnGrp LOS	D	C	C	D	C	C	B	B	B	B	B	B
Approach Vol, veh/h		730			1032			132			128	
Approach Delay, s/veh		27.4			29.9			18.3			17.4	
Approach LOS		C			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	29.2	7.6	32.6	10.3	30.1	8.2	32.0				
Change Period (Y+Rc), s	4.5	* 6.6	4.5	5.0	4.5	* 6.6	4.5	5.0				
Max Green Setting (Gmax), s	13.5	* 26	7.5	27.0	13.5	* 26	7.5	27.0				
Max Q Clear Time (g_c+l1), s	7.2	14.1	3.3	4.3	5.5	18.5	3.7	5.0				
Green Ext Time (p_c), s	0.1	6.8	0.0	0.5	0.1	5.0	0.0	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			27.5									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timing Report, Sorted By Phase
 2: Lake Blvd/Legacy Creek Pkwy & 125th Ave (CSAH14)

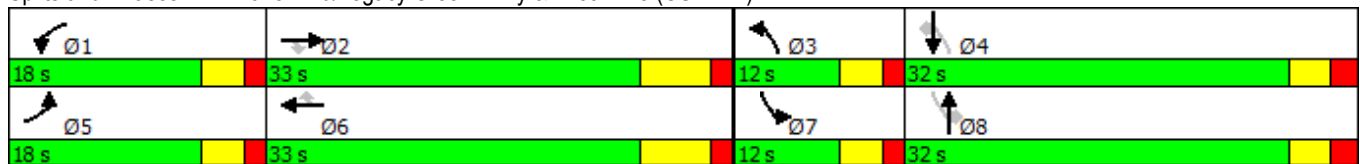
04/10/2020



Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	NBSB	EBL	WBT	SBL	NBSB
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Max	None	None	None	Max
Maximum Split (s)	18	33	12	32	18	33	12	32
Maximum Split (%)	18.9%	34.7%	12.6%	33.7%	18.9%	34.7%	12.6%	33.7%
Minimum Split (s)	18	32	12	32	18	32	12	32
Yellow Time (s)	3	5	3	3	3	5	3	3
All-Red Time (s)	1.5	1.6	1.5	2	1.5	1.6	1.5	2
Minimum Initial (s)	7	20	5	10	7	20	5	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		20		20		20		20
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	18	51	63	0	18	51	63
End Time (s)	18	51	63	0	18	51	63	0
Yield/Force Off (s)	13.5	44.4	58.5	90	13.5	44.4	58.5	90
Yield/Force Off 170(s)	13.5	24.4	58.5	70	13.5	24.4	58.5	70
Local Start Time (s)	77	0	33	45	77	0	33	45
Local Yield (s)	90.5	26.4	40.5	72	90.5	26.4	40.5	72
Local Yield 170(s)	90.5	6.4	40.5	52	90.5	6.4	40.5	52

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Uncoordinated
Natural Cycle	95

Splits and Phases: 2: Lake Blvd/Legacy Creek Pkwy & 125th Ave (CSAH14)



2: Lake Blvd/Legacy Creek Pkwy & 125th Ave (CSAH14)

Direction	EB	WB	NB	SB	All
Future Volume (vph)	696	969	90	106	1861
CO Emissions (kg)	0.70	1.07	0.19	0.94	2.90
NOx Emissions (kg)	0.14	0.21	0.04	0.18	0.56
VOC Emissions (kg)	0.16	0.25	0.04	0.22	0.67

2: Lake Blvd/Legacy Creek Pkwy & 125th Ave (CSAH14)

Direction	EB	WB	NB	SB	All
Future Volume (vph)	696	969	90	106	1861
CO Emissions (kg)	1.51	2.24	0.05	0.07	3.88
NOx Emissions (kg)	0.29	0.44	0.01	0.01	0.75
VOC Emissions (kg)	0.35	0.52	0.01	0.02	0.90

Timing Report, Sorted By Phase
 2: Lake Blvd/Legacy Creek Pkwy & 125th Ave (CSAH14)

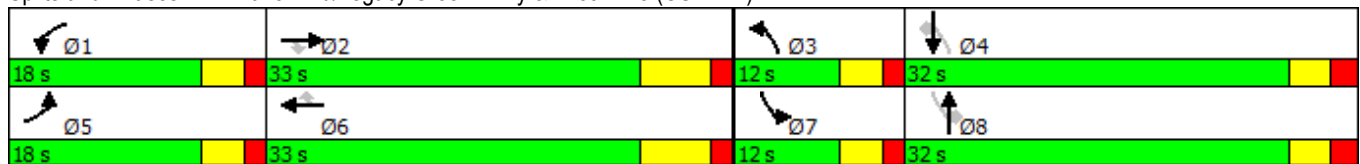
04/10/2020



Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	NBSB	EBL	WBT	SBL	NBSB
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	Max	None	None	None	Max
Maximum Split (s)	18	33	12	32	18	33	12	32
Maximum Split (%)	18.9%	34.7%	12.6%	33.7%	18.9%	34.7%	12.6%	33.7%
Minimum Split (s)	18	32	12	32	18	32	12	32
Yellow Time (s)	3	5	3	3	3	5	3	3
All-Red Time (s)	1.5	1.6	1.5	2	1.5	1.6	1.5	2
Minimum Initial (s)	7	20	5	10	7	20	5	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		5		5		5		5
Flash Dont Walk (s)		20		20		20		20
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	18	51	63	0	18	51	63
End Time (s)	18	51	63	0	18	51	63	0
Yield/Force Off (s)	13.5	44.4	58.5	90	13.5	44.4	58.5	90
Yield/Force Off 170(s)	13.5	24.4	58.5	70	13.5	24.4	58.5	70
Local Start Time (s)	77	0	33	45	77	0	33	45
Local Yield (s)	90.5	26.4	40.5	72	90.5	26.4	40.5	72
Local Yield 170(s)	90.5	6.4	40.5	52	90.5	6.4	40.5	52

Intersection Summary	
Cycle Length	95
Control Type	Actuated-Uncoordinated
Natural Cycle	95

Splits and Phases: 2: Lake Blvd/Legacy Creek Pkwy & 125th Ave (CSAH14)



Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 14 (125th Ave)	District	Metro	County	Anoka
Begin RP	9+00.799	End RP	10+00.543	Miles	1.200
Location	CSAH 14 (125th Ave): 0.15 Miles E of Harpers St to CSAH 17 (Lexington Ave)				

B. Project Description

Proposed Work	Expand CSAH 14 (125th Ave) from 2-lane undivided to 4-lane divided				
Project Cost*	\$4,995,000	Installation Year	2024		
Project Service Life	20 years	Traffic Growth Factor	2.3%		

* 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	2		
	C crashes	3		
	PDO crashes	17		

F. Benefit-Cost Calculation

\$4,665,164	Benefit (present value)	B/C Ratio = 0.94
\$4,995,000	Cost	

Proposed project expected to reduce 5 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 2.3%
 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	1.32	0.44	\$92,400
C crashes	1.98	0.66	\$72,600
PDO crashes	11.22	3.74	\$44,880

\$209,880

H. Amortized Benefit

Year	Crash Benefits	Present Value
2024	\$209,880	\$209,880
2025	\$214,728	\$212,182
2026	\$219,688	\$214,509
2027	\$224,763	\$216,862
2028	\$229,955	\$219,241
2029	\$235,267	\$221,645
2030	\$240,702	\$224,077
2031	\$246,262	\$226,534
2032	\$251,951	\$229,019
2033	\$257,771	\$231,531
2034	\$263,725	\$234,071
2035	\$269,817	\$236,638
2036	\$276,050	\$239,233
2037	\$282,427	\$241,857
2038	\$288,951	\$244,510
2039	\$295,626	\$247,192
2040	\$302,455	\$249,903
2041	\$309,441	\$252,644
2042	\$316,590	\$255,416
2043	\$323,903	\$258,217
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 = \$4,665,164



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:	

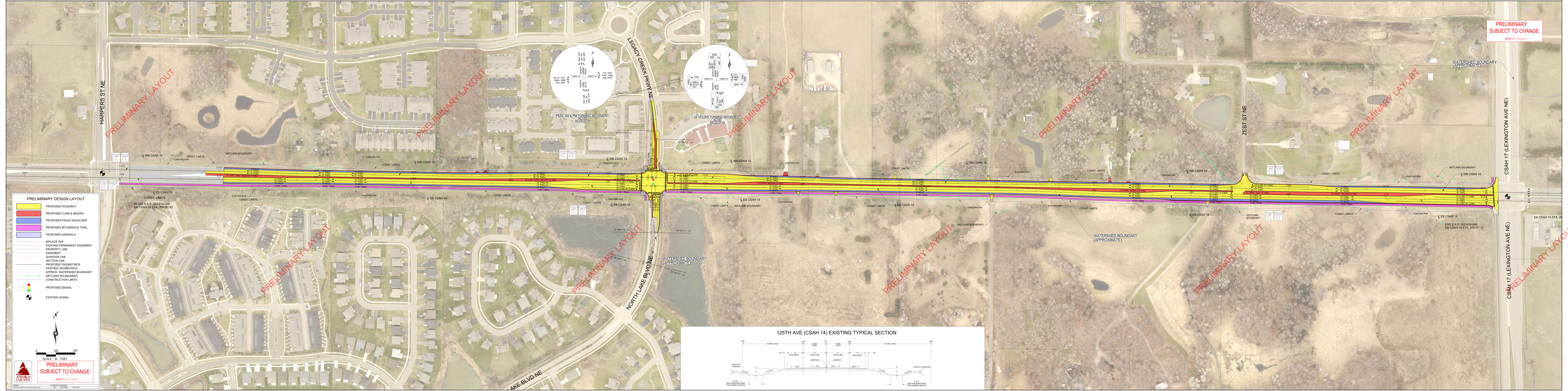
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

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.

PRELIMINARY
SUBJECT TO CHANGE
DATE: 04/15/2020



PRELIMINARY DESIGN LAYOUT

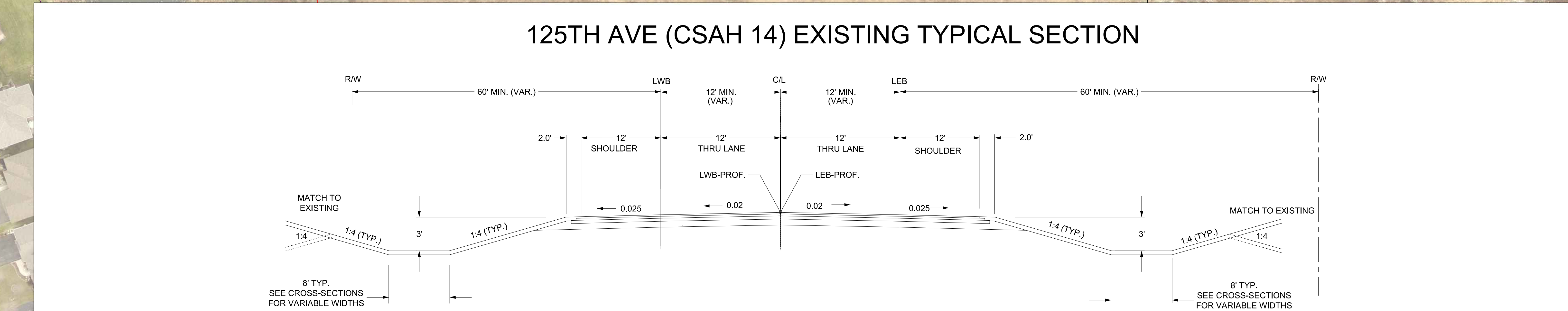
- PROPOSED ROADWAY
- PROPOSED CURB & MEDIAN
- PROPOSED PAVED SHOULDER
- PROPOSED BITUMINOUS TRAIL
- PROPOSED SIDEWALK
- IN PLACE R/W
- EXISTING PERMANENT EASEMENT
- PROPERTY LINE
- EASEMENT
- QUARTER LINE
- SECTION LINE
- PROPOSED GEOMETRICS
- EXISTING GEOMETRICS
- APPROX. WATERSHED BOUNDARY
- WETLAND BOUNDARIES
- CONSTRUCTION LIMITS
- PROPOSED SIGNAL
- EXISTING SIGNAL

SCALE IN FEET

**PRELIMINARY
SUBJECT TO CHANGE**

DATE: 04/15/2020

ANOKA COUNTY



1-Page Information Sheet: CSAH 14 Expansion in Blaine



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

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

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

PROJECT LOCATION: City of Blaine, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$3,964,000

TOTAL PROJECT COST: \$4,955,000

PROJECT DESCRIPTION

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

GEOMETRY

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

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



PROJECT BENEFITS

Elimination of Traffic Bottleneck:

Eliminates the 2-lane bottleneck section that exists between the 4-lane section west of the project and the 4-lane section on CSAH 17, south of project's eastern termini.

Reduction in Congestion:

- 2017: 12,100 volume is approaching 15,000 capacity (LOS D)
- 2040: 20,200 volume FAR EXCEEDS 15,000 capacity (LOS F)

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

OTHER INFORMATION:

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



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



City of Blaine

10801 Town Square Drive NE

Blaine MN 55449-8100

City Hall 763-784-6700 | BlaineMN.gov

March 23, 2020

Joe MacPherson
County Engineer
Anoka County Highway Department
1440 Bunker Lake Blvd. NW
Andover, MN 55304

RE: Letter of Support for CSAH 14 Corridor Improvements

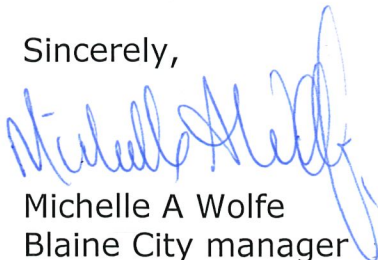
Dear Mr. MacPherson,

This letter documents the City of Blaine's support for Anoka County's funding request to the Metropolitan Council for the 2020 Regional Solicitation for 2024-2025 funding for the expansion of CSAH 14 (125th Avenue) to four lanes from Harpers Street to CSAH 17 (Lexington Avenue).

Blaine looks forward to continued cooperation with Anoka County as this project moves forward and as we work together to improve travel mobility and safety.

If you have any questions or require additional information, please reach out to me at 763-785-6121 or mwolfe@blainemn.gov

Sincerely,



Michelle A Wolfe
Blaine City manager

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: April 14, 2020

RESOLUTION #2020-49

OFFERED BY COMMISSIONER: Schulte

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

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

WHEREAS, traffic volumes on CSAH 14 have been increasing over the past decade and are expected to continue to increase in the future as the area continues to grow; and,

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

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

WHEREAS, Anoka County and the City of Blaine have worked together in the past to make 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 widen CSAH 14 (125th Avenue NE) from Harpers Street NE to CSAH 17 (Lexington Blvd NE), in the city of Blaine; and,

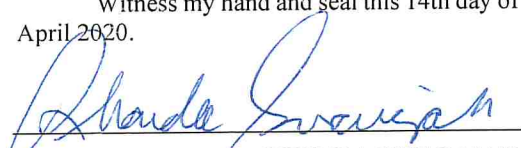
WHEREAS, Anoka County has the necessary capabilities to adequately fund its local cost share for this public improvement project:

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 14 (125th Avenue NE) from Harpers Street NE to CSAH 17 (Lexington Blvd NE) in the city of Blaine.

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 14 in Blaine



Anoka County
MINNESOTA

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