Application

13861 - 2020 Roadway Modernization

14141 - CSAH 11 (Northdale Blvd.) Modernization from Hanson to Foley in Coon Rapids

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	05/15/2020 1:20 PM

Primary Contact

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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	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project
Primary County where the Project is Located	Anoka
Cities or Townships where the Project is Located:	Coon Rapids
Jurisdictional Agency (If Different than the Applicant):	

The project will reconstruct a 1.9-mile section of CSAH 11 (Northdale Boulevard NW) from CSAH 78 (Hanson Boulevard) to CSAH 11 (Foley Boulevard) as a two-lane divided roadway with turn lane improvements in the City of Coon Rapids. CSAH 11, an A Minor Arterial Expander, is mostly a two-lane undivided roadway. The corridor experiences long AM and PM peak hour queues. This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes due to turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety by removing vehicles waiting to turn from through lanes. Access modifications will primarily be in the form of converting a select number of full access intersections to right-in/right-out access only with the construction of raised center medians.

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

Non-motorized accommodations in the project area are mostly non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any

advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.

(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 11 (NORTHDALE BLVD NW) FROM CSAH 78 (HANSON BLVD) TO CSAH 11 (FOLEY BLVD) IN COON RAPIDS; RECONSTRUCT ROADWAY, CURB AND GUTTER, CHANNELIZATION, STORM SEWER, TURN LANES, TRAIL, SIDEWALK AND LIGHTING.

Project Length (Miles)

to the nearest one-tenth of a mile

1.9

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

$5,214,400.00

Match Amount

$1,303,600.00

Minimum of 20% of project total

Project Total

$6,518,000.00

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

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:

2025

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

Additional Program Years:

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

Project Information-Roadways

County, City, or Lead Agency	Anoka County
Functional Class of Road	A Minor Arterial Expander
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	11
Name of Road *Example; 1st ST., MAIN AVE*	Northdale Boulevard NW
Zip Code where Majority of Work is Being Performed	55448
(Approximate) Begin Construction Date	03/01/2025
(Approximate) End Construction Date	11/30/2025

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

From: **(Intersection or Address)**	CSAH 78 (Hanson Boulevard)
To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	CSAH 11 (Foley Boulevard)
Or At	
Miles of Sidewalk (nearest 0.1 miles)	1.9
Miles of Trail (nearest 0.1 miles)	1.9
Miles of Trail on the Regional Bicycle Transportation Network (nearest 0.1 miles)	0.3
Primary Types of Work *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.*	ROADWAY RECONSTRUCTION INCLUDING GRADING, AGGREGATE BASE, BITUMINOUS BASE, BITUMINOUS SURFACE, CURB AND GUTTER, STORM SEWER, LIGHTING, TRAIL, SIDEWALK

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	02553
New Bridge/Culvert No.:	Not Applicable
Structure is Over/Under **(Bridge or culvert name):**	CSAH 11 over Coon Creek

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.

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

- Goal A - Transportation System Stewardship, Objectives A & B, Strategies A1 & A2 (pages 2.2 & 2.3)

- Goal B - Safety and Security, Objectives A & B, Strategies B1 & B6 (pages 2.5 & 2.8)

- Goal C - Access to Destinations, Objectives A, B, D & E, Strategies C1, C2, C9, C15, C16 & C17 (pages 2.10, 2.11, 2.17, 2.18, 2.22, 2.23 & 2.24)

- Goal D - Competitive Economy, Objectives A, B & C, Strategies D3 & D5 (pages 2.27, 2.28 & 2.29)

- Goal E - Healthy and Equitable Communities, Objectives A, B, C & D, Strategies E1, E2, E3, E4, E5, E6 & E7 (pages 2.30, 2.31, 2.32, 2.33 & 2.34)

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:

- Anoka County 2040 Transportation Plan Update (November 2019) - Pages 54, 63, 64, 90, 119, "F-8," "F-27," "F-28" and "I-4" (See Attachment)

- Anoka County Highway System ADA Transition Plan (March 2018) - Appendix B (See Attachment)

- Coon Creek Regional Trail Master Plan (May 2015) - Pages 3, 4, 7, 8, 12, 16, 18, 21, 22 and Appendix (See Attachment)

- Coon Rapids 2040 Comprehensive Plan - Pages "3-15," "6-8," "9-10" and "9-15" (See Attachment)

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/wp-content/uploads/2018/05/ACHD-Transition-Plan2018.pdf

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 MnDOTs Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

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

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

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)	$302,000.00
Removals (approx. 5% of total cost)	$394,000.00
Roadway (grading, borrow, etc.)	$551,000.00
Roadway (aggregates and paving)	$2,013,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$1,065,000.00
Ponds	$321,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$675,000.00
Traffic Control	$69,000.00
Striping	$82,000.00
Signing	$37,000.00
Lighting	$0.00
Turf - Erosion & Landscaping	$288,000.00
Bridge	$0.00
Retaining Walls	$53,000.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$439,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$25,000.00
Roadway Contingencies	$0.00
Other Roadway Elements	$23,000.00
Totals	**$6,337,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$109,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$72,000.00
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	**$181,000.00**

Specific Transit and TDM Elements

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

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	$0.00
Subtotal	$0.00

Other Costs - Administration, Overhead,etc.	$0.00

Totals

Total Cost	$6,518,000.00
Construction Cost Total	$6,518,000.00
Transit Operating Cost Total	$0.00

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

Existing Employment within 1 Mile:	4355
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	629
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1589401458401_Anoka CSAH 11_RegnlEconomyMap_May 2020.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:	Yes
Miles:	1.9
(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:	

Measure A: Current Daily Person Throughput

Location	West of Xeon Street NW
Current AADT Volume	11100
Existing Transit Routes on the Project	Other

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

Upload Transit Connections Map	1589401918638_Anoka CSAH 11_TransitConnectnsMap_May 2020.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	14430.0

Measure B: 2040 Forecast ADT

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

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	Metropolitan Council ABM (refined by SEH/Haifeng Xiao for use on the Anoka County 2040 Transportation Plan)
Forecast (2040) ADT volume	12400

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:

The attached plan excerpts capture the in-person and online engagement that has informed the project's selection and design. Due to the COVID-19 outbreak, the County plans to reschedule the planned open house for seeking input on the design concept (online engagement to continue). The County has a history of employing a robust public involvement plan with all major projects which incorporates collaboration from city staff, policymakers and directly with residents, business owners and commuters. For residents and businesses adjacent to the project, our design and environmental impact team will 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 (e.g., plats, ROW limits). Throughout the project we also hold several public meetings at accessible locations as well as organize and attend stakeholder meetings with groups ranging from citizen advocacy groups to chambers of commerce. Additional outreach efforts include the use of social media, newsletters, local cable access TV stations and variable message boards to alert the public of upcoming meetings. Additionally, our website contains links for people to contact us for general information or requests, project specifics and even grievances. All of these efforts are put forth to ensure a successful project in the eyes of the community.

(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.

The project benefits protected or limited mobility populations through improvements to and prioritization of multimodal transportation facilities, on which these populations heavily rely. The existing non-motorized connections along CSAH 11 are discontinuous which makes non-motorized travel difficult and unsafe. Upon project completion, the 1.9-mile project corridor will have a continuous 6-ft sidewalk (north side) and a continuous 10-ft multi-use trail (south side). Providing separated facilities (by buffer & curb) will improve the safety for all users. The County's practice of constructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations.

Response:

The Coon Creek Regional Trail currently intersects CSAH 11 at-grade near Xeon Blvd. This 7-mile RBTN Tier 2 corridor provides connections to regional job concentrations and the regional transit system. It also connects two regional parks. RBTN designations denote strong demand for bicycle travel and represent opportunities to enhance local economic development and business retention. Addressing the regional trail's unsafe mid-block crossing of CSAH 11 is strongly reflected in the attached plans. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the trail crossing to the signalized intersection of Xeon St and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users. Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations, including several adjacent parks.

The project will also upgrade all signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections. These improvements will also improve the visibility of the most vulnerable travelers. The non-motorized improvements will expand opportunities for low-cost and active modes of transportation, equating to various economic and health benefits.

The project will modernize the roadway (raised center medians, turn lanes and access management) and integrate critical safety improvements to reduce crash risk exposure, while also improving safety and comfort for all users. These roadway improvements create more predictable movements for all modes and provide a higher level of visibility. The project will provide roadway users with reliable travel times at reasonable travel speeds.

(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:

The project does not impose adverse human health or environmental effects on low-income populations, communities of color, or vulnerable populations such as children, the elderly, and people with disabilities. Project construction will incorporate proper noise, dust and traffic mitigation as well as planned detour routes consistent with adopted County policies. The project requires no relocations of residences or businesses.

(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

1589402286419_Anoka CSAH 11_SocioEconomicMap_May 2020.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
Coon Rapids	23106.0	1.0	100.0	100.0

Total Project Length

Total Project Length	1.9

Project length entered on the Project Information - General form.

Housing Performance Score

Total Project Length (Miles) or Population	23106.0
Total Housing Score	100.0

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:

According to STREAMS, there is an affordable housing location within 400 ft of CSAH 11 (see Grasslands Housing Inc. profile below).

Funding Category:

- Project-Based Subsidy

Property Info:

- Year Built: 1982

- Building Type: Apartment

- Groups Served: Disabled

- Total Units: 24

- Affordable Units: 24

Affordable Units by Bedroom:

- 1 BR: 16

- 2 BR: 8

Units by Area Median Income:

- 30%: 24

Funding Program:

- HUD: Section 202

The project benefits these residents through improvements to and prioritization of multimodal

transportation facilities. The existing non-motorized connections along CSAH 11 are discontinuous which makes non-motorized travel difficult and unsafe. Upon project completion, the 1.9-mile project corridor will have a continuous 6-ft sidewalk (north side) and a continuous 10-ft multi-use trail (south side). Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant ped ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA ped ramps will also be included at non-signalized intersections. These improvements will also improve the visibility of the most vulnerable travelers.

Motorists currently do not have any advanced notice of the unmarked Coon Creek Regional Trail crossing near Xeon Blvd and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse (see public comment in trail plan excerpt). This RBTN Tier 2 corridor provides connections to regional job concentrations and the regional transit system. This project will relocate the trail crossing to the signalized intersection of Xeon St and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users. Upon project completion, non-motorized users will be able to make seamless connections between regional and local destinations, including several adjacent parks.

(Limit 2,100 characters; approximately 300 words)

Upload map:

1589478068209_Anoka CSAH 11_AffordableHousing_May 2020.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1961	1.9	3725.9	1961.0
	2	**3726**	**1961**

Total Project Length

Total Project Length (as entered in "Project Information" form) 1.9

Average Construction Year

Weighted Year 1961

Total Segment Length (Miles)

Total Segment Length 1.9

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

The divided roadway will improve freight traffic flows along this important Tier 3 corridor by separating directional traffic with a raised median and providing dedicated turn lanes and paved shoulders. This will enhance safety and provide delineation between travel lanes which benefits heavy truck operations. Driveway aprons that are poorly designed or exhibit deterioration will be replaced to better accommodate local delivery trucks. The project also preserves the structural integrity (10-ton rated) and smoothness of the pavement. Continuous non-motorized facilities will also improve the mobility and safety of all users by removing pedestrians and bicyclists from the roadway.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response:

The project will improve clear zones and sight lines by introducing designated turn lanes on CSAH 11 and installing raised center medians. This provides more explicit guidance to drivers about safe and expected vehicle movements. Side streets will be adjusted at the intersections as needed to improve sight lines. All obstacles will be removed to meet clear zone requirements. The design provides continuous sidewalks and trails separated from the road by landscaped boulevards to provide safe separation of vehicles and other modes. All access points will be evaluated for possible closure/consolidation to ensure adequate visibility for vehicles entering/exiting CSAH 11 and to reduce conflict.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics:

Yes

Response:

The proposed two-lane divided section will provide designated turn lanes at CSAH 11 intersections to remove turning from through lanes and eliminate weaving movements around turning vehicles. The existing geometry results in tight turns and traffic queues along CSAH 11. The raised center median will better separate opposing vehicles, manage local access and improve pedestrian crossings. Improvements to side street curb radii will better accommodate truck turning movements along this important Tier 3 freight corridor and the new non-motorized connections will provide a pedestrian buffer from motorized traffic.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Response:

The proposed two-lane divided roadway will implement access management practices by converting direct driveways to right-in/right-outs. This will reduce conflict points at these locations. Drivers will be able to make left turn movements by making U-turns at the nearest local road intersection. This will reduce impact to property owners and increase roadway capacity and safety on CSAH 11. Anoka County has also identified a number of existing driveways and curb cut openings that do not appear to be needed. Removal of unnecessary accesses can result in improved safety through the reduction of conflict points. Potential access changes will be determined during the project development process.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

Response:

As part of the project, vertical and horizontal alignment will be improved to help enhance sight lines and road visibility. The design will explore opportunities to minimize grade change while tying in to existing intersections. The proposed divided two-lane roadway will be adjusted to meet current State Aid roadway design standards to improve safety, accessibility and mobility in the area.

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

Response:

The project includes storm sewer and curb and gutter installation to properly manage stormwater runoff and drainage. The project will meet all required stormwater standards, which is an improvement over the existing rural typical section areas and several of the other areas along CSAH 11 with outdated infrastructure. Additionally, the contractor will be required to follow the Stormwater Pollution Prevention Plan to ensure proper sediment and erosion control.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Response:

Signals at Xeon St and Redwood St will be upgraded or replaced to a new system with full pedestrian accommodations (APS, countdown timers, etc.). Intersection street lighting will be enhanced at the local road intersections to improve visibility and safety for turning vehicles. The lighting will also be upgraded to LED for longer life and improved energy usage. The project design also preserves the train activated warning devices (flashing light signals & roadway warning gates) that are present at the CSAH 11 at-grade railroad crossing east of Xeon St.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

Response:

The project will provide continuous ADA-compliant bicycle and pedestrian facilities along CSAH 11. This project will also address the Coon Creek Regional Trail's unsafe mid-block crossing of CSAH 11 near Xeon Blvd. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon St and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.

(Limit 700 characters; approximately 100 words)

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

2.8	2.6	0.2	1009	1009	201.8	201.8	Not Applicable	1589404468118_Anoka CSAH 11_SynchroReports_May 2020.pdf
						202		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	201.8
Total Peak Hour Delay Reduced	201.8

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
1.38	1.35	0.03
1	**1**	**0**

Total

Total Emissions Reduced:	0.03
Upload Synchro Report	1589404992786_Anoka CSAH 11_SynchroReports_May 2020.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: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used: *(Limit 700 Characters; approximately 100 words)*	Crash Modification Factor ID: 3034 (Install Raised Median); Crash Type: All Crash Modification Factor ID: 3035 (Install Raised Median); Crash Type: Fatal & Serious
Rationale for Crash Modification Selected: *(Limit 1400 Characters; approximately 200 words)*	These are the crash modification factors that best represent the proposed scope of work and the documented crash history.
Project Benefit ($) from B/C Ratio	$15,787,934.00
Total Fatal (K) Crashes:	3
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	28
Total Fatal (K) Crashes Reduced by Project:	1
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:	11
Worksheet Attachment *Please upload attachment in PDF form.*	1589409935728_Anoka CSAH 11_BCworksheet_May 2020.pdf

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:

Non-motorized accommodations in the project area are mostly non-existent (therefore pedestrian safety is a concern). The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections. These improvements will allow easy access for persons with mobility limitations.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.

(Limit 2,800 characters; approximately 400 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The project will provide facilities for safe walking and bicycling that do not exist today. Upon project completion, the 1.9-mile project corridor will have a continuous 6-ft sidewalk (north side) and a continuous 10-ft multi-use trail (south side). The trail will safely accommodate two-way directional traffic. Providing separated facilities (by buffer & curb) will improve the safety for all users. Non-motorized users will no longer be forced to travel in the roadway (11,100 vpd w/ posted speeds of 35/45 mph). Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced.

Safe non-motorized connections will be added to the existing bridge over Coon Creek. The project design also preserves the raised center medians, train activated warning devices (flashing light signals & roadway warning gates) and non-motorized crossing pads that are present today at the CSAH 11 at-grade railroad crossing east of Xeon St.

Coon Creek Regional Trail, a mostly complete 7-mile north-south RBTN Tier 2 corridor that connects Bunker Hills and Coon Rapids Dam Regional Parks, currently intersects CSAH 11 at-grade near Xeon Blvd. Addressing the regional trail's unsafe mid-block crossing of CSAH 11 is strongly reflected in the attached plans. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the trail crossing to the signalized intersection of Xeon St and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users. The project will also incorporate wayfinding signage. Upon project completion, non-

motorized users will be able to make seamless connections between regional and local destinations, including five nearby parks (see plan excerpt).

The project will address locations identified as deficient in the County's ADA Transition Plan (see plan excerpt). The project will upgrade CSAH 11 signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections.

The project would not preclude the implementation of the North-Central transitway, if desired by the region in the future. Raised center medians, new and lengthened turn lanes and access management improvements will benefit all users including the region's dial-a-ride service. These roadway improvements will reduce crashes, create more predictable movements for all modes and provide a higher level of visibility.

(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.	Yes

100%

Attach Layout — 1589406896091_Anoka CSAH 11_ConceptLayout_May 2020.pdf

Please upload attachment in PDF form.

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

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion — 05/01/2020

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 12/31/2024

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: 05/17/2017

Targeted online/mail outreach: 10/01/2018

Number of respondents: 0

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.

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%

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

This project was highlighted as a priority by a number of plans, each with their own community input (see attached plan excerpts). 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 Coon Rapids 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 (see the City's input on this project in attachment). 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 traffic signals and pedestrian facilities adjacent to CSAH 11 were also available on the County's ADA Transition Plan webpage.

Public outreach also occurred during the Coon Creek Regional Trail master planning process. Once a tentative alignment was determined, a draft

master plan was developed and the County reached out to the public for comment. An open house to receive public comment was held on March 25, 2015. Post card invitations were sent to residents within 200 feet of the trail corridor and a notice of advertising the open house was published in the legal newspaper of Anoka County as well as another local weekly newspaper. Open house invitations were also sent to a mosque and Hmong church as well. The draft master plan was posted on the County website as well as the City's website requesting input. One of the public comments received was in regard to the mid-block RBTN crossing of CSAH 11 and associated concern due to sight distances and speed of vehicular travel. This issue has been addressed in the development concept of the plan as well as the current project.

Due to the COVID-19 outbreak, the planned open house to seek input on the design concept will be rescheduled soon (online engagement to continue).

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$6,518,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$6,518,000.00
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
Anoka CSAH 11_1PgProjectSumm_May 2020.pdf	One-Page Project Summary	1.3 MB
Anoka CSAH 11_ACHD2040TransPlanUpdateExcerpt_May 2020.pdf	Excerpt from Anoka County 2040 Transportation Plan Update(November 2019)	965 KB
Anoka CSAH 11_ACHDTransitionPlanExcerpt_May 2020.pdf	Excerpt from Anoka County Highway System ADA Transition Plan(March 2018)	1.7 MB
Anoka CSAH 11_AnokaCoResolution_May 2020.pdf	Anoka County Resolution	192 KB
Anoka CSAH 11_CoonCreekRegionalTrailMasterPlanExcerpt_May 2020.pdf	Excerpt from Coon Creek Regional Trail Master Plan(May 2015)	2.3 MB
Anoka CSAH 11_CoonRapids2040CompPlanExcerpt_May 2020.pdf	Excerpt from Coon Rapids 2040 Comprehensive Plan	525 KB
Anoka CSAH 11_CoonRapidsSupportLtr_May 2020.pdf	City of Coon Rapids Support Letter	246 KB
Anoka CSAH 11_ExistingPhotos_May 2020.pdf	Existing Condition Photographs	1007 KB
Anoka CSAH 11_LvlOfCongestionMap_May 2020.pdf	Anoka CSAH 11 Level of Congestion Map	2.5 MB

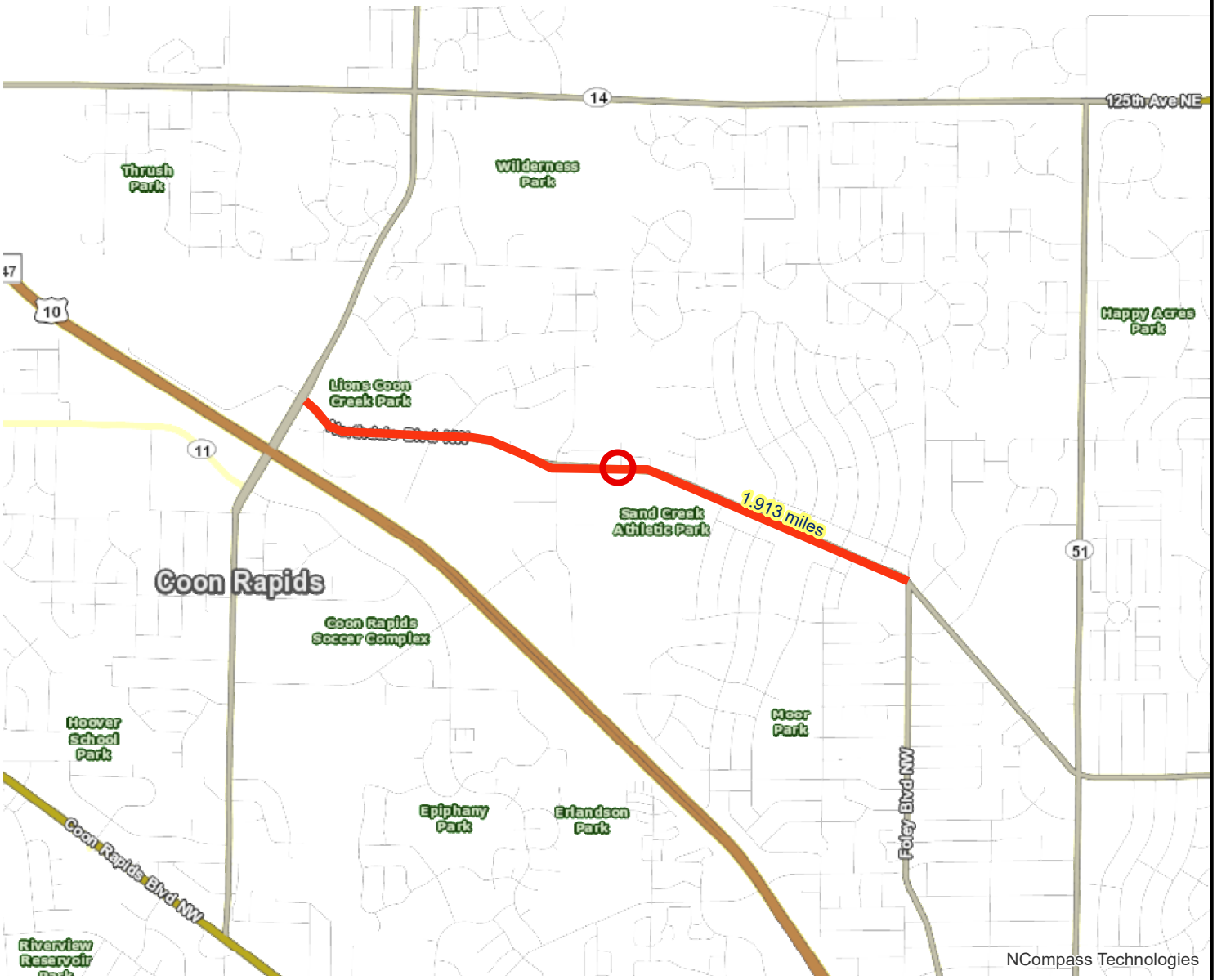
Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard) Reconstruction Project | Map ID: 15

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Coon Rapids
Population: 23106
Employment: 4355
Mfg and Dist Employment: 629



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.275 0.55 1.1 1.65 2.2 Miles

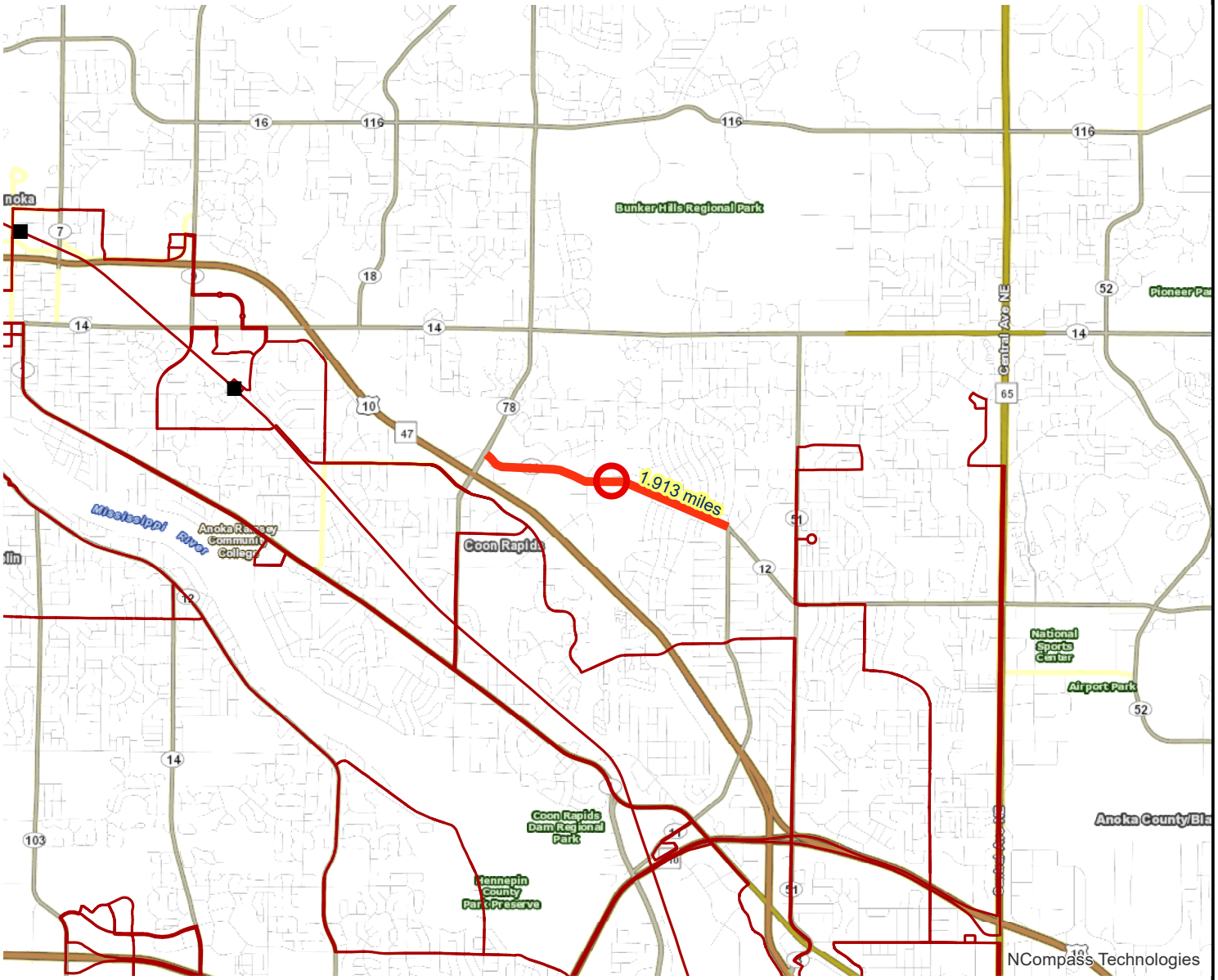
Created: 4/6/2020
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard) Reconstruction Project | Map ID: 1



Results

Transit with a Direct Connection to project:
*North Central

**indicates Planned Alignments*

Transit Market areas: 3

Project Points
Project
Project Area

Transitway Stations
Northstar Line
Transit Routes

0 0.5 1 2 3 4 Miles

Created: 4/6/2020
LandscapeRSA3

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

METROPOLITAN COUNCIL

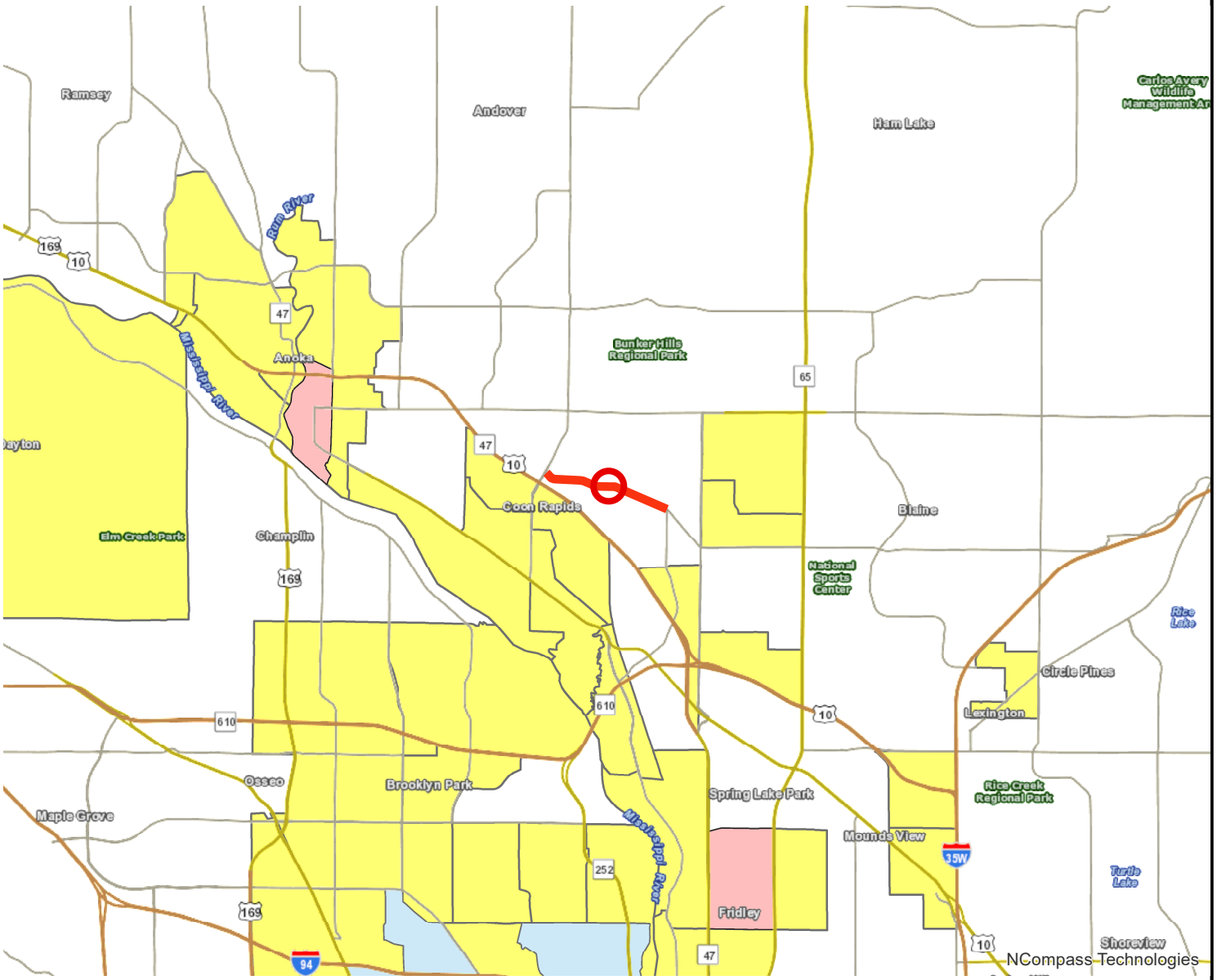
Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard) Reconstruction Project | Map ID: 158618036

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:
50602 50608 50702
50704 50711 50712



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

0 1.25 2.5 5 7.5 10 Miles

Created: 4/6/2020
LandscapeRSA2

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http://giswebsite.metc.state.mn.us/gissite/notice.aspx

METROPOLITAN COUNCIL

Grasslands Housing Inc. (11740 Xeon Blvd NW, Coon Rapids))

May 14, 2020

1:19,200

0 875 1,750 3,500 ft

0 262.5 525 1,050 m

Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search,appraisal, survey, or for zoning verification.

Grasslands Housing Inc. (11740 Xeon Blvd NW, Coon Rapids))

May 14, 2020

1:2,400

0 112.5 225 450 ft

0 30 60 120 m

Disclaimer: Map and parcel data are believed to be accurate, but accuracy is not guaranteed. This is not a legal document and should not be substituted for a title search,appraisal, survey, or for zoning verification.

HousingLink

Streams

Return to main site

Property Detail

About Streams

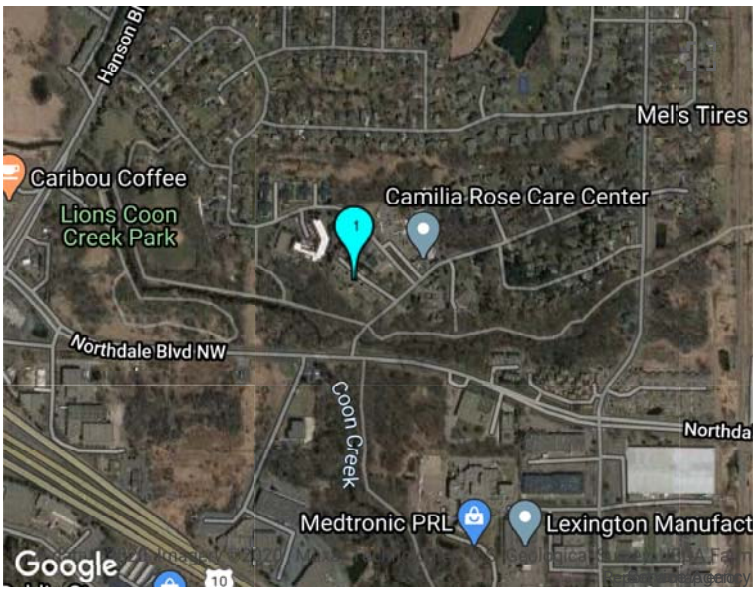
Grasslands Housing Inc.
11740 Xeon Blvd NW
Coon Rapids, MN 55448

Funding Categories
Project-Based Subsidy

Property Information
Year Built: 1982
Building Type: Apartment
Groups Served: Disabled
Total Units: 24
Affordable Units: 24

Affordable Units by Bedroom
1 BR: 16
2 BR: 8

Units by Area Median Income
30%: 24



Housing+Transit Cost Walk Score®: 27 Send us feedback

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
1	09/01/2013	09/01/2013	Subsidized	Subsidized	Subsidized
2	06/15/2013	06/15/2013	Subsidized	Subsidized	Subsidized

Known Property Addresses

1	11740 Xeon Blvd NW	Coon Rapids

Funding Dates & Programs
First known closing:
Most recent closing:
Earliest expiration: 12/31/2017
Last Activity: Preservation

HUD: Section 202

Expiration: 12/31/2017

Known Property Identifiers
HousingLink: 3565
HUD: 800010922

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
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	-	-	-	-	-	-	-	-	-	-	-	-
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	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	998	1014	340	990	1001	544
Stage 1	-	-	-	-	-	-	394	394	-	588	588	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	223	239	702	225	243	539
Stage 1	-	-	-	-	-	-	631	605	-	495	496	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	198	225	702	207	228	539
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	225	-	207	228	-
Stage 1	-	-	-	-	-	-	610	584	-	478	483	-
Stage 2	-	-	-	-	-	-	443	467	-	589	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	25.9	19.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	997	-	-	1200	-	-	303
HCM Lane V/C Ratio	0.259	0.027	-	-	0.018	-	-	0.179
HCM Control Delay (s)	25.9	8.7	0	-	8.1	0	-	19.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.26	0.61	0.05	0.05	0.97
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.19
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
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	200	-	200	200	-	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	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	979	995	321	957	968	511
Stage 1	-	-	-	-	-	-	375	375	-	555	555	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	229	245	720	237	254	563
Stage 1	-	-	-	-	-	-	646	617	-	516	513	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	207	234	720	221	243	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	234	-	221	243	-
Stage 1	-	-	-	-	-	-	629	600	-	502	504	-
Stage 2	-	-	-	-	-	-	448	471	-	593	578	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	24.8	18.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	997	-	-	1200	-	-	322
HCM Lane V/C Ratio	0.248	0.027	-	-	0.018	-	-	0.169
HCM Control Delay (s)	24.8	8.7	-	-	8.1	-	-	18.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.25	0.60	0.05	0.05	0.95
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.18
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
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	-	-	-	-	-	-	-	-	-	-	-	-
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	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	998	1014	340	990	1001	544
Stage 1	-	-	-	-	-	-	394	394	-	588	588	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	223	239	702	225	243	539
Stage 1	-	-	-	-	-	-	631	605	-	495	496	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	198	225	702	207	228	539
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	225	-	207	228	-
Stage 1	-	-	-	-	-	-	610	584	-	478	483	-
Stage 2	-	-	-	-	-	-	443	467	-	589	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	25.9	19.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	231	997	-	-	1200	-	-	303
HCM Lane V/C Ratio	0.259	0.027	-	-	0.018	-	-	0.179
HCM Control Delay (s)	25.9	8.7	0	-	8.1	0	-	19.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.26	0.61	0.05	0.05	0.97
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.19
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
Future Vol, veh/h	25	295	35	20	470	60	40	5	10	20	5	25
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	200	-	200	200	-	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	27	321	38	22	511	65	43	5	11	22	5	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	359	0	0	979	995	321	957	968	511
Stage 1	-	-	-	-	-	-	375	375	-	555	555	-
Stage 2	-	-	-	-	-	-	604	620	-	402	413	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	997	-	-	1200	-	-	229	245	720	237	254	563
Stage 1	-	-	-	-	-	-	646	617	-	516	513	-
Stage 2	-	-	-	-	-	-	485	480	-	625	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	997	-	-	1200	-	-	207	234	720	221	243	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	234	-	221	243	-
Stage 1	-	-	-	-	-	-	629	600	-	502	504	-
Stage 2	-	-	-	-	-	-	448	471	-	593	578	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	24.8	18.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	997	-	-	1200	-	-	322
HCM Lane V/C Ratio	0.248	0.027	-	-	0.018	-	-	0.169
HCM Control Delay (s)	24.8	8.7	-	-	8.1	-	-	18.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.6

3:

Direction	EB	WB	NB	SB	All
Future Volume (vph)	355	550	54	50	1009
CO Emissions (kg)	0.25	0.60	0.05	0.05	0.95
NOx Emissions (kg)	0.05	0.12	0.01	0.01	0.18
VOC Emissions (kg)	0.06	0.14	0.01	0.01	0.22

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 11	**District**	Metro	**County**	Anoka
Begin RP		**End RP**		**Miles**	1.900
Location	CSAH 11 (Northdale Blvd): CSAH 78 (Hanson) to CSAH 11 (Foley)				

B. Project Description

Proposed Work	Center Raised Medians and Turn Lane Improvements		
Project Cost*	$6,518,000	**Installation Year**	2022
Project Service Life	20 years	**Traffic Growth Factor**	1.0%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.61	**Fatal (K) Crashes**	**Reference**	CMF ID: 3034 (Install Raised Median)
0.61	**Serious Injury (A) Crashes**		
0.61	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.61	**Possible Injury (C) Crashes**		
0.61	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.56	**Fatal (K) Crashes**	**Reference**	CMF ID: 3035 (Install Raised Median)
0.56	**Serious Injury (A) Crashes**		
	Moderate Injury (B) Crashes	**Crash Type**	Fatal & Serious
	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**	**Fatal & Serious**
K crashes	0	3
A crashes	0	0
B crashes	5	
C crashes	3	
PDO crashes	17	

F. Benefit-Cost Calculation

$15,787,934	**Benefit (present value)**

B/C Ratio = 2.42

$6,518,000 **Cost**

B/C Ratio = 2.43

Proposed project expected to reduce 4 crashes annually, 1 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	1.32	0.44	$598,400
A crashes	0.00	0.00	$0
B crashes	1.95	0.65	$136,500
C crashes	1.17	0.39	$42,900
PDO crashes	6.63	2.21	$26,520
			$804,320

H. Amortized Benefit

Year	Crash Benefits	Present Value
2022	$804,320	$804,320
2023	$812,363	$802,730
2024	$820,487	$801,144
2025	$828,692	$799,561
2026	$836,979	$797,981
2027	$845,348	$796,404
2028	$853,802	$794,830
2029	$862,340	$793,259
2030	$870,963	$791,691
2031	$879,673	$790,126
2032	$888,470	$788,565
2033	$897,354	$787,007
2034	$906,328	$785,451
2035	$915,391	$783,899
2036	$924,545	$782,350
2037	$933,791	$780,804
2038	$943,128	$779,260
2039	$952,560	$777,720
2040	$962,085	$776,183
2041	$971,706	$774,649
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $15,787,934

0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

CMF / CRF Details

CMF ID: 3034

Install raised median

Description:

Prior Condition: no raised median

Category: Access management

Study: *Analyzing Raised Median Safety Impacts Using Bayesian Methods*, Schultz et al., 2011

Star Quality Rating:	[View score details]

Crash Modification Factor (CMF)	
Value:	0.61
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	39 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	
Traffic Volume:	10000 to 55000 *Average Daily Traffic (ADT)*
Time of Day:	All

If countermeasure is intersection-based

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

Development Details

Date Range of Data Used:	1998 to 2008
Municipality:	
State:	UT

Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	Site-years
Before Sample Size Used:	32 Site-years
After Sample Size Used:	28 Site-years

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jul-15-2011
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

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CMF / CRF Details

CMF ID: 3035

Install raised median

Description:

Prior Condition: no raised median

Category: Access management

Study: *Analyzing Raised Median Safety Impacts Using Bayesian Methods*, Schultz et al., 2011

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

Crash Modification Factor (CMF)	
Value:	0.56
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	44 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	

Unadjusted Standard Error:	

Applicability

Crash Type:	All
Crash Severity:	K (fatal),A (serious injury)
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	Divided by Median
Speed Limit:	
Area Type:	
Traffic Volume:	10000 to 55000 *Average Daily Traffic (ADT)*
Time of Day:	All

If countermeasure is intersection-based

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

Development Details

Date Range of Data Used:	1998 to 2008
Municipality:	
State:	UT

Country:	USA
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	
Before Sample Size Used:	32
After Sample Size Used:	28

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jul-15-2011
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objectid	Incident ID	Date and T	Year	Hour	Crash Severity	Number Ki	Number of	Officer Narrative	Constructio	County	City	Township	Route Typ	Route ID	Route Mea	Roadway Name	Divided Ro	Intersection With	Manner of Collision	First Harmful Event Type
2163792	407027	12/17/201	2016	20	Minor Injury Crash	0	2	XEON BLVD NW @ NORTHDALE BLVD NW, COON	M	Anoka	Coon Rapids		County Sta	040000655	4.08	NORTHDALE BLVD NW	Not Applicable		Angle	Motor Vehicle in Transport
2240709	390485	10/28/201	2016	13	Minor Injury Crash	0	3	WB NORTHDALE BLVD NW AT OLIVE ST NW.	M	ANOKA	Coon Rapids		County Sta	040000655	3.43	NORTHDALE BLVD NW		OLIVE ST NW	Front to Rear	Motor Vehicle in Transport
2390292	377847	9/8/2016,	2016	16	Property Damage Only Crash	0	2	ACCIDENT HAPPENED AT NORTHDALE BLVD NW	M	ANOKA	Coon Rapids		County Sta	040000655	4.4	NORTHDALE BLVD NW			Front to Rear	Motor Vehicle in Transport
2411001	320299	1/14/2016	2016	16	Property Damage Only Crash	0	2	DRIVER 1 SAID SHE WAS WAITING TO TURN LEFT A	M	ANOKA	Coon Rapids		Municipal :	050002391	0	FOLEY BLVD NW	Not Applic	NORTHDALE BLVD NW	Angle	Motor Vehicle in Transport
2607618	394070	11/12/201	2016	20	Property Damage Only Crash	0	2	DRIVER 2 WAS STOPPED WESTBOUND	M	ANOKA	Coon Rapids		County Sta	040000655	3.41	NORTHDALE BLVD NW			Front to Rear	Motor Vehicle in Transport
1934426	512763	10/30/201	2017	7	Property Damage Only Crash	0	2	DRIVER #1 WAS EB NORTHDALE BLVD AND REAR EI	M	ANOKA	Coon Rapids		County Sta	040000655	3.12	NORTHDALE BLVD NW	East		Front to Rear	Motor Vehicle in Transport
2044665	414353	1/12/2017	2017	10	Possible Injury Crash	0	2	UNIT # 1 WAS MAKING A LEFT TURN FROM THE	M	ANOKA	Coon Rapids		Municipal :	050002391	0.02	FOLEY BLVD NW	Not Applicable		Angle	Motor Vehicle in Transport
2077124	508312	10/12/201	2017	18	Property Damage Only Crash	0	2	SEE ICR, SUPPLEMENTS, AND RELATED PAPERWORI	M	ANOKA	Coon Rapids		Local (or C	100002391	0.23	JAY ST NW	West		Angle	Motor Vehicle in Transport
2136059	522728	12/6/2017	2017	21	Property Damage Only Crash	0	1	ACCIDENT LOCATION WAS THE SOUTHERN END	M	ANOKA	Coon Rapids		County Sta	040000655	3.67	NORTHDALE BLVD NW				Light Pole/Utility Pole
2215605	519039	11/22/201	2017	8	Fatal Crash	1	2	UNIT ONE WAS TRAVELING EASTBOUND ON	M	ANOKA	Coon Rapids		County Sta	040000655	4.46	NORTHDALE BLVD NW	East		Front to Front	Motor Vehicle in Transport
2262276	453435	5/19/2017	2017	14	Property Damage Only Crash	0	3	UNIT #3 WAS STOPPED IN TRAFFIC, UNIT #2 WAS	M	ANOKA	Coon Rapids		County Sta	040000655	4.41	NORTHDALE BLVD NW	East		Front to Rear	Motor Vehicle in Transport
2287622	472082	6/21/2017	2017	17	Property Damage Only Crash	0	2	LOCATION: NORTHDALE BLVD NW/FOLEY BLVD	M	ANOKA	Coon Rapids		County Sta	040000655	0.02	NORTHDALE BLVD	West		Front to Rear	Motor Vehicle in Transport
1831264	670835	12/24/201	2018	17	Property Damage Only Crash	0	2	UNIT 2 WAS EASTBOUND NORTHDALE BLVD NW	M	ANOKA	Coon Rapids		County Sta	040000655	0	NORTHDALE BLVD	Not Applic	FOLEY BLVD NW	Sideswipe - Same Direction	Motor Vehicle in Transport
1902014	599075	5/15/2018	2018	12	Property Damage Only Crash	0	2	DRIVER #2 STATED HE WAS STOPPED IN TRAFFIC	M	ANOKA	Coon Rapids		County Sta	040000655	4.45	NORTHDALE BLVD NW			Front to Rear	Motor Vehicle in Transport
1902228	649579	10/4/2018	2018	16	Property Damage Only Crash	0	2	UNIT #1 WAS N/B ON XEON ST TURNING ONTO W/	M	ANOKA	Coon Rapids		Municipal :	050002391	0	XEON ST NW	Not Applicable		Angle	Motor Vehicle in Transport
1954447	671521	12/27/201	2018	14	Possible Injury Crash	0	2	UNIT 1 AND UNIT 2 WERE INVOLVED IN A	M	ANOKA	Coon Rapids		County Sta	040000655	3.66	NORTHDALE BLVD NW			Front to Rear	Motor Vehicle in Transport
2052731	647897	9/27/2018	2018	15	Property Damage Only Crash	0	1	PARKING LOT 550 NORTHDALE BLVD.	M	ANOKA	Coon Rapids		County Sta	040000655	3.02	NORTHDALE BLVD NW				Parked Motor Vehicle
2162871	567480	2/20/2018	2018	9	Minor Injury Crash	0	1	VEH #1 W/B ON NORTHDALE BLVD APPROACHING	M	ANOKA	Coon Rapids		County Sta	040000655	3.9	NORTHDALE BLVD NW	Not Applicable			RR / LRT Crossing Device
2190689	628835	8/19/2018	2018	16	Minor Injury Crash	0	3	ACCIDENT LOCATION WAS WB NORTHDALE BLVD	M	ANOKA	Coon Rapids		County Sta	040000655	3.18	NORTHDALE BLVD NW			Front to Rear	Motor Vehicle in Transport
2213754	534767	1/11/2018	2018	16	Property Damage Only Crash	0	2	DRIVER 1 WAS EASTBOUND ON NORTHDALE BLVD	M	ANOKA	Coon Rapids		County Sta	040000655	3.19	NORTHDALE BLVD NW	Not Applicable		Angle	Motor Vehicle in Transport
2291431	534654	1/11/2018	2018	12	Property Damage Only Crash	0	1	DRIVER 1 SAID SHE WAS EASTBOUND ON	M	ANOKA	Coon Rapids		County Sta	040000655	3.03	NORTHDALE BLVD NW	Not Applicable			Other Post, Pole or Support
2341595	598833	5/22/2018	2018	6	Property Damage Only Crash	0	1	DRIVER #1 STATED HE WAS EB ON NORTHDALE BL\	M	ANOKA	Coon Rapids		Local (or C	100002391	0.23	JAY ST NW	East			Deer
2342368	625759	8/5/2018,	2018	18	Fatal Crash	1	1	WITNESSES STATED UNIT 1 WAS TRAVELING WB	M	ANOKA	Coon Rapids		Non-Trafficway			-- NOT ON ROADWAY --				Standing Tree/Shrubbery
2343132	648960	10/2/2018	2018	15	Fatal Crash	1	2	UNIT #1 WAS TRAVELING WESTBOUND ON	M	ANOKA	Coon Rapids		County Sta	040000655	4.38	NORTHDALE BLVD NW	Not Applicable		Front to Front	Motor Vehicle in Transport
2504637	540759	1/28/2018	2018	15	Property Damage Only Crash	0	1	DRIVER 1 WAS EASTBOUND ON NORTHDALE BLVD	M	ANOKA	Coon Rapids		County Sta	040000655	4.2	NORTHDALE BLVD NW	Not Applicable			Light Pole/Utility Pole
2508058	672107	12/28/201	2018	17	Possible Injury Crash	0	1	Statement by MTP Officer Mitchell badge# 73397	M	ANOKA	Coon Rapids		County Sta	040000655	3.89	NORTHDALE BLVD NW	North			Train - LRT
2531488	599599	5/3/2018,	2018	3	Property Damage Only Crash	0	1	UNIT 1 WAS W/B ON NORTHDALE APPROACHING	M	ANOKA	Coon Rapids		County Sta	040000655	3.88	NORTHDALE BLVD NW	Not Applicable			Roadway Sign or Signal Structu
2532656	635351	9/17/2018	2018	6	Minor Injury Crash	0	2	UNIT 1 BACKING OUT OF DRIVEWAY AT 941	M	ANOKA	Coon Rapids		County Sta	040000655	3.78	NORTHDALE BLVD NW	Not Applicable		Angle	Motor Vehicle in Transport

objectid	Relative Tr	Lighting Co	Road Circu	road_circu	Road Circu	road_circu	Relative Intersection Location	Traffic Con	Weather P	Weather S	Surface Co	Work Zone	Work Zone	Work Zone	Workers P	Unit1 Type	Unit1 Vehicle Type
2163792	On Roadwa	Dark (Stree	None				Four-Way Intersection	Traffic Con	Clear		Ice/Frost	2		NOT APPLICABLE		Motor Veh	Pickup
2240709	On Roadwa	Daylight	None				Four-Way Intersection	Stop Sign	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utility Vehicle
2390292	On Roadwa	Daylight	None				T Intersection	Not Applic	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Pickup
2411001	On Roadwa	Sunset	None				Four-Way Intersection	Traffic Con	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
2607618	On Roadwa	Dark (Stree	None				Not at Intersection, Interchange or Junction	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
1934426	On Roadwa	Daylight	None				Not at Intersection, Interchange or Junction	No Control	Cloudy		Wet	1	Activity An	Work on Sl	Yes	Motor Veh	Sport Utility Vehicle
2044665	On Roadwa	Daylight	None				T Intersection	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
2077124	On Roadwa	Daylight	None				T Intersection	Stop Sign	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Pickup
2136059	On Should	Dark (Stree	Road Surface Condition (wet, icy, snow, slush				Not at Intersection, Interchange or Junction	No Control	Clear		Ice/Frost	2		NOT APPLICABLE		Motor Veh	Passenger Car
2215605	On Roadwa	Daylight	None				Not at Intersection, Interchange or Junction	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
2262276	On Roadwa	Daylight	None				T Intersection	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
2287622	On Roadwa	Daylight	None				Not at Intersection, Interchange or Junction	No Control	Clear		Dry	1	Activity An	Lane Closu	No	Motor Veh	Passenger Car
1831264	On Roadwa	Dark (Stree	None				Four-Way Intersection	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
1902014	On Roadwa	Daylight	None				T Intersection	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
1902228	On Roadwa	Daylight	None				Four-Way Intersection	Traffic Con	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
1954447	On Roadwa	Daylight	Road Surface Condition (wet, icy, snow, slush				Four-Way Intersection	Traffic Con	Sleet, Hail (Freezing Ra		Slush	2		NOT APPLICABLE		Motor Veh	Sport Utility Vehicle
2052731	Parking Lot	Daylight	None				Not at Intersection, Interchange or Junction	Not Applic	Clear		Dry	2		NOT APPLICABLE		Motor Veh	School Bus
2162871	On Should	Daylight	Road Surface Condition (wet, icy, snow, slush				Railway Grade Crossing	RR Crossin	Cloudy		Snow	2		NOT APPLICABLE		Motor Veh	Passenger Car
2190689	On Roadwa	Daylight	None				Not at Intersection, Interchange or Junction	No Control	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
2213754	On Roadwa	Sunset	Road Surface Condition (wet, icy, snow, slush				T Intersection	Stop Sign	Cloudy		Snow	2		NOT APPLICABLE		Motor Veh	Passenger Car
2291431	On Roadwa	Daylight	Road Surface Condition (wet, icy, snow, slush				Not at Intersection, Interchange or Junction	No Control	Snow	Cloudy	Snow	2		NOT APPLICABLE		Motor Veh	Passenger Van (Seats Installed Behin
2341595	On Roadwa	Daylight	None				Not at Intersection, Interchange or Junction	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utility Vehicle
2342368	On Roadsi	Daylight	None				Not at Intersection, Interchange or Junction		Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Sport Utility Vehicle
2343132	On Roadwa	Daylight	None				Not at Intersection, Interchange or Junction	No Control	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
2504637	Outside of	Daylight	None				Not at Intersection, Interchange or Junction	No Control	Cloudy		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
2508058	On Roadwa	Sunset	Road Surface Conditio	None			Railway Grade Crossing	RR Crossin	Cloudy	Snow	Ice/Frost	2		NOT APPLICABLE		Motor Veh	Other Bus
2531488	On Median	Dark (Stree	None				Not at Intersection, Interchange or Junction	Not Applic	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car
2532656	On Roadwa	Sunrise	None				Not at Intersection, Interchange or Junction	No Control	Clear		Dry	2		NOT APPLICABLE		Motor Veh	Passenger Car

objectid	Unit1 Direc	Unit1 Facto	Unit1 Facto	Unit1 Most	Unit1 Vehi	Unit1 Traff	Unit1 Post	Unit1 Hori	Unit1 Road	Unit1 Non	Unit1 Injur	Unit1 Phys	Unit1 Age	Unit1 Sex
2163792	Westboun	Ran Red Lig	Failure to Y	Motor Veh	Moving Fo	Two-Way, Divided, Un		Straight	Level		No Appare	Apparently	64	Male
2240709	Westboun	No Clear Contributing		Motor Veh	Vehicle Sto	Two-Way,	35	Straight	Level		No Appare	Apparently	37	Male
2390292	Eastbound	No Clear Contributing		Motor Veh	Slowing	Two-Way,	45	Straight	Level		No Appare	Apparently	44	Male
2411001	Northboun	Failure to Yield Right-c		Motor Veh	Turning Le	Two-Way,	40	Straight	Level		No Appare	Apparently	18	Female
2607618	Westboun	Operated Motor Vehic		Motor Veh	Moving Fo	Two-Way,	35	Straight	Level		No Appare	Apparently	19	Male
1934426	Eastbound	Following Too Closely		Motor Veh	Moving Fo	Two-Way,	35	Straight	Level		No Appare	Has Been D	29	Male
2044665	Eastbound	Failure to Yield Right-c		Motor Veh	Turning Le	Two-Way,	40	Straight	Level		Possible Inj	Apparently	45	Female
2077124	Westboun	No Clear Contributing		Motor Veh	Turning Le	Two-Way,	45	Straight	Level		No Appare	Apparently	54	Male
2136059	Southboun	Driver Speeding		Utility Pole	Moving Fo	Two-Way,	20	Curve Left	Level		No Appare	Apparently	19	Female
2215605	Eastbound	Failed to Keep in Prop		Cross Cent	Moving Fo	Two-Way,	45	Straight	Level		Killed	Medical Iss	74	Male
2262276	Eastbound	Driver Distracted			Moving Fo	Two-Way,	40	Straight	Level		No Appare	Apparently	25	Female
2287622	Westboun	No Clear Contributing		Motor Veh	Moving Fo	Two-Way,	35	Straight	Level		No Appare	Apparently	16	Male
1831264	Eastbound	Failure to Yield Right-c		Motor Veh	Changing L	Two-Way,	40	Straight	Level		No Appare	Apparently	48	Female
1902014	Westboun	Driver Distracted		Motor Veh	Moving Fo	Two-Way,	45	Straight	Level		No Appare	Apparently	27	Male
1902228	Northboun	Failure to Yield Right-c		Motor Veh	Turning Le	Two-Way,	40	Straight	Level		No Appare	Apparently	24	Female
1954447	Eastbound	No Clear Contributing		Motor Veh	Vehicle Sto	Two-Way,	40	Straight	Level		Possible Inj	Apparently	37	Female
2052731	Southboun	Operated Motor Vehic		Parked Mo	Moving Fo	Two-Way,	15	Straight	Level		No Appare	Apparently	67	Male
2162871	Westboun	No Clear Contributing		RR / LRT Cr	Slowing	Two-Way,	45	Straight	Level		Suspected	Apparently	18	Female
2190689	Westboun	No Clear Contributing		Motor Veh	Vehicle Sto	Two-Way,	35	Straight	Level		No Appare	Apparently	23	Male
2213754	Eastbound	No Clear Contributing		Motor Veh	Moving Fo	Two-Way,	35	Straight	Level		No Appare	Apparently	23	Male
2291431	Eastbound	Other Contributing Ac		Other Post	Moving Fo	Two-Way,	35	Curve Left	Level		No Appare	Apparently	32	Female
2341595	Eastbound	No Clear Contributing		Deer	Moving Fo	Two-Way,	40	Curve Left	Level		No Appare	Apparently	49	Male
2342368		Unknown		Standing T	Moving Forward						Killed	Unknown	67	Female
2343132	Westboun	Operated M	Failed to K	Motor Veh	Moving Fo	Two-Way,	45	Straight	Level		Killed	Unknown	18	Male
2504637	Eastbound	No Clear Contributing		Utility Pole	Moving Fo	Two-Way,	45	Curve Left	Level		No Appare	Apparently	37	Female
2508058	Northboun	Other Cont	No Clear C	Motor Veh	Moving Fo	Two-Way, Not Divided		Straight	Uphill		Possible Inj	Apparently	65	Male
2531488	Westboun	Operated Motor Vehic		Roadway S	Moving Fo	Two-Way,	45	Straight	Level		No Appare	Unknown	25	Male
2532656	Southboun	Unknown		Motor Veh	Entering Tr	Two-Way,	35	Straight	Level		Suspected	Apparently	32	Male

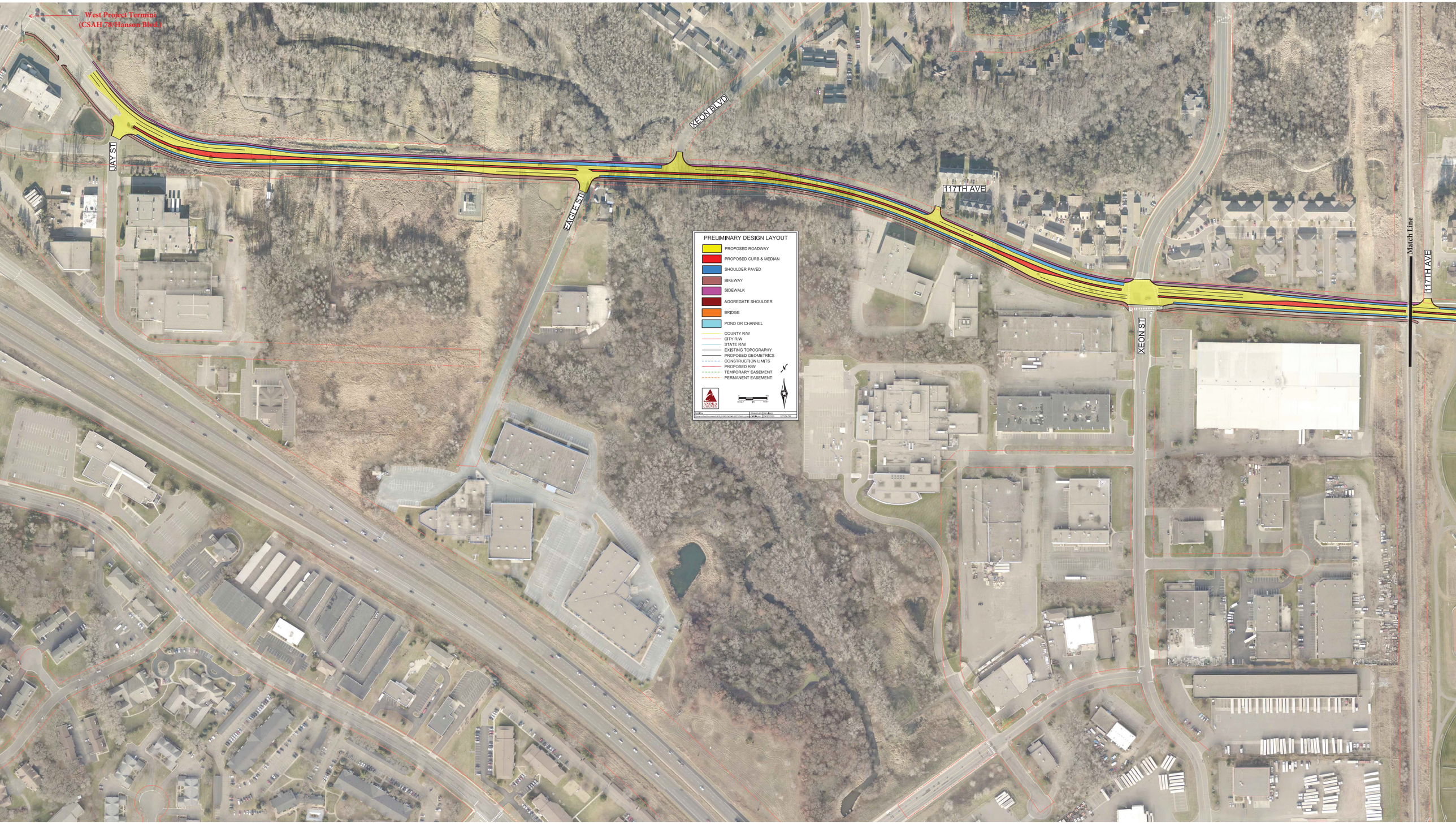
objectid	Unit2 Type	Unit2 Vehi	Unit2 Direc	Unit2 Facto	Unit2 Facto	Unit2 Most	Unit2 Vehi	Unit2 Non	Unit2 Injur	Unit2 Phys	Unit2 Age	Unit2 Sex
2163792	Motor Vehicle in Transport	Passenger	Westboun	No Clear Contributing		Motor Veh	Moving Forward		Suspected	Apparently	23	Male
2240709	Motor Vehicle in Transport	Passenger	Westboun	No Clear Contributing		Motor Veh	Vehicle Stopped or St		Suspected	Apparently	41	Male
2390292	Motor Vehicle in Transport	Passenger	Eastbound	Following Too Closely		Motor Veh	Moving Forward		No Appare	Apparently	36	Male
2411001	Motor Vehicle in Transport	Sport Utilit	Southboun	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	48	Male
2607618	Motor Vehicle in Transport	Passenger	Westboun	No Clear Contributing		Motor Veh	Vehicle Stopped or St		No Appare	Apparently	31	Male
1934426	Motor Vehicle in Transport	Passenger	Eastbound	No Clear Contributing		Motor Veh	Vehicle Stopped or St		No Appare	Apparently	56	Female
2044665	Motor Vehicle in Transport	Sport Utilit	Southboun	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	42	Female
2077124	Motor Vehicle in Transport	Passenger	Westboun	Failure to Yield Right-c		Motor Veh	Turning Left		No Appare	Has Been D	24	Female
2136059												
2215605	Motor Vehicle in Transport	Passenger	Westboun	No Clear Contributing		Motor Veh	Moving Forward		Suspected	Apparently	65	Male
2262276	Motor Vehicle in Transport	Passenger	Eastbound	No Clear Contributing		Motor Veh	Vehicle Stopped or St		No Appare	Apparently	32	Female
2287622	Motor Vehicle in Transport	Passenger	Westboun	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	58	Female
1831264	Motor Vehicle in Transport	Passenger	Eastbound	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	34	Female
1902014	Motor Vehicle in Transport	Pickup	Westboun	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	27	Male
1902228	Motor Vehicle in Transport	Passenger	Southboun	No Clear Contributing		Motor Veh	Moving Forward		No Appare	Apparently	66	Female
1954447	Motor Vehicle in Transport	Passenger	Eastbound	Unknown		Motor Veh	Moving Forward		No Appare	Apparently	55	Male
2052731	Parked/Stalled Motor Vehicle	Passenger	Northboun	No Clear Contributing		Motor Veh	Parked or Entering or		No Appare	Apparently	70	Male
2162871												
2190689	Motor Vehicle in Transport	Pickup	Westboun	No Clear Contributing		Motor Veh	Slowing		Suspected	Apparently	20	Male
2213754	Motor Vehicle in Transport	Sport Utilit	Northboun	Other Contributing Ac		Motor Veh	Moving Forward		No Appare	Apparently	51	Male
2291431												
2341595												
2342368												
2343132	Motor Vehicle in Transport	Medium /	Eastbound	No Clear Contributing		Motor Veh	Moving Forward		Possible Inj	Apparently	43	Male
2504637												
2508058	Other Personal Conveyance (Wheelchair, Horse, Buggy, Skate			No Improper Action				Unknown	No Appare	Apparently	41	Male
2531488												
2532656	Motor Vehicle in Transport	Passenger	Westboun	Unknown		Motor Veh	Moving Forward		No Appare	Apparently	64	Male

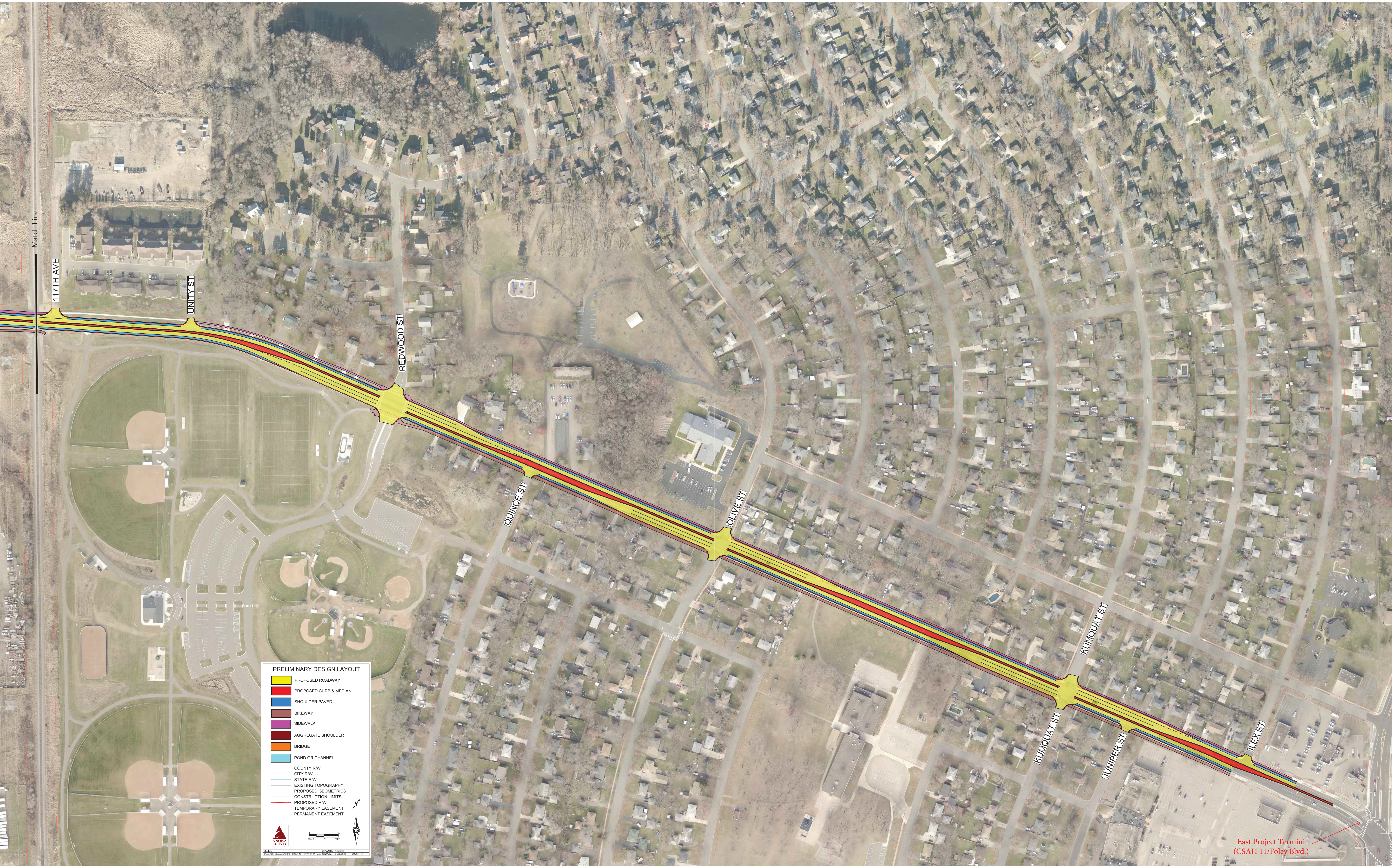
objectid	Unit3 Type	Unit3 Vehi	Unit3 Direc	Unit3 Facto	Unit3 Facto	Unit3 Most	Unit3 Vehi	Unit3 Non	Unit3 Injur	Unit3 Phys	Unit3 Age	Unit3 Sex	Unit4 Type	Unit4 Vehi	Unit4 Direc	Unit4 Facto	Unit4 Facto	Unit4 Most	Unit4 Vehi	Unit4 Non	Unit4 Injur	Unit4 Phys	Unit4 Age	Unit4 Sex
2163792																								
2240709	Motor Veh	Sport Utilit	Westboun	Driver Dist	Failure to Y	Motor Veh	Moving Forward		No Appare	Apparently	58	Female												
2390292																								
2411001																								
2607618																								
1934426																								
2044665																								
2077124																								
2136059																								
2215605																								
2262276	Motor Veh	Passenger	Eastbound	No Clear Contributing		Motor Veh	Vehicle Stopped or St		No Appare	Apparently	17	Female												
2287622																								
1831264																								
1902014																								
1902228																								
1954447																								
2052731																								
2162871																								
2190689	Motor Veh	Sport Utilit	Westboun	Operated Motor Vehic		Motor Veh	Moving Forward		No Appare	Apparently	18	Female												
2213754																								
2291431																								
2341595																								
2342368																								
2343132																								
2504637																								
2508058																								
2531488																								
2532656																								

objectid	interchang	otst_inters	city_sectio	utmx	utmy	interchang	intersectio	city_sectio	latitude	longitude	shape	roadway_t	x	y	wkid
2163792		NORTHDALE BLVD AN		476576.9	5003155		{B4028993-183D-47FE		45.18	-93.3		4	-10385901.4	5650139	102100
2240709		NORTHDALE BLVD AN		477582.2	5002884		{36988343-E33C-42A6		45.18	-93.29		4	-10384475.8	5649760	102100
2390292		NORTHDALE BLVD AN		476081.1	5003281		{51012A39-8ECF-4D81		45.18	-93.3		4	-10386604.6	5650316	102100
2411001		FOLEY BLVD/NORTHD		478266.9	5002578		{28F09F71-7088-40CE		45.18	-93.28		5	-10383504.1	5649328	102100
2607618				477610.1	5002875				45.18	-93.28		4	-10384436.2	5649746	102100
1934426				478038.1	5002686				45.18	-93.28		4	-10383828.9	5649481	102100
2044665				478265.5	5002606				45.18	-93.28		5	-10383506.3	5649367	102100
2077124		NORTHDALE BLVD AN		475494	5003334		{CA0DE481-04A6-463		45.18	-93.31		10	-10387436.8	5650388	102100
2136059				477223	5003042				45.18	-93.29		4	-10384985.5	5649983	102100
2215605		NORTHDALE BLVD AN		475997.8	5003274		{9B1D905D-D2A7-4C5		45.18	-93.31		4	-10386722.6	5650307	102100
2262276		NORTHDALE BLVD AN		476073.4	5003279		{51012A39-8ECF-4D81		45.18	-93.3		4	-10386615.5	5650313	102100
2287622				478289.3	5002551				45.18	-93.28		4	-10383472.3	5649290	102100
1831264		FOLEY BLVD/NORTHD		478266.7	5002573		{28F09F71-7088-40CE		45.18	-93.28		4	-10383504.5	5649321	102100
1902014		NORTHDALE BLVD AN		476004.1	5003278		{9B1D905D-D2A7-4C5		45.18	-93.31		4	-10386713.8	5650311	102100
1902228		NORTHDALE BLVD AN		476585.9	5003154		{B4028993-183D-47FE		45.18	-93.3		5	-10385888.7	5650138	102100
1954447		NORTHDALE BLVD AN		477248.1	5003035		{DFA17AC0-58C3-4D5		45.18	-93.29		4	-10384949.8	5649973	102100
2052731				478181.6	5002623				45.18	-93.28		4	-10383625.2	5649391	102100
2162871				476878.8	5003129				45.18	-93.29		4	-10385473.6	5650105	102100
2190689		NORTHDALE BLVD AN		477952.5	5002727		{958E5790-F1E7-4CC7		45.18	-93.28		4	-10383950.4	5649538	102100
2213754		NORTHDALE BLVD AN		477940.8	5002733		{958E5790-F1E7-4CC7		45.18	-93.28		4	-10383966.9	5649547	102100
2291431				478173.9	5002627				45.18	-93.28		4	-10383636.1	5649397	102100
2341595		NORTHDALE BLVD AN		475497.7	5003330		{CA0DE481-04A6-463		45.18	-93.31		10	-10387431.6	5650382	102100
2342368				475948.1	5003288				45.18	-93.31		25	-10386793.2	5650325	102100
2343132				476115.4	5003273				45.18	-93.3		4	-10386556	5650305	102100
2504637				476391.2	5003198				45.18	-93.3		4	-10386164.9	5650200	102100
2508058				476881.9	5003113				45.18	-93.29		4	-10385469.2	5650082	102100
2531488				476899	5003126				45.18	-93.29		4	-10385444.9	5650100	102100
2532656				477059.2	5003105				45.18	-93.29		4	-10385217.9	5650071	102100

		TOTAL
Fatal Crash	K	3
Serious Injury Crash	A	0
Minor Injury Crash	B	5
Possible Injury Crash	C	3
Property Damage Only Crash	PDO	17
	Totals	28

Crash occurred at Hanson Intersection


West Project Termini
(CSAH 78/Hanson Blvd.)
JAY ST
EAGLE ST
KEON BLVD
117TH AVE
KEON ST
117TH AVE
Match Line
PRELIMINARY DESIGN LAYOUT
PROPOSED ROADWAY
PROPOSED CURB & MEDIAN
SHOULDER PAVED
BIKEWAY
SIDEWALK
AGGREGATE SHOULDER
BRIDGE
POND OR CHANNEL
COUNTY R/W
CITY R/W
STATE R/W
EXISTING TOPOGRAPHY
PROPOSED GEOMETRICS
CONSTRUCTION LIMITS
PROPOSED R/W
TEMPORARY EASEMENT
PERMANENT EASEMENT
ANOKA COUNTY


Match Line
117TH AVE
UNITY ST
REDWOOD ST
QUINCE ST
OLIVE ST
KUMQUAT ST
KUMQUAT ST
JUNIPER ST
ILEX ST
PRELIMINARY DESIGN LAYOUT
PROPOSED ROADWAY
PROPOSED CURB & MEDIAN
SHOULDER PAVED
BIKEWAY
SIDEWALK
AGGREGATE SHOULDER
BRIDGE
POND OR CHANNEL
COUNTY R/W
CITY R/W
STATE R/W
EXISTING TOPOGRAPHY
PROPOSED GEOMETRICS
CONSTRUCTION LIMITS
PROPOSED R/W
TEMPORARY EASEMENT
PERMANENT EASEMENT
ANOKA COUNTY
0
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SCALE IN FEET
DESIGN
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REVISED
04/03/2020
2:17:24 PM
East Project Termini
(CSAH 11/Foley Blvd.)

1-Page Info Sheet: CSAH 11 Improvement in Coon Rapids

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

PROJECT NAME: CSAH 11 (Northdale Boulevard NW) Reconstruction/Modernization
GEOGRAPHIC LIMITS: 1.9 miles. From CSAH 78 (Hanson Boulevard) to CSAH 11 (Foley Boulevard)
PROJECT LOCATION: City of Coon Rapids, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $5,214,400
TOTAL PROJECT COST: $6,518,000

PROJECT DESCRIPTION

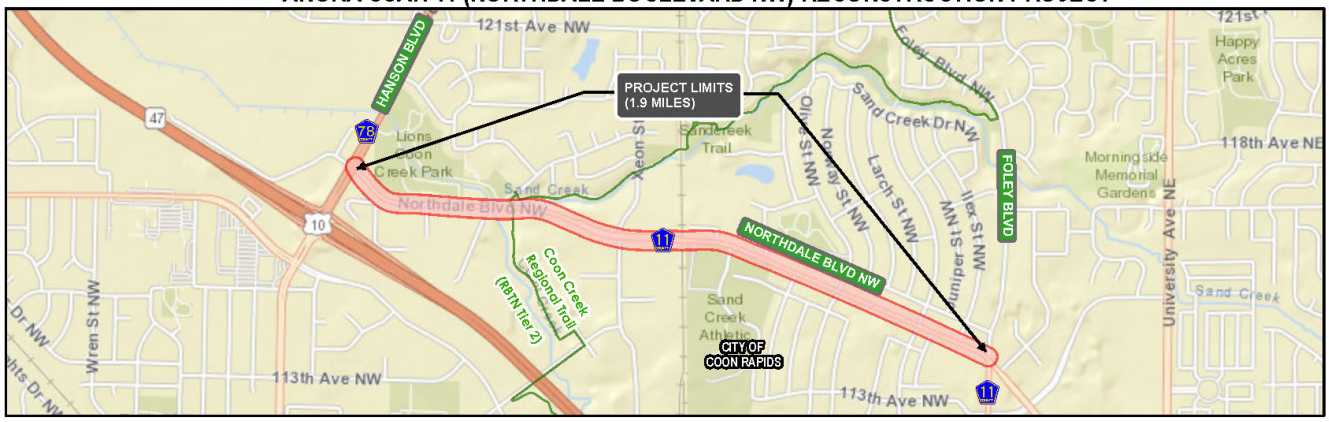
CSAH 11, an A Minor Arterial Expander that provides an important east-west transportation connection in Anoka County, is mostly a two-lane undivided roadway today. Traffic volumes on CSAH 11 have been increasing and are expected to continue to increase in the future as the area continues to grow (11,100 Current AADT, 12,400 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

This project will reconstruct a 1.9-mile section of CSAH 11 as a two-lane divided roadway with turn lane improvements. This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes due to turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety by removing vehicles waiting to turn from through lanes. Access modifications will primarily be in the form of converting a select number of full access intersections to right-in/right-out access only with the construction of raised center medians. These improvements will also improve freight traffic flows along this important Tier 3 freight corridor.

Non-motorized accommodations in the project area are mostly non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade all signalized intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings. ADA pedestrian ramps will also be included at non-signalized intersections.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.

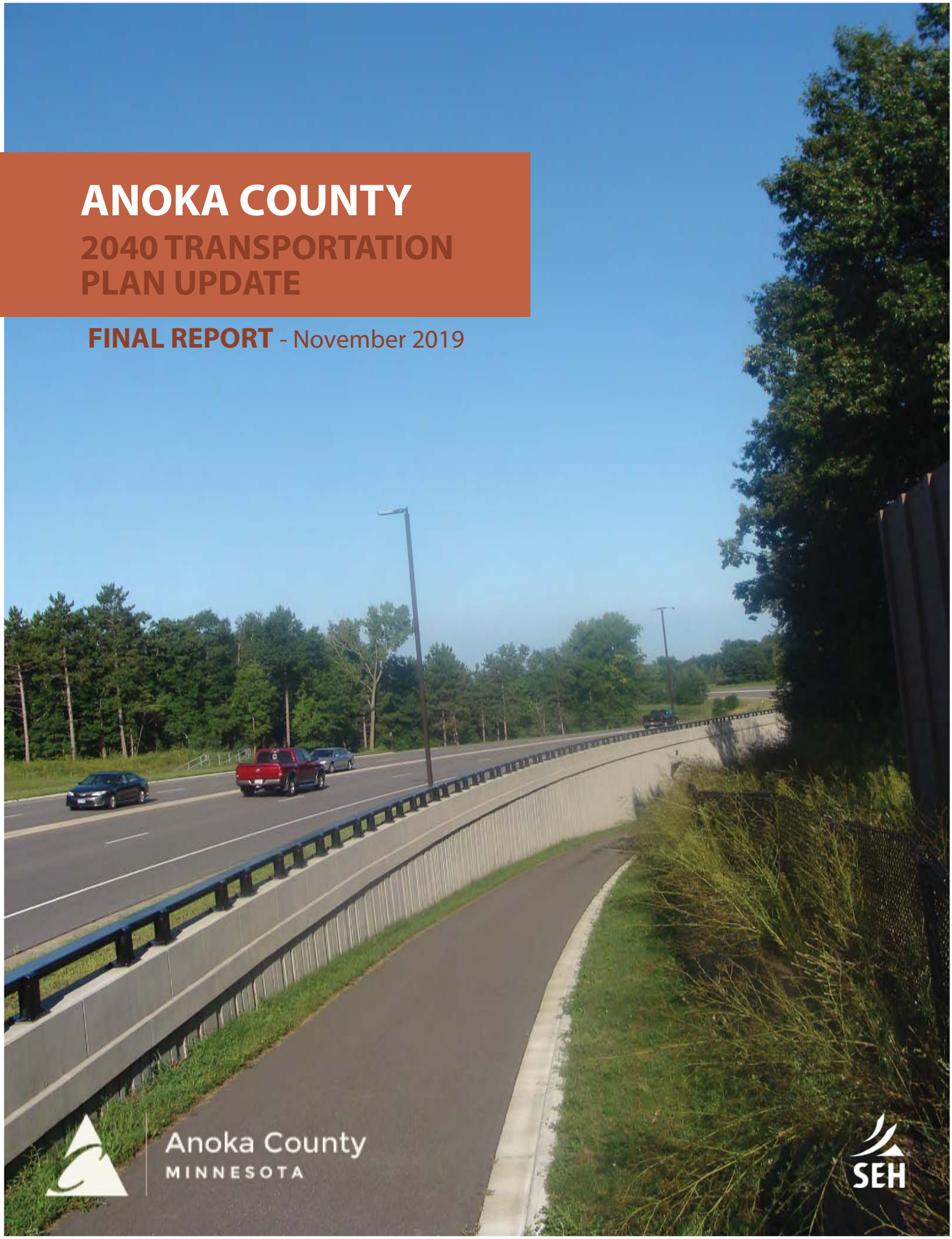
ANOKA CSAH 11 (NORTHDALE BOULEVARD NW) RECONSTRUCTION PROJECT



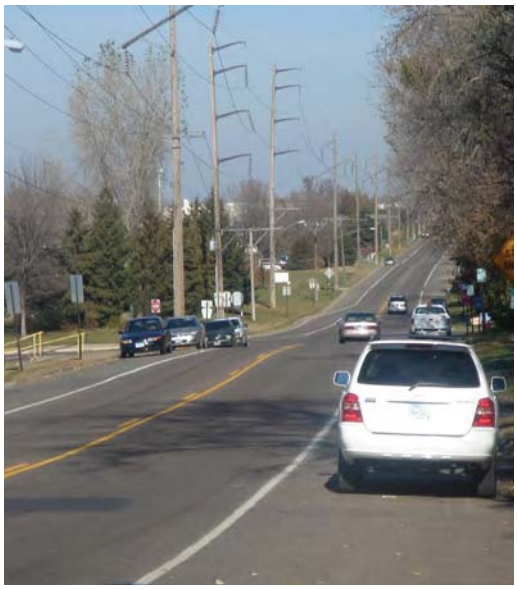
ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE

FINAL REPORT - November 2019



The 2040 Transportation Plan is Anoka County's highest level policy plan for transportation. This plan communicates the transportation system needs and sets goals, priorities, and funding strategies to guide the County's infrastructure investments over the next several decades. It also enables other public and private organizations to plan their activities in coordination with the County.



Roadway in Anoka County (Source: Anoka County)

1.1 PLAN UPDATE PROCESS

State law requires that all incorporated cities, counties, and townships within the seven-county metropolitan region must update their Comprehensive Plans every ten years to align with the Metropolitan Council's regional system plans for highways, transit, airports, wastewater services, and parks. Anoka County's transportation plan was last updated in 2009. This update is focused on addressing the requirements outlined in the Metropolitan Council's Local Planning Handbook for 2017 and preparing an implementation plan that is reflective of the continued funding constraints faced by the County, the local communities, and the State. This update has also been guided by a Project Management Team which consisted of participants from the following organizations: Anoka County Highway Department, Anoka County Department of Parks and Recreation, Anoka County Transit, Metropolitan Council, the Minnesota Department of Transportation (MnDOT), and consultant team.

1.2 RELATIONSHIP TO THE FIVE-YEAR IMPROVEMENT PROGRAM

The Anoka County Highway Department Five-Year Improvement Program is published annually and identifies upcoming projects. The goals and recommendations identified in this 2040 Transportation Plan will form the basis of future five-year improvement program documents.

1.3 PARTNERS

Implementing the strategies identified in this plan requires partnerships. As shown on Figure 1, Anoka County is comprised of 20 cities and one township. Throughout the entire update process, Anoka County sought input from the public and transportation partners. This effort included individual meetings with staff from each city at the onset of the planning process to discuss planned development activities and to gain a better understanding of the priorities of each city as it relates to this planning process. These meetings are discussed in more detailed in Section 5.1.

Furthermore, at the conclusion of the plan's preparation, Anoka County circulated a draft for review and comment by partnering agencies. Additional coordination occurred and revisions to the plan were made, as deemed appropriate. See Appendix L for a list of jurisdictions that received a copy of the draft plan.

Table 17 – Road Segments with AADT 6,001 – 11,000 and PQI <55

Route	From	To	Length (Miles)	AADT	PQI
CR 79*	CSAH 7	560' E. of CSAH 7	0.1	6,302	30
CR 79*	560' E. of CSAH 7	120' W. of 9th Ave.	0.2	7,128	32
CSAH 23*	W. Freeway Dr.	SB Ramp I-35	0.1	8,229	34
CR 49*	590' E. of Lakeview	Lake Dr.	0.1	6,057	36
CSAH 116*	Wintergreen St.	Andover Cl.	1.5	10,814	36
CSAH 6	East River Rd.	2nd St.	0.4	6,395	37
CSAH 6	2nd St.	5th St.	0.3	8,333	43
CSAH 32	TH 65	Center Dr. NE	0.1	8,242	43
CR 79*	120' W. of 9th Ave.	Anoka Cl.	0.4	7,128	43
CR 79*	980' E. of Anoka Cl.	Round Lake Blvd.	0.3	7,954	43
CSAH 22*	Lake George Blvd.	425' W. of Heather St. NW	0.2	6,948	45
CR 49*	Lakeview Dr.	590' E. of Lakeview	0.1	6,057	45
CSAH 11*	Redwood St. NW	1070' W. of Redwood St. NW	0.2	10,657	50
CSAH 14	Blaine Cl.	350' W. 4th Ave.	0.9	9,027	50
CSAH 2	East River Rd.	W. End of Bridge No. 02523	0.2	6,129	52
CSAH 34	Hodgson Rd.	Centerville Rd.	3.6	10,036	52
CSAH 35*	Mississippi St.	Rice Creek Bridge	0.4	6,405	52
CR 132	East River Rd.	Coon Rapids Cl.	0.3	7,158	52
CSAH 7	1,130' N. of 165th Ave. NW	Andover Cl.	1.2	8,134	54
CSAH 14	330' E. of Lexington	Blaine Cl.	0.9	8,890	54
CSAH 32	Lexington Ave.	Blaine Cl.	0.6	10,931	54

Table Notes: * Represents a segment that is partially or entirely programmed for reconstruction in the Anoka County Highway Department Five-Year Highway Improvement Program.

Source: Anoka County Highway Department

Table 18 – Road Segments with AADT 3,001 – 6,000 and PQI <50

Route	From	To	Length (Miles)	AADT	PQI
CSAH 24	Bethel Cl.	TH 65	1.3	3,123	30
CR 60	1550' E. of Andover Cl.	TH 65	1.2	3,138	34
CSAH 11*	East River Rd.	Coon Rapids Blvd.	0.6	5,531	36
CSAH 4	University Ave.	Monroe St. NE	0.5	4,913	41
CSAH 31*	4th Ave.	7th Ave.	0.4	3,398	43
CSAH 2	TH 65	Reservoir Blvd./40th Ave.	0.3	3,695	45
CSAH 5	Viking Blvd.	Old Viking Blvd.	0.2	3,296	45

Table 22 – Top Intersection High Crash Locations

#	Roadway #1	Roadway #2	City	Jurisdiction	Crashes
1	CSAH 78 (Hanson Blvd)	US Highway 10 Ramp	Coon Rapids	MnDOT-County	103
2	TH 65	81st Ave/Central Ave	Spring Lake Park	MnDOT-City	96
3	US Highway 169 (Ferry St)	Main St	Anoka	MnDOT-City	86
4	US Highway 10	Thurston Ave	Anoka	MnDOT-City	84
5	US Highway 169 (Ferry St)	EB US Highway 10 Ramp	Anoka	MnDOT-MnDOT	81
6	US Highway 10	Fairoak Ave	Anoka	MnDOT-City	78
7	TH 65	Clover Leaf Pkwy/93rd Ln	Blaine	MnDOT-City	76
8	County Road 57 (Sunfish Lake)	US Highway 10	Ramsey	MnDOT-County	75
9	CSAH 78 (Hanson Blvd)	CSAH 11 (Northdale Blvd/ Robinson Dr)	Coon Rapids	County-County	72
10	CSAH 11 (Foley Blvd)	CSAH 11/CSAH 12 (Northdale Blvd)	Coon Rapids	County-County	68
11	TH 65 (Central Ave)	99th Ave	Blaine	MnDOT-City	64
12	CSAH 9 (Round Lake Blvd)	Northdale Blvd	Coon Rapids	County-City	63
13	TH 47 (University Ave)	81st Ave	Fridley	MnDOT-City	63
14	CSAH 1 (Coon Rapids Blvd)	CSAH 78 (Hanson Blvd)	Coon Rapids	County-County	62
15	TH 65 (Central Ave)	89th Ave	Blaine	MnDOT-City	61
16	TH 47 (Ferry St)	CSAH 30/Pleasant St	Anoka	MnDOT-County-City	59
17	TH 47 (University Ave)	CSAH 8 (Osborne Rd)	Fridley	MnDOT-County	58
18	TH 65 (Central Ave)	CSAH 87 (105th Ave)	Blaine	MnDOT-County	56
19	CSAH 1 (Coon Rapids Blvd)	Egret Blvd	Coon Rapids	County-City	53
20	TH 65 (Central Ave)	WB US Highway 10 Ramp	Blaine	MnDOT-MnDOT	53
21	TH 65 (Central Ave)	CSAH 4 (49th Ave)	Columbia Heights	MnDOT-County	52
22	TH 65 (Central Ave)	CSAH 12 (109th Ave)	Blaine	MnDOT-County	52
23	Main St	2nd Ave	Anoka	City-City	52
24	TH 47 (St Francis Blvd)	CSAH 116 (Bunker Lake Blvd)	Ramsey	MnDOT-County	51
25	TH 47 (University Ave)	EB I-694 Ramp	Fridley	MnDOT-MnDOT	51
26	US Highway 10	CSAH 56 (Ramsey Blvd)	Ramsey	MnDOT-MnDOT	50
27	TH 65 (Central Ave)	CSAH 32 (85th Ave)	Blaine	MnDOT-County	50
28	CSAH 14 (Main St)	CSAH 7 (7th Ave)	Anoka	County-County	50
29	CSAH 14 (Main St)	CSAH 9 (Round Lake Blvd)	Coon Rapids	County-County	50
30	CSAH 78 (Hanson Blvd	121st Ave	Coon Rapids	County-City	49

Table 22 – Top Intersection High Crash Locations (Cont.)

#	Roadway #1	Roadway #2	City	Jurisdiction	Crashes
31	TH 47 (University Ave)	CSAH 102 (57th Ave)	Fridley	MnDOT-County	48
32	TH 65	CSAH 8 (Osborne Rd)	Spring Lake Park	MnDOT-County	48
33	CSAH 1 (Coon Rapids Blvd)	Mississippi Blvd	Coon Rapids	County-City	48
34	CSAH 14 (Main St)	Northdale Blvd	Coon Rapids	County-City	47
35	TH 65 (Central Ave)	EB I-694 Ramp	Fridley	MnDOT-MnDOT	46
36	CSAH 14 (Main St)	CSAH 78 (Hanson Blvd)	Coon Rapids	County-County	45
37	TH 47 (University Ave)	53rd Ave	Fridley	MnDOT-City	45
38	CSAH 11 (Foley Blvd)	Egret Blvd	Coon Rapids	County-City	44
39	CSAH 11 (Foley Blvd)	Coon Rapids Blvd	Coon Rapids	County-City	44
40	TH 65 (Central Ave)	117th Ave/Cloud Dr	Blaine	MnDOT-City	42
41	TH 65 (Central Ave)	44th Ave	Columbia Heights	MnDOT-City	41
42	CSAH 11 (Northdale Blvd)	CSAH 18 (Crooked Lake Blvd)	Coon Rapids	County-County	40
43	TH 65 (Central Ave)	CSAH 116 (Bunker Lake Blvd)	Ham Lake	MnDOT-County	39
44	CSAH 78 (Hanson Blvd)	CSAH 11 (Northdale Blvd/Gateway Dr)	Coon Rapids	County-County	37
45	CSAH 1 (Coon Rapids Blvd)	Pheasant Ridge Dr	Coon Rapids	County-City	37
46	TH 47 (University Ave)	73rd Ave	Fridley	MnDOT-City	37
47	TH 47 (University Ave)	County Road 132 (85th Ave)	Blaine	MnDOT-County	36
48	CSAH 1 (East River Rd)	CSAH 11/SB Highway 610 Ramp	Coon Rapids	County-County	36
49	CSAH 14 (Main St)	CSAH 18 (Coon Creek Blvd)	Coon Rapids	County-County	35

Source: Minnesota Crash Mapping Analysis Tool (MnCMAT)

Anoka County's transportation system is affected by many factors within and outside the county. Conversely, decisions regarding the county's transportation system affect transportation in the local communities, surrounding counties, the region, and to some extent, the state. Recognizing the context of this Plan, Anoka County staff collaborated with many different groups during plan development to ensure a final product that best serves the county, the communities within the county, the region and the state. This section provides an overview of this collaboration.

5.1 COORDINATION WITH ANOKA COUNTY COMMUNITIES

Similar to Anoka County, all cities are required to submit updated Comprehensive Plans to the Metropolitan Council. In Anoka County, land use control is the jurisdiction of the cities. This requires cities and the county to work together to facilitate coordinated transportation facility planning.

Recognizing the importance of the interrelationship between the County and local communities, early in the planning process the County arranged meetings with the communities to discuss current transportation issues and priorities and review the TAZ data assembled for each community by the Metropolitan Council. Over 20 meetings were held over a two month period. Table 1 in Appendix I provides a summary of these meetings, including the staff who participated, the status of their TAZ data, and issues and priorities discussed.

Intersection in Anoka County (Source: Anoka County)

Some of the primary items and issues discussed at these coordination meetings included:

- Development has not occurred as projected during the year 2030 comprehensive planning process – as a result, the trend for continued expansion of the county highway system is not as significant as in the past;
- An increasing trend appears to be conversion of underutilized commercial/retail land to multi-family residential;
- Managing commuter traffic that is using county and city roads to avoid congestion on the major highways;
- Increased safety needs for multi-modal transportation infrastructure on arterial roadways;
- Need to enhance capacity on TH 10, TH 65 and TH 47; and
- Need for spot intersection improvements to address congestion and safety concerns (need for traffic signals or roundabouts).

5.2 PUBLIC INVOLVEMENT

An information meeting was held on March 28, 2018 during the development of the 2040 Transportation 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. Comments from attendees at the meetings were also collected and considered by the Project Management Team (PMT).

A web page devoted to the Plan was developed and housed on the study consultant's web site. This page was updated periodically and also provided the opportunity to comment on the Plan. The website link is: www.sehinc.com/online/2040

Anoka County Government Center (Source: Anoka County)

System Deficiencies Audit

A priority of this transportation plan update is to provide the County a manageable document that can be continually referenced in the coming years to facilitate the annual process of updating the County's Five Year Highway Improvement Program. To that end, a comprehensive audit of the County's highway system deficiencies was prepared (see Table 39). The audit is structured to include the following information for each Anoka County roadway:

Roadway in Anoka County (Source: Anoka County)

- Roadway name
- Roadway limits
- 2040 Transportation Goals not met. The goals include system stewardship (preservation and maintenance), safety, and mobility.
- Identified deficiencies; including;
    - Future pavement needs
    - Structurally deficient bridges
    - Potential jurisdictional transfers
    - High frequency crash locations
    - Railroad crossings
    - Future roadway segments at or over capacity
- Any programmed improvements in the 2018-2022 timeframe

As can be seen in reviewing Table 39, there are a substantial amount of system stewardship, safety, and mobility deficiencies that the County will need to assess in the coming years. In summary these include approximately:

- 62.7 miles of county roadways not meeting County pavement quality standards
- 9 structurally deficient County owned bridges

Table 39 – County Roadways System Deficiencies Audit (Cont.)

County Route	From / To	2040 Transportation Needs			Identified Deficiencies	County Programmed Improvements (2018-2022)
		System Steward-ship	Safety	Mobility		
CSAH 11 Foley Blvd. NW Hanson Blvd. NW Northdale Blvd. NW,	CSAH 18 (Crooked Lake Blvd.) to CSAH 1 (East River Rd.)	☒	☒	☒	**System Stewardship** Future Pavement Needs (1.5 miles) • 250' N. of 107th Ln. NW to Northdale Blvd./Foley Blvd. – 0.7 miles* • East River Rd. to Coon Rapids Blvd. – 0.6 miles • 1070' W. of Redwood St. NW – 0.2 miles Potential Jurisdictional Transfer (Long-Term 2030+) • 1.1 miles from CSAH 18 to CSAH 78 –> Coon Rapids **Safety** High Frequency Intersection Crash Locations (7 intersections) • South CSAH 78 (Hanson Blvd.)/Robinson Dr. in Coon Rapids (72 crashes) • CSAH 12 (Northdale Blvd.) in Coon Rapids (68 crashes) • Egret Blvd. in Coon Rapids (44 crashes) • Coon Rapids Blvd. in Coon Rapids (44 crashes) • CSAH 18 (Crooked Lake Blvd.) in Coon Rapids (40 crashes) • North CSAH 78 (Hanson Blvd.)/Gateway Dr. in Coon Rapids (37 crashes) • CSAH 1 (East River Rd.)/ SB Highway 610 Ramp in Coon Rapids (36 crashes) **Mobility** Future Roadway Segments At or Over Capacity (0.51 miles) • 0.51 miles E. of CSAH 18 (Crooked Lake Blvd.)	CSAH 11 Reconstruction Project (2016-2017)* • Egret to Northdale Blvd. CSAH 11 RR Grade Separation Project • 2018 = EA • 2019 = ROW Acquisition • 2020 = Reconstruction
CSAH 12 109th Ave. NE Apollo Dr. Sunset Ave. Northdale Blvd. NW	CSAH 11 (Foley Blvd.) to CSAH 23 (Lake Dr.)	☐	☒	☒	**Safety** High Frequency Intersection Crash Locations (2 intersections) • CSAH 11 (Foley Blvd.) in Coon Rapids (68 crashes) • TH 65 (Central Ave.) in Blaine (52 crashes) **Mobility** Future Roadway Segments At or Over Capacity (0.51 miles) • 0.51 miles E. of CSAH 51 (University Ave.) in Blaine	None
CSAH 13 229th Ave. NW Cedar Dr. NW University Ave. Ext.	CSAH 22 (Viking Blvd.) to CSAH 24 (237th Ave.)	☒	☐	☐	**System Stewardship** Future Pavement Needs (4.4 miles) • Viking Blvd. to 229th Ave. – 4.4 miles Structurally Deficient Culvert • Over Ped. Trail in St. Francis (Br. No. 02J19) Potential Jurisdictional Transfer (Long-Term 2030+) • 1.5 miles from T-Extension with Viking Blvd. to New Proposed Extension of CSAH 78 –> Oak Grove	CSAH 13 Bridge Replacement & RR Crossing • 2018 = ROW Acquisition, Consultant Services Bridge Design • 2019 = Reconstruction

Table 8 summarizes the miles of congested undivided arterials. An undivided roadway does not have a raised median separating opposing traffic or left-turn lanes for turning traffic.

Table 8 – Existing Planning Level Capacity Deficiencies for Undivided Arterials

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 17	North of I-35W in Blaine	0.64	0.96	E
CSAH 7	North of CSAH 116 in Andover	1.08	0.97	E
CSAH 78	North of CSAH 14 (Main Street) in Coon Rapids	1.03	0.99	E
TH 169	South of US 10 (Ferry Street) in Anoka	0.45	1.04	E
TH 47	South of 149th Avenue NW in Ramsey	1.22	1.01	E
CSAH 9	South of CSAH 20	0.39	1.13	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.24	1.16	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.68	1.16	F
CSAH 78	North of County Road 16 (Andover Boulevard) in Andover	0.64	1.07	F
CSAH 78	Northeast of CSAH 11 (Northdale Boulevard)	0.47	1.13	F
CSAH 78	North of CSAH 116 (Bunker Lake Boulevard)	1.01	1.17	F
CSAH 78	North of County Road 16 (Andover Boulevard) in Andover	0.11	1.07	F
TH 169	South of Rice Street in Anoka	0.54	1.83	F
TH 47	South of CSAH 5 (Nowthen Boulevard) in Ramsey	0.49	1.53	F
TH 47	North of Garfield Avenue in Anoka	1.53	1.37	F
TH 97	East of Hornsby Street	0.36	1.23	F
	LOS E/F Subtotal	**10.88**		
CSAH 11	Southeast of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.82	0.77	C
CSAH 11	South of CSAH 12 (Northdale Boulevard) in Coon Rapids	0.85	0.80	C
CSAH 14	East of County Road 84 (22nd Avenue South) in Lino Lakes	0.41	0.75	C
CSAH 14	East of County Road 84 (22nd Avenue South) in Lino Lakes	0.19	0.75	C
CSAH 14	West of US 10 & TH 47	0.78	0.79	C
CSAH 17	South of I-35W in Blaine	0.37	0.80	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	0.11	0.80	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	1.27	0.80	C
CSAH 23	Southwest of CSAH 49 (Hodgson Road) in Lino Lakes	0.76	0.76	C
CSAH 32	East of CSAH 17 & 51 (University & Cord Street)	0.83	0.81	C
CSAH 52	Northeast of CSAH 12 (109th Avenue) in Blaine	0.75	0.77	C
CSAH 7	South of CSAH 20 (157th Avenue NW) in Andover	1.07	0.81	C
CSAH 78	South of CSAH 116 (Bunker Lake Boulevard)	0.48	0.76	C
CSAH 9	North of North Junction of CSAH 20 (161st Avenue NW)	0.94	0.82	C
MSAS 134	West of CSAH 1 (5th Avenue)	0.28	0.81	C
CSAH 12	East of CSAH 51 (University Avenue) in Blaine	0.51	0.94	D
CSAH 14	0.7 Miles West of CSAH 17 (Lexington Avenue North)	1.38	0.87	D
CSAH 51	South of 99th Avenue in Coon Rapids	0.82	0.87	D
CSAH 7	North of CSAH 30 (Pierce Street) in Anoka	0.20	0.87	D
CSAH 78	South of CSAH 14 (Main Street) in Coon Rapids	0.53	0.92	D
CSAH 102	West of TH 47 in Fridley	0.23	0.93	D

Table 16 summarizes the miles of congested undivided arterials in year 2040.

Table 16 – 2040 Planning Level Capacity Deficiencies for Undivided Arterials

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 24	West of West Junction of County Road 72 (Rum River Boulevard)	0.30	1.01	E
CSAH 32	East of CSAH 17 & 51 (University & Cord Street)	0.83	0.97	E
CSAH 51	South of 99th Avenue in Coon Rapids	0.82	1.02	E
CSAH 52	Northeast of CSAH 12 (109th Avenue) in Blaine	0.75	0.98	E
CSAH 7	North of CSAH 30 (Pierce Street) in Anoka	0.20	0.98	E
CSAH 7	South of CSAH 20 (157th Avenue NW) in Andover	1.07	0.98	E
CSAH 78	South of CSAH 116 (Bunker Lake Boulevard)	0.48	0.99	E
MSAS 121	South of CSAH 14 (Main Street)	0.72	1.02	E
M-864	North of CSAH 32 (85th Avenue NE)	0.20	1.13	F
CSAH 12	East of CSAH 51 (University Avenue) in Blaine	0.51	1.17	F
CSAH 14	East of County Road 84 (22nd Avenue South) in Lino Lakes	0.41	1.16	F
CSAH 14	East of County Road 84 (22nd Avenue South) in Lino Lakes	0.19	1.16	F
CSAH 14	East of West Junction of CSAH 21 (Centerville Road)	0.76	1.09	F
CSAH 14	East of CSAH 17 (Lexington Avenue) in Blaine	0.98	1.15	F
CSAH 17	North of I-35W in Blaine	0.64	1.44	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.24	1.27	F
CSAH 49	Southeast of CSAH 23 (Lake Drive) in Lino Lakes	0.68	1.27	F
CSAH 7	North of CSAH 116 in Andover	1.08	1.14	F
CSAH 78	South of CSAH 14 (Main Street) in Coon Rapids	0.53	1.11	F
CSAH 78	Northeast of CSAH 11 (Northdale Boulevard)	0.47	1.33	F
CSAH 78	North of CSAH 14 (Main Street) in Coon Rapids	1.03	1.20	F
TH 169	South of US 10 (Ferry Street) in Anoka	0.45	1.15	F
TH 169	South of Rice Street in Anoka	0.54	2.10	F
TH 47	South of 149th Avenue NW in Ramsey	1.22	1.08	F
TH 47	South of CSAH 5 (Nowthen Boulevard) in Ramsey	0.49	1.72	F
TH 47	North of Garfield Avenue in Anoka	1.53	1.52	F
TH 97	East of Hornsby Street	0.36	1.50	F
LOS E/F Subtotal		**17.49**		
CSAH 12	Northwest of CSAH 51 (University Avenue) in Coon Rapids	0.76	0.77	C
CSAH 14	West of CSAH 18 (Coon Creek Boulevard) in Coon Rapids	0.47	0.82	C
CSAH 14	West of I-35E in Lino Lakes	0.40	0.80	C
CSAH 14	0.7 Miles West of CSAH 17 (Lexington Avenue North)	1.38	0.78	C
CSAH 14	East of CSAH 23 (Lake Drive) in Lino Lakes	1.34	0.79	C
CSAH 21	South of CSAH 32 (Ash Street) in Lino Lakes	0.26	0.84	C
CSAH 23	North of I-35 (South of CSAH 153) in Lino Lakes	0.24	0.81	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	0.11	0.79	C
CSAH 23	Northeast of CSAH 49 (Hodgson Road) in Lino Lakes	1.27	0.79	C
CSAH 24	Southeast of CSAH 9 (Lake George Boulevard NW)	1.52	0.78	C
CSAH 32	East of US 10 in Blaine	0.14	0.76	C

Roadway	Location	Length (Mile)	V/C Ratio	LOS
CSAH 32	East of US 10 in Blaine	0.53	0.76	C
CSAH 7	North of Lincoln Street in Anoka	0.15	0.79	C
CSAH 7	North of Lincoln Street in Anoka	0.08	0.79	C
CSAH 7	North of 38th Avenue NW in Anoka	0.47	0.75	C
CSAH 78	North of County Road 16 (Andover Boulevard) in Andover	0.64	0.83	C
CSAH 78	South of CSAH 20 (161st Avenue NW) in Andover	1.24	0.75	C
CSAH 78	North of County Road 16 (Andover Boulevard) in Andover	0.11	0.83	C
CSAH 9	North of County Road 58 (181st Avenue NW) in Andover	1.50	0.82	C
TH 47	North of 156th Lane NW in Ramsey	1.69	0.76	C
TH 47	North of 156th Lane NW in Ramsey	0.16	0.76	C
TH 47	North of North Junction of CSAH 24 (227th Avenue)	1.20	0.79	C
CSAH 14	South of Lakeland Circle in Centerville	0.59	0.80	C
CSAH 14	East of CSAH 23 (Lake Drive) in Lino Lakes	1.94	0.81	C
CSAH 34	East of West Shadow Lake Drive in Lino Lakes	1.49	0.82	C
MSAS 134	West of CSAH 1 (5th Avenue)	0.28	0.89	D
CSAH 11	Southeast of CSAH 78 (Hanson Boulevard) in Coon Rapids	0.82	0.89	D
CSAH 11	South of CSAH 12 (Northdale Boulevard) in Coon Rapids	0.85	0.88	D
CSAH 116	East of Prairie Road in Andover	1.47	0.89	D
CSAH 116	West of TH 65 in Ham Lake	1.02	0.90	D
CSAH 116	West of CSAH 7 (7th Avenue North) in Anoka	1.01	0.92	D
CSAH 12	East of TH 65 in Blaine	1.11	0.93	D
CSAH 14	West of CSAH 23 (Lake Drive) in Lino Lakes	2.06	0.91	D
CSAH 14	West of US 10 & 47	0.78	0.90	D
CSAH 17	South of I-35W in Blaine	0.37	0.93	D
CSAH 18	East of TH 65 in Ham Lake	0.33	0.91	D
CSAH 23	Southwest of CSAH 14 (Main Street) in Lino Lakes	0.35	0.88	D
CSAH 23	Southwest of CSAH 14 (Main Street) in Lino Lakes	0.79	0.88	D
CSAH 24	West of CSAH 9 (Lake George Boulevard NW)	0.27	0.94	D
CSAH 52	Northwest of MSAS 131 (95th Avenue NE) in Blaine	0.73	0.85	D
CSAH 52	South of County Road 87 (105th Avenue NE) in Blaine	1.39	0.91	D
CSAH 52	North of County Road 87 (105th Avenue NE) in Blaine	0.54	0.89	D
CSAH 7	North of CSAH 31 (Grant Street) in Anoka	0.79	0.88	D
CSAH 78	North of CSAH 116 (Bunker Lake Boulevard)	1.01	0.90	D
CSAH 9	North of North Junction of CSAH 20 (161st Avenue NW)	0.94	0.92	D
	LOS C/D Subtotal	**36.56**		

Table Notes: LOS E/F roadways operate at or over capacity; LOS C/D roadways operate near or approaching capacity.

Source: Metropolitan Council Travel Demand Model.

1 City – County Coordination Meetings

Recognizing the importance of the interrelationship between the County and local communities, early in the planning process the County arranged meetings with the communities to discuss current transportation issues and priorities and review the transportation analysis zone (TAZ) data assembled for each community by the Metropolitan Council. In total, 20 meetings were held over a two month period. Table 1 provides a summary of these meetings, including the staff who participated, the status of their TAZ data, and issues and priorities discussed.

Table 1 – City – County Coordination Meetings Summary of Key Issues

City [Participants]	TAZ Status	Key Issues and Priorities
Ramsey [Tim Gladhill (Comm Dev Dir), Bruce Westby (Engineer), Chris Anderson (Planner)]	City will provide adjustments late May	• Highway 10 is the top priority (CSAH 56 and CSAH 57 interchanges) • CSAH 56 and CSAH 57 railroad grade separations need to advance regardless of interchanges • Highway 47 and CSAH 5 are also priorities (identified several intersections along Highway 47 and CSAH 5 that need to be analyzed for improvements) • CSAH 116 Bridge needs a right turn lane • Would like a new Rum River Bridge identified as a long term need (corridor preservation) • Identified several intersections along Highway 47 and CSAH 5 that need to be analyzed for improvements
Lino Lakes [Mike Grochala (Comm Dev Dir), Katie Larsen (Planner), Diane Hanke (Engineer)]	No major adjustments anticipated. Will send any refinements by end of May	• CSAH 32 turnback from City to County is desired by the City • In favor of roundabouts at I-35E/CSAH 32 interchange ramps (ramps to/from north are not a priority • CSAH 32/CSAH 21 intersection is a priority (ICE study nearly complete) • CSAH 32/CSAH 49 intersection will need further improvements in the coming years • Interested in flattening S-curves on CSAH 32 • CSAH 34 is a continued priority (intersection improvements) • Development pressure in increasing on CSAH 14 west of CSAH 23
Spring Lake Park [Dan Bucholtz (Administrator), Phil Gravel (Engineer)]	No adjustments anticipated	• CSAH 35 north of 81st Ave is in very poor condition • Further coordination is required regarding 4-lane to 3-lane restriping project on CSAH 8 (trail improvements are a priority for the City) • TH 65 southbound lane drop at CSAH 10 ramp is a continued operational/safety issue • Proposed multi-family development will put more demand on signal at CSAH 10 and Able Street
Oak Grove [Loren Wickham (Administrator)]	No adjustments anticipated	• Some residents concerned about planned RCI project at TH 65/CSAH 22 (east of City)
Centerville [Greg Burmeister (Maintenance), Paul Palzer (PW Dir)]	No adjustments anticipated	• Traffic diverts from I-35E/CSAH 14 interchange to parallel roads • Experiencing substantial traffic increases from Lino Lakes development

City [Participants]	TAZ Status	Key Issues and Priorities
Coon Rapids [Tim Himmer (Public Works Dir) Mark Hansen (Asst. Engineer) Scott Harlicker (Planner)]	City will make adjustments and send to County	• City staff foresees relatively little residential development over the planning period. Most will be in-fill townhome and multi-family development. • CSAH 1 is the priority corridor. The City does not want the additional capacity identified in the previous corridor study. They prefer an emphasis on down-sizing, multi-modal, and aesthetics. • Expanding TH 10 to a three lanes each direction from CSAH 78 to CSAH 9 is critical. Among other benefits, this will reduce traffic volumes on CSAH 1. • City is interested in pursuing expansion of transit service on CSAH 1; possibly ABRT service. • City is working with County on turnback of CSAH 11 Crooked Lake Blvd and Northdale Blvd. and County Road 79. • CSAH 11 between CSAH 78 and CSAH 11 is the City's second priority. Increasing safety issues (i.e. Coon Creek Trail crossing). • City wants ramps added to/from eastbound Hwy 610 at CSAH 1. • City views CR 132 as a candidate for a road-diet.
Andover [Dave Berkowitz (Public Works Dir), Todd Haas (Asst. Public Works Dir), Stephanie Hanson (City Planner), Joe Janish (Community Development Dir)]	--	• New Atlas 14 floodplain regulations could have a significant limiting impact on the ability to develop 900 acres in the central portion of the City (TAZ's 83 and 84). • City Council will be considering reducing minimum rural residential lot size from 2.5 acres to 1.0 acres. This could increase development densities, especially in TAZ's 94 and 95. • City would like to have CSAH 78 and CSAH 9 widened to four-lane divided roadways to 161st Street. • CSAH 9 has poor typical section transition near Round Lake. • Substantial safety concerns on CSAH 9 north of 166th Street. • City is not interested in turnbacks. CR 18, CR 59, and CR 158 have been discussed previously. • City would like to construct a roundabout at CSAH 18 and Nightingale Street. • City will send a list of the intersections of primary concern in the community. • City recognizes the need to extend the right-turn lane from CSAH 116 to CSAH 7 in Ramsey. This requires widening the Rum River bridge. • TH 10 is a priority for the City. City Administrator is a member of the TH 10 Coalition. • City appreciates the significant county highway work that has been completed in Andover in recent years.
Anoka [Anoka – Ben Nelson (Engineering), Doug Borglund (Dir Comm Dev), Mary Gute (Planner), Joe Rhein (Engineer)]	City will make adjustments to the TAZ network and send to the County	• TH 47 corridor is a priority. City will complete a corridor study focusing on access, mobility and safety in April 2018. This effort ties into MnDOT's planning and design for a railroad overpass in the 2021-2022 timeframe. • City is continuing to plan for the Fairoak and Main Street interchange improvements. Estimated to cost $40 million. • CSAH 1 is not a priority for further capacity improvements.

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

Darlene MacPherson being duly sworn on an oath, states or affirms that he/she is the Publisher's Designated Agent of the newspaper(s) known as:

Anoka County Union Herald

with the known office of issue being located in the county of:

ANOKA

with additional circulation in the counties of:

ANOKA

and has full knowledge of the facts stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02.

(B) This Public Notice was printed and published in said newspaper(s) once each week, for 2 successive week(s); the first insertion being on 12/07/2018 and the last insertion being on 12/14/2018.

MORTGAGE FORECLOSURE NOTICES Pursuant to Minnesota Stat. §580.033 relating to the publication of mortgage foreclosure notices: The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

By: D MacPherson
Designated Agent

Subscribed and sworn to or affirmed before me on 12/14/2018 by Darlene MacPherson.

Notary Public

Jessica L Crabb
Notary Public
Minnesota
My Commission Expires January 31, 2023

Rate Information:
(1) Lowest classified rate paid by commercial users for comparable space:
$20.00 per column inch

Ad ID 886106

ANOKA COUNTY NOTICE OF PUBLIC HEARING ANOKA COUNTY 2040 TRANSPORTATION SYSTEM PLAN AND INTERGOVERNMENTAL PLAN

Notice is hereby given pursuant to Minnesota Statutes §§ 375.51 and 394.26, that the Anoka County Board of Commissioners will conduct a public hearing during its regularly scheduled board meeting on December 18, 2018, at 9:30 am, or as soon thereafter as the matter may be considered, in the County Board Room, #705 of the Anoka County Government Center, 2100 3rd Avenue, Anoka MN 55303. The purpose of the hearing is to receive public comment on (i) the Anoka County 2040 Transportation System Plan, which is a plan to establish and guide the strategic direction of the transportation system over the next decade, and (ii) the County's Intergovernmental Plan.

Interested persons, agencies, or groups attending the public hearing shall have the right to provide written or oral comments or suggestions regarding the Transportation System Plan and the Intergovernmental Plan. A copy of the 2040 Transportation System Plan can be found online at http://www.sehinc.com/online/2040. A copy of the Intergovernmental Plan may be found online at: https://www.anokacounty.us/1421/Water-Information-and-Management

Any questions regarding this Notice relating to the Transportation Plan may be directed to Jack Forslund, Transportation Planner, Anoka County Highway Department, 550 Bunker Lake Blvd. NW, Andover, MN 55304 or via telephone at 763-324-3179 or email at Jack.Forslund@co.anoka.mn.us.

Any questions regarding this Notice relating to the Intergovernmental Plan may be directed to Bart Biernat, Environmental Services, Anoka County Government Center, 2100 Third Ave. Suite 600, Anoka, MN 55303 or via telephone at 763-324-4207 or email at Bart.Biernat@co.anoka.mn.us.

If you need an accommodation due to a disability, or printed material in an alternative format, please contact the Anoka County Administration Office at 763-324-4000 (TDD/TTY # 1-800-877-8339).

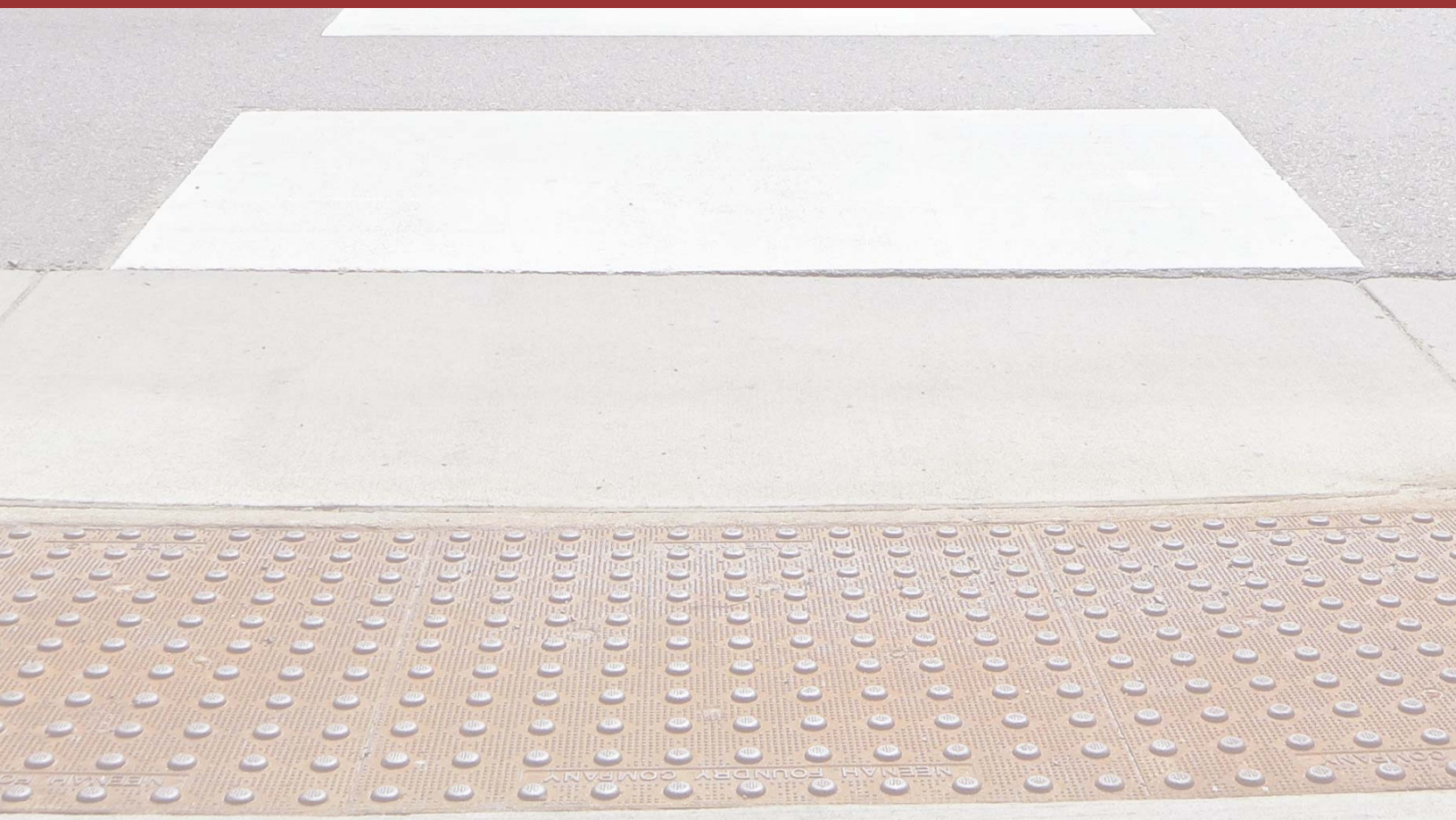
Dan Klint
Jerry Soma
Assistant County Attorney
County Administrator

Published in the
Anoka County UnionHerald
December 7, 14, 2018
886106






Anoka County Highway System ADA Transition Plan



March 2018

Anoka County
MINNESOTA
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SELF-EVALUATION CONDITION ASSESSMENT

Overview

The Anoka County Highway Department is required, under Title II of the Americans with Disabilities Act (ADA) and 28 CFR 35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the County implements these policies.

The goal of the self-evaluation is to verify that, in implementing the County's policies and practices, the County's highway department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the County's Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This includes consideration of the curb ramps, traffic control signals, and transit facilities that are located within the County rights of way. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

Summary

In 2017, the Anoka County Highway Department conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- Pedestrian Ramps at street crossings that include trail or sidewalk facilities
- Traffic Control Signal Systems

Pedestrian ramps were assessed and categorized into three condition rating tiers:

Tier 1: largely or fully compliant - Good
Tier 2: substantially compliant and working well - Fair
Tier 3: several elements are not compliant - Poor

Traffic Control Signal Systems were assessed and categorized into three condition rating tiers by ramp corners and for the entire intersection.

Condition Rating for Traffic Signal System Elements by Ramps at Intersection Corners:

Tier 1: all signal elements are largely or fully compliant - Good
Tier 2: no more than one signal element is non-compliant - Fair
Tier 3: two or more signal elements are non-compliant - Poor

Condition Rating for Signalized Intersections:

Tier 1: all signal elements for intersection are largely or fully compliant - Good
Tier 2: no more than one signal element for intersection is non-compliant - Fair
Tier 3: two or more signal elements for intersection are non-compliant - Poor

A detailed evaluation on how these facilities relate to ADA standards can be found on the County's website (http://www.anokacountyada.com), and/or detailed in Appendix B and will be updated periodically.

POLICIES AND PRACTICES

Previous Practices

Since the adoption of the ADA, the Anoka County Highway Department has striven to provide accessible pedestrian features as part of its highway improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the ACHD has updated their procedures to accommodate these methods. Recently, more standardized design and construction methods have evolved. This has resulted in the ability of local agencies to receive additional exposure and training on accessible features. This has improved the ACHD's ability to understand available options and to explore the feasibility of implementing accessibility improvements. This information also assists in providing guidance for developing transition plans.

Policy

The ACHD will inspect, inventory and plan for any required improvements to facilities located in the public right-of-way, to ensure compliance with the ADA. The County's goal is to continue to provide accessible pedestrian design features as part of the County highway improvement plan projects. The ACHD has established ADA design standards and procedures as detailed in **Appendix C**. These standards and procedures will be kept up to date with nationwide and local best management practices.

The ACHD will consider and respond to all accessibility improvement requests. Requests should be sent to the ADA Coordinator as specified in **Appendix D**. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities. The ACHD will coordinate with external agencies as necessary to ensure that all new or altered pedestrian facilities within the ACHD jurisdiction are ADA compliant to the maximum extent feasible.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the County. In general, the cities are responsible for snow removal operations for pedestrian facilities on county highways within each city.

The Anoka County Highway department will maintain and update the facility database to reflect improvements to inventoried facilities.

ADA COORDINATOR

In accordance with 28 CFR 35.107(a), the ACHD has identified an ADA Title II Coordinator to oversee the ACHD policies and procedures. It is the responsibility of the ADA Coordinator to implement this policy. Contact information for this individual is listed in **Appendix D**.

IMPROVEMENT SCHEDULE

Priority Areas

A tier system which categorizes the level of compliance for pedestrian ramps and signal systems was developed to assist the ACHD with prioritizing limited funds for improvements of its pedestrian facilities.

Additional priority will be given to any location where an improvement project or alteration was constructed after January 26, 1991, and accessibility features were omitted.

External Agency Coordination

Many other agencies are responsible for pedestrian facilities within the jurisdiction of Anoka County, including Minnesota Department of Transportation (MNDOT), multiple Cities and townships, and transit providers such as Metro Transit. The ACHD will coordinate with those agencies to assist in the facilitation of the elimination of accessibility barriers along their routes and/or associated with their services.

Schedule Goals

The ACHD has set the following schedule goals for improving the accessibility of its pedestrian facilities within the County jurisdiction:

- Traffic signal pedestrian features will be addressed through the Highway Improvement Plan (HIP)
- Facilities with condition ratings in Tier 2. These facilities are considered serviceable and are not in need of immediate action. Improvements for these facilities will be addressed in conjunction with adjacent highway improvement projects. ACHD staff will use the HIP to coordinate these improvements.
- Facilities with condition ratings in Tier 3. Any of these facilities identified as an existing hazard or compliance issue that ACHD staff believes needs to be addressed by a set date shall have a work order initiated or be incorporated into a project in the HIP.

IMPLEMENTATION SCHEDULE

Methodology

The ACHD will utilize two methods for upgrading pedestrian facilities to the current ADA standards. The first and most comprehensive of the two methods are the scheduled Highway Improvement Plan projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method includes standalone sidewalk and ADA accessibility improvement projects. These projects will be incorporated into the Highway Improvement Plan on a case by case basis as determined by ACHD staff, or may be completed by internal County forces or cities who maintain the facilities. The Highway Improvement Plan includes a detailed schedule and budget for specific improvements.

PUBLIC OUTREACH

The ACHD recognizes that public participation is an important component in the development of this plan. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of Anoka County. Materials from public outreach activities are included in **Appendix F**.

Public outreach for the creation of this document consisted of the following activities:

- ADA Transition Plan Open House October 30, 2017
- ADA Transition Plan Website
- No formal comments were submitted via the website or at the public open house.
- The County's ADA Title II Coordinator will continue to be available for questions or discussion.

GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regard to the ADA. This public notice is provided in **Appendix G** and is available at Anoka ADA Legal Notice. If users of Anoka County Highway department facilities and services believe the County has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the ACHD has developed a grievance procedure for the purpose of the prompt and equitable resolution of citizens' complaints, concerns, comments, and other grievances. This grievance procedure is outlined in **Appendix H**, with a Complaint Form

APPENDICES

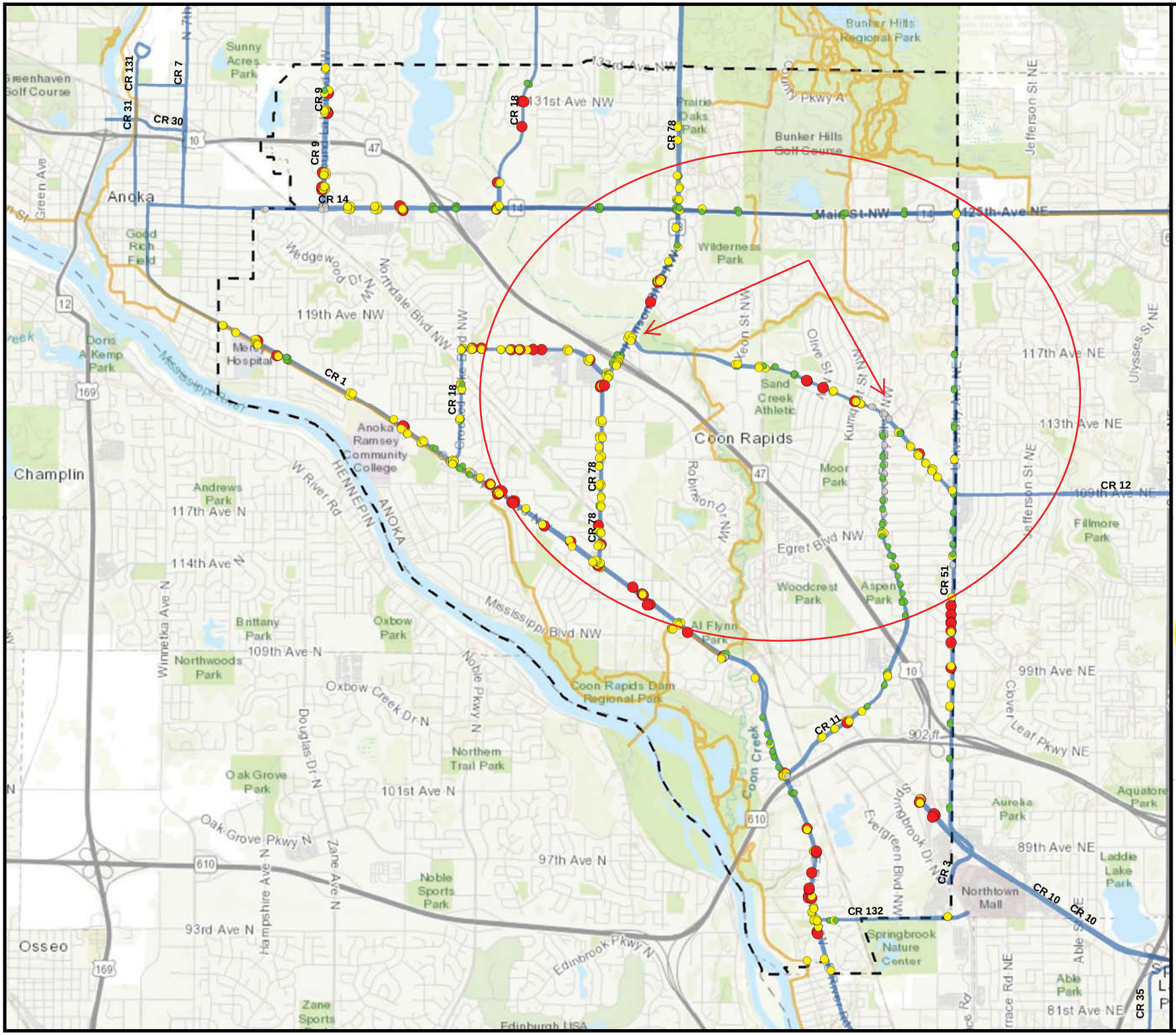
A. Glossary of Terms
B. Self-Evaluation
C. Agency ADA Design Standards and Procedures
D. ADA Coordinator
E. Prioritization Summary
F. Public Outreach Materials
G. ADA Public Notice
H. Grievance Procedure
I. Complaint Form

Appendix B – Self-Evaluation

Details of the condition assessment of the traffic signals and pedestrian facilities adjacent to roadway corridors can be found at the County's ADA Transition Plan webpage:

http://www.anokacountyada.com

A summary of the condition assessment is also included on the following pages.



Anoka County

ADA Transition Plan

Pedestrian Curb Ramps

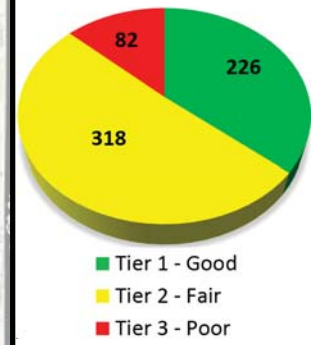
Legend

- Trail
- County Road
- Boundary

Curb Ramp Tier Ratings:

- 1 - Good
- 2 - Fair
- 3 - Poor
- Unverified

Source: MnDOT,Anoka County,ESRI



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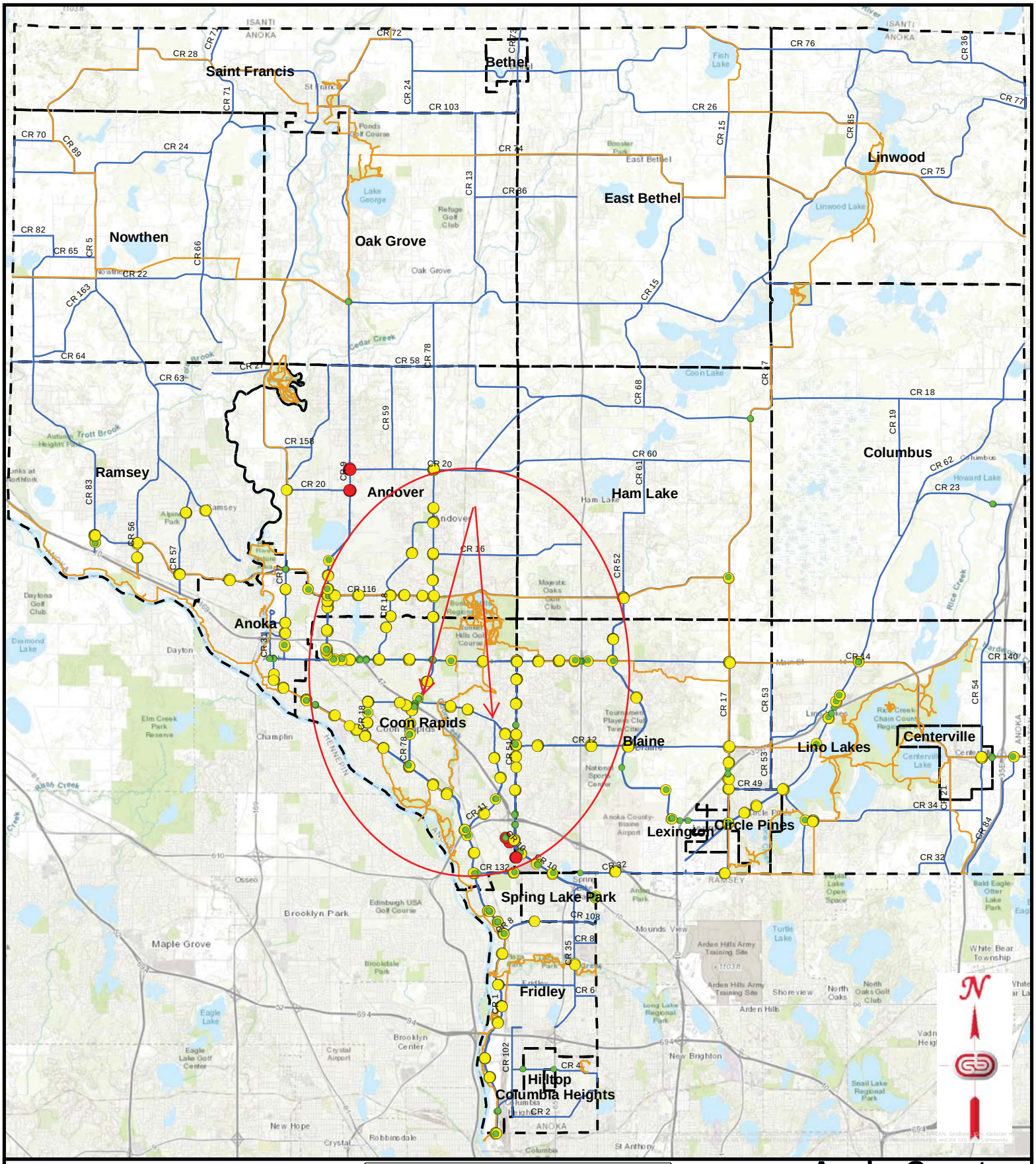
Stonebrooke Engineering Responsible Solutions

City of Coon Rapids

Figure 08

Mar, 2018


Saint Francis
Bethel
Linwood
East Bethel
Nowthen
Oak Grove
Ramsey
Andover
Ham Lake
Columbus
Anoka
Coon Rapids
Blaine
Lino Lakes
Centerville
Lexington
Circle Pines
Spring Lake Park
Fridley
Hilltop
Columbia Heights
CR 28
CR 72
CR 76
CR 70
CR 24
CR 103
CR 26
CR 74
CR 75
CR 82
CR 65
CR 22
CR 64
CR 63
CR 58
CR 18
CR 158
CR 20
CR 60
CR 23
CR 16
CR 116
CR 14
CR 140
CR 12
CR 49
CR 34
CR 32
CR 132
CR 108
CR 6
CR 4
CR 2
0
1.5
3 Miles
Legend
Signalized Intersection
Corner Tiers :
1 - Good
2 - Fair
3 - Poor
Trails
County Roads
Boundary
Source: MnDOT, Anoka County, ESRI
Anoka County
ADA Transition Plan
Signalized Intersection Corner Tiers
Figure 19
Mar, 2018
Anoka County
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Appendix F – Public Outreach Material

The following pages include poster boards, maps, and other materials that were used at public meetings or as part of other outreach activities.

What is an ADA Transition Plan?

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability.

As a provider of public transportation services and programs, the Anoka County Highway Department must comply with this Act, and has developed a Transition Plan detailing how the County will ensure that all facilities are accessible to all individuals.

The Anoka County Highway Department must meet these general requirements for individuals with disabilities:

- Access to all public programs and places
- Modification of policies that deny equal access
- Effective communication procedures
- An ADA Coordinator that coordinates ADA compliance
- Public notice of ADA requirements
- Grievance procedure for resolution of complaints

The Anoka County Highway Department's goal is to provide ADA-accessible pedestrian design features as part of the County's capital improvement projects (CIP). These standards and procedures will be kept up to date with nationwide and local best management practices.

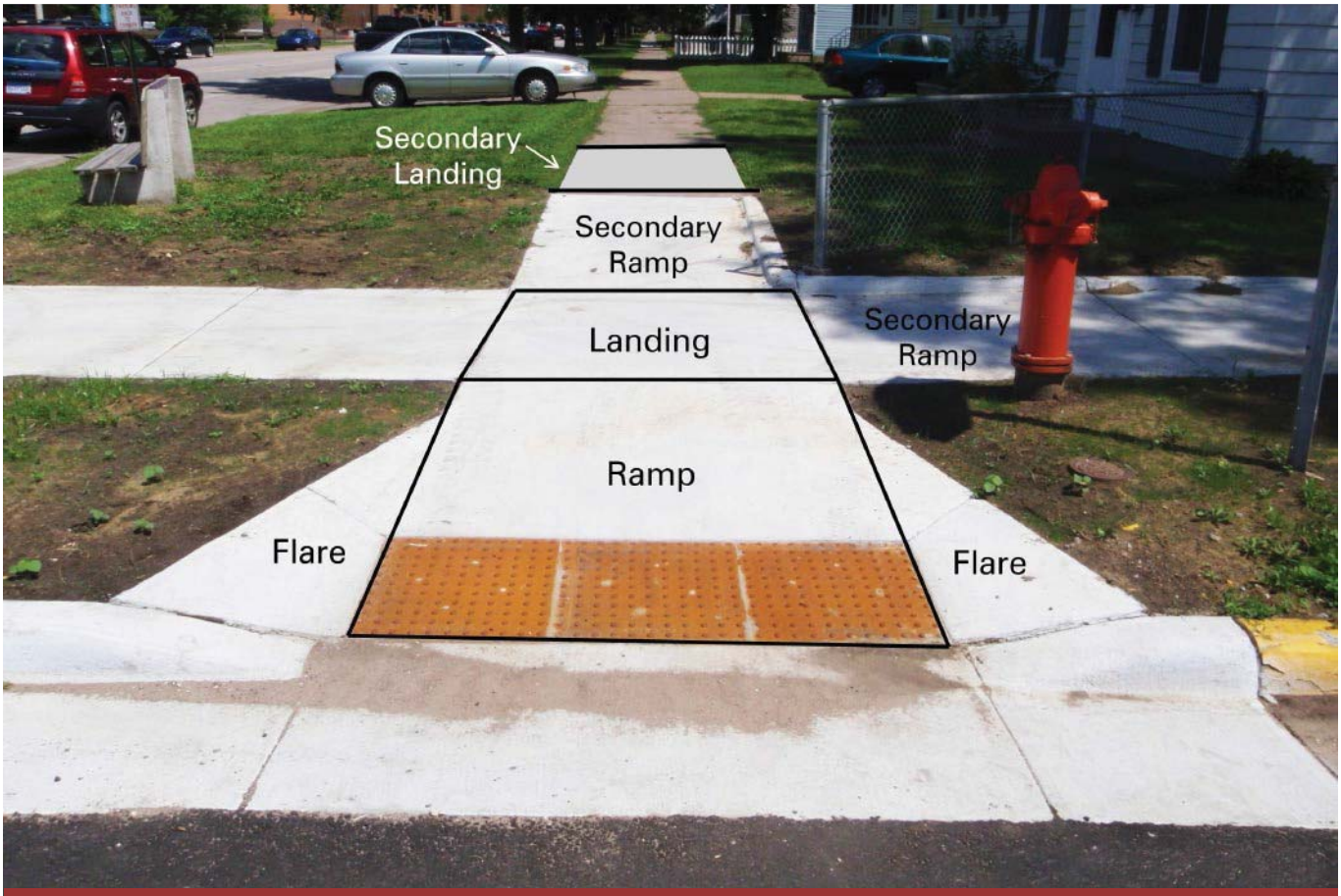
ADA Improvement Plan

The Anoka County Highway Department's ADA improvements are based on projects identified in the County capital improvement projects (CIP) listing and will be addressed using the following criteria:

- All new construction projects and County reconstruction projects with pedestrian facilities will be designed and constructed to conform with the most current ADA design practices to the extent feasible.
- ADA improvements on county rehabilitation or resurfacing projects will be addressed on a case-by-case basis.
- ADA improvements requested by the public will be evaluated by Anoka County Highway Department staff. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure and public safety.

Anoka County Goals:

- After 5 years, items identified in the County Improvement Plan will be ADA-Compliant.
- After 20 years, 80 percent of accessibility features within the jurisdiction of the County will be ADA compliant.



Curb Ramp Elements

Without these basic ramp elements, sidewalk travel can be dangerous, difficult, and in some cases impossible for people who use wheelchairs, scooters and other mobility aids.

Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through center islands in streets. Without accessible ramps, these individuals are forced to travel in streets and roadways, are put in danger, and/or are prevented from reaching their destination.

ADA Coordinator

Anoka County has identified an ADA Title II Coordinator to oversee County Highway Department policies and procedures:

Jack Forslund
Anoka County Transportation Division
1440 Bunker Lake Boulevard, NW
Andover, MN 55304

Phone: 763-324-3179
Fax: 763-324-3020
E-mail: jack.forslund@co.anoka.mn.us

More information is available at:
www.AnokaCountyADA.com

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: April 14, 2020 **RESOLUTION #2020-47**

OFFERED BY COMMISSIONER: Schulte

AUTHORIZING SUBMITTAL OF FEDERAL FUNDING APPLICATION FOR THE CSAH 11 RECONSTRUCTION PROJECT

WHEREAS, CSAH 11 (Northdale Boulevard NW) is an "A" Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County; and,

WHEREAS, traffic volumes on CSAH 11 have been increasing 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 Coon Rapids have worked together in the past to make travel mobility and safety improvements along the corridor; and,

WHEREAS, 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 11 from CSAH 78 (Hanson Blvd NW) to CSAH 11 (Foley Blvd NW); 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 Reconstruction/ Modernization category, to receive federal transportation funds to make capacity and safety improvements on CSAH 11 from CSAH 78 (Hanson Blvd NW) to CSAH 11 (Foley Blvd NW) in the city of Coon Rapids.

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

RHONDA SIVARAJAH
COUNTY ADMINISTRATOR

	YES	NO
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	

Coon Creek Regional Trail Master Plan

May 2015

Approved by Met Council August 12, 2015

Anoka County Parks and Recreation
550 Bunker Lake Blvd
Andover, MN 55304
www.anokacountyparks.com

Anoka County
PARKS & RECREATION

Table of Contents

EXECUTIVE SUMMARY

As shown in Figure 1, the proposed Coon Creek Regional Trail is an 7 mile paved trail that follows Sand Creek and Coon Creek, and connects Bunker Hills Regional Park with Coon Rapids Dam Regional Park and the Mississippi River through the City of Coon Rapids. Of the seven miles of trail, approximately six miles of the trail already exists. It is strategically located within regional and local park land and connects residential, commercial and industrial areas to outdoor recreation opportunities and the natural resources in the area.

The City of Coon Rapids has taken the lead and been instrumental in the development and construction of this regional trail.

The Coon Creek Regional Trail alignment, along its entire length and as proposed in this master plan, has been designated in the Met Council's 2040 Transportation Policy Plan as a Tier 2 alignment on the Regional Bicycle Transportation Network. This designation gives it a regional level of importance to serve regional transportation travel by bicycle and will be appropriately emphasized in regional planning and investment decisions for transportation.

FIGURE 1

The development concept for the trail corridor is to provide a regional linking trail between regional and local destinations in Anoka County. The regional destinations include the Mississippi River, Sand and Coon Creeks, Bunker Hills and Coon Rapids Dam regional parks, Central Anoka County and Bunker/Chain of Lakes regional trails. Local destinations include Sand Creek Trail, Erlandson, Robinson and Al Flynn Parks, Coon Rapids City Hall and several other city trails.

The majority of the trail corridor follows the Sand and Coon creeks through heavily wooded areas and provides an aesthetically pleasing and relaxing trail experience, as shown in Figure 6, 7, and 8 of this document.

The development costs to built the two remaining trail segments, along Northdale Boulevard and along Coon Rapids Boulevard and Egret Boulevard, are estimated to be approximately $1,165,000, which includes right of way and easement acquisitions. It is anticipated that the remaining segment of trail will be built as redevelopment and road reconstruction occurs in the area.

Figure 4, shows the proposed trail following the existing trail along Sand Creek to an existing pedestrian tunnel to allow trail users safe passage under the Burlington Northern Rail Road tracks. At Xeon Street, the trail crosses to the west and travels south via sidewalk to Northdale Boulevard (CR 11), where the current existing trail ends.

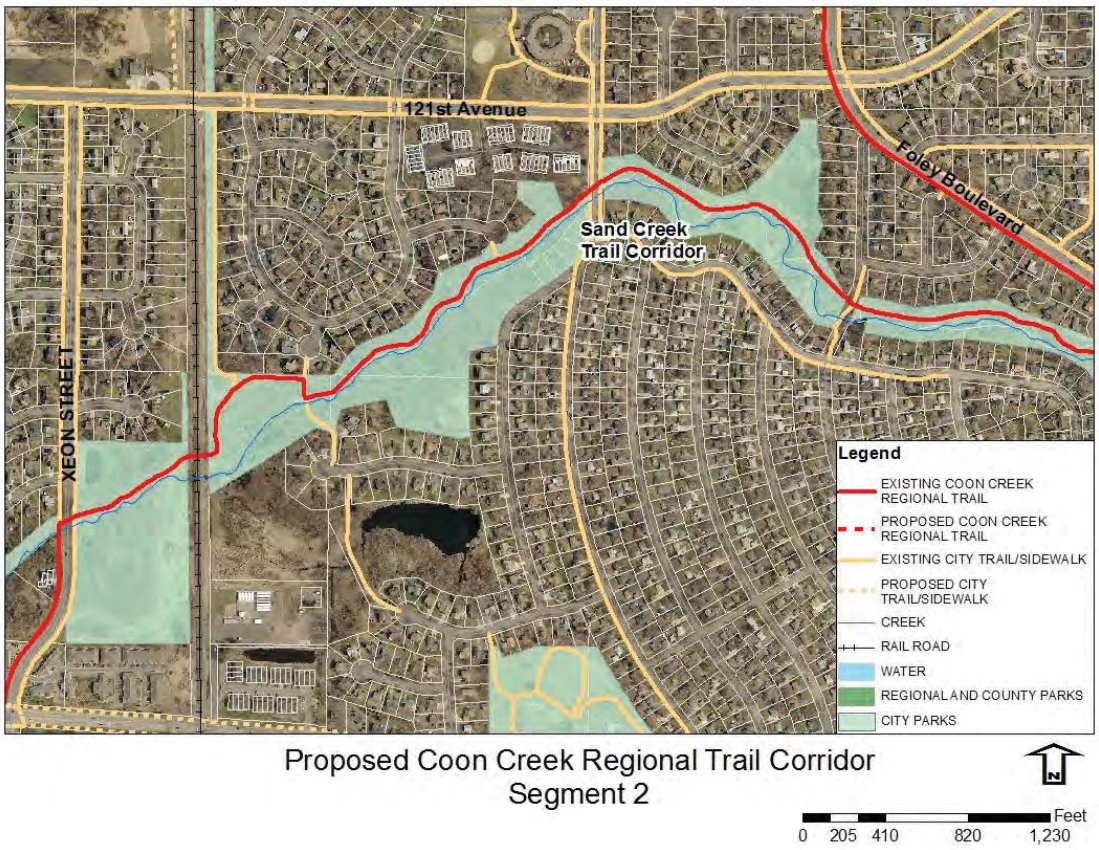


FIGURE 4

At this point the trail is proposed to continue west on the south side of Northdale Boulevard (CR 11) and connects to an existing city trail near Xeon Boulevard. This segment is approximately .3 miles long. The trail then follows the existing trail south along the creek to Yellow Pine Street and Creek Meadow Drive, as shown in Figure 5. There are four parcels along this section of trail that may be impacted.

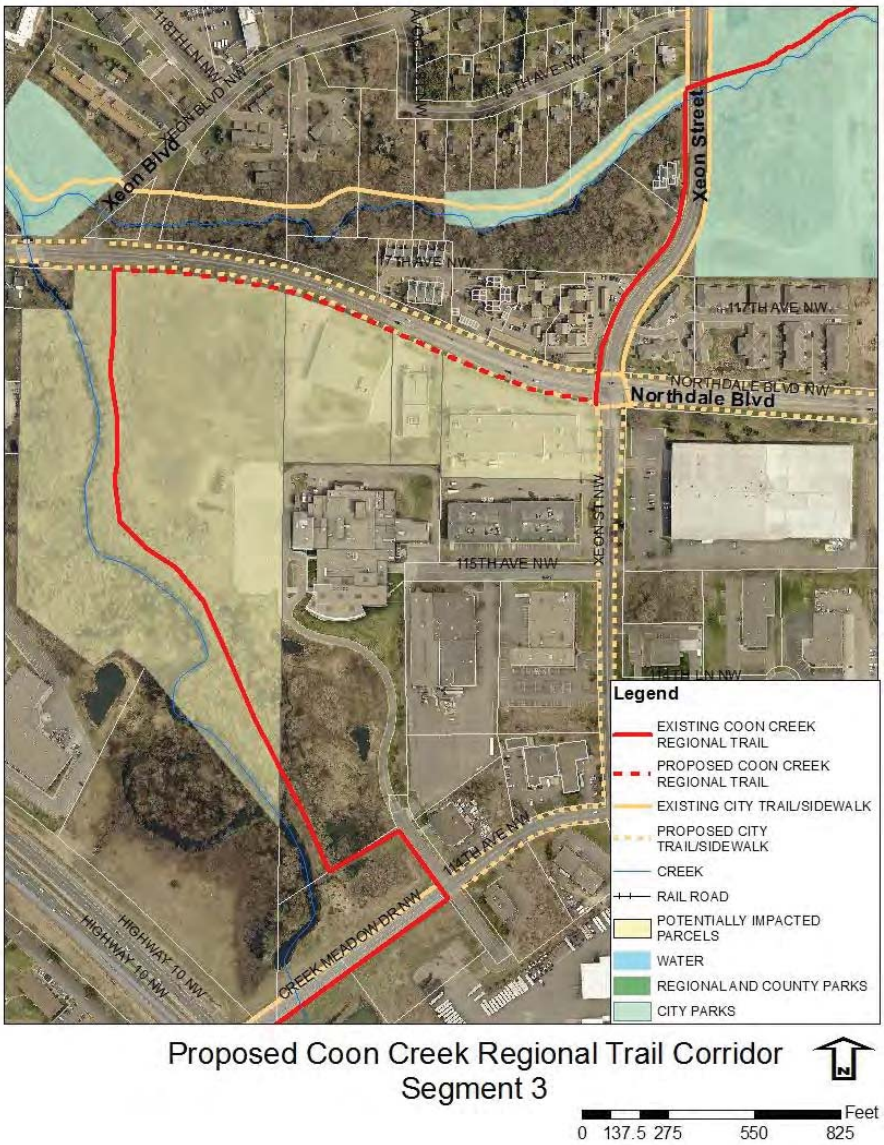


FIGURE 5

At Yellow Pine Street, the trail follows the existing trail along Creek Meadow Drive over Highway 10. Just after the Highway 10 overpass, the trail continues along the existing trail which travels south behind Coon Rapids City Hall, as shown in Figure 6.

Boulevard will be within the existing right of way and no further right of way needs are anticipated. The list of the parcels is located in the Appendix.

Right of way acquisition is based on an estimated 5'-20' additional right of way for the trail on Northdale and 20' – 30' along the Avocet portion and is estimated to be around $245,000 based on the 2015 assessed valuation. Once this Master Plan is approved, the County will work closely with the County Highway Department and the City of Coon Rapids to ensure that the City's future Port Riverwalk redevelopment area and any street reconstruction projects in these areas include dedicated right of way for the trail or trail easements to keep acquisition costs to a minimum. The City's proposed Port Riverwalk redevelopment area includes a variety of housing types, including senior and assisted living facilities, open space and recreational facilities and a variety of retail opportunities. Market rate appraisals have not been conducted to date, but will be conducted prior to any acquisition or funding request to the Metropolitan Council.

As shown in the Appendix, there are a few MPCA monitored sites located along the trail corridor, but these are not anticipated to impact the acquisition or construction of the remaining portions of the trail. In addition, general findings show there are a few vertebrate and invertebrate animals of threatened or special concern status located within 500 feet of the existing trail alignment, although none are located near the sections of trail to be constructed. Therefore no impacts to rare plants or animals are anticipated and no additional costs for mitigation or avoidance are anticipated.

Demand Forecast

Regional parks and trails have been increasing in popularity and as the population grows the need for additional recreation resources and amenities grow as well. The population in the communities surrounding the corridor is anticipated to grow steadily, as shown in the Population Forecast table.

Population Forecast[1]

Year	Andover	Blaine	Coon Rapids	Ham Lake	Anoka County
2010	30,598	57,186	61,476	15,296	330,844
2040	40,700	86,000	72,500	17,300	426,080

[1] Metropolitan Council, Thrive MSP 2040 Forecasts, Adopted May 28, 2014


Bunker Hills Regional Park
14
Main
Wilderness Park
Foley
BUNKER - CHAIN OF LAKES REGIONAL TRAIL
121st
Sand Creek Trail Corridor
78
Lions Coon Creek Park
Sand Creek
51
11
11
Northdale
Sand Creek Athletic Fields
12
Coon Rapids Soccer Complex
78
Coon Creek
Hwy 10
12
Erlandson Park
Coon Rapids Blvd
1
Egret
10
Robinson Park
Al Flynn Park
11
Coon Rapids Dam Regional Park
MISSISSIPPI RIVER REGIONAL TRAIL
Mississippi River
11
Legend
EXISTING COON CREEK REGIONAL TRAIL
PROPOSED COON CREEK REGIONAL TRAIL
EXISTING REGIONAL TRAIL
EXISTING REGIONAL PARK TRAIL
EXISTING CITY TRAIL/SIDEWALK
PROPOSED CITY TRAIL/SIDEWALK
ROADWAY
REGIONAL AND COUNTY PARKS
CITY PARKS
WATER
Proposed Coon Creek Regional Trail Corridor
Development Concept
N
Feet
0 1,000 2,000 4,000 6,000

FIGURE 14

It is anticipated that the southernmost proposed trail, as shown in Figure 8, will be constructed within the next five years, if funding becomes available. The County will work with the City of Coon Rapids on the implementation of this trail. There is no definitive schedule for the acquisition or construction of the remaining proposed trail, as shown in Figure 5, but it is anticipated to occur within the next ten to fifteen years, depending on funding availability.

Conflicts

Conflicts related to park or trail redevelopment will be kept to a minimum through proper planning and community involvement. With any new development or redevelopment in existing residential areas, there are common concerns among the area residents that are adjacent to the park or trail.

One of these concerns is the effect the increased usage of the park or trail will have on their safety, security and privacy. Generally, regional parks and trails in the metropolitan area do not have a higher number of criminal activities related to use. A typical concern is vandalism and damage to vehicles. The County provides Park Ranger patrols and works with the local police and the Anoka County Sheriff's Office to ensure the parks and trails are safe and secure. Since the majority of the trail already exists and the proposed sections are in commercial/industrial and redevelopment areas, this is not anticipated to be an issue.

Conflicts between pedestrians and vehicular traffic will be kept to a minimum by working with the City of Coon Rapids and the County Highway Department to ensure safe crossings at road intersections and driveways for pedestrians and bicyclists. In addition, signing along the trail will alert users of potential conflict areas, i.e. street crossings, driveway crossings, pedestrian cross-traffic, etc., and will provide way-finding and interpretive information.

There is concern from the City of Coon Rapids, regarding the Coon Rapids Boulevard section of trail, that the trail and transit improvements in those areas do not conflict with their future development plans for the area. Anoka County is confident that the County and City can work together to ensure a satisfactory solution for all parties.

Since the majority of the trail already exists within the current land uses, the majority of which is parkland, as shown in Figure 17, issues between the the trail and current land uses are not anticipated. In the areas where the trail has yet to be constructed, conflicts between the uses are anticipated to be minimal as the current designations are commercial/industrial, undeveloped and multi-family housing. By working closely with the City of Coon Rapids, businesses and residents during the design phase of the proposed trail, the County is confident any conflicts that arise will be addressd to all party's satisfaction.

Public Engagement & Participation

Anoka County worked with local units of government and regulatory agencies, as well as the Anoka County Transportation Division, which includes the Highway Department and the Transit Department, in the planning process of this trail master plan. Once a tentative alignment was determined, a draft master plan was developed and Anoka County reached out to the public for comment. An open house to receive public comment was held March 25, 2015. Post card invitations were sent to residents within 200 feet of the trail corridor and a notice advertising the open house was published in the legal newspaper of Anoka County as well as another local weekly newspaper. Open house invitations were also sent to a mosque and Hmong church as well. Figure 19, illustrates the population racial density by census tract for the service area of the trail.

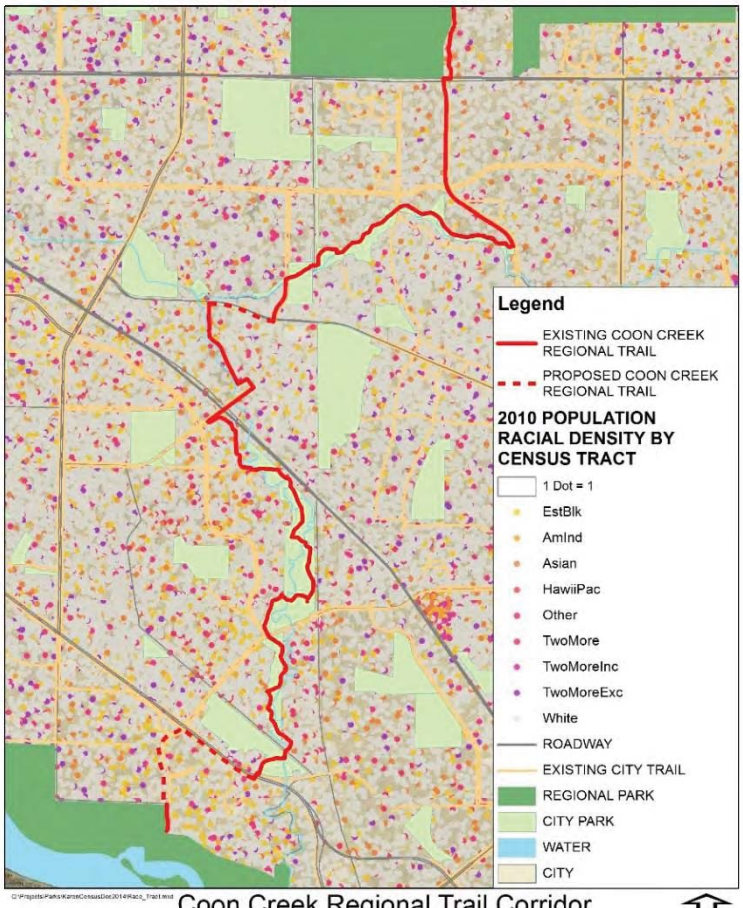


FIGURE 19

The draft master plan was posted on the Anoka County website as well as the City of Coon Rapids website requesting input.

Few comments were received and comments ranged from traffic signal timing for pedestrians to lighting along the trail. These issues have been addressed in the development concept of the plan.

The City of Coon Rapids adopted a resolution of support for the trail plan at their April 21, 2015 City Council meeting. Coon Creek Watershed District did not provide any comments.

Refer to Appendix for the public notices, letters requesting comments, and a summary of comments and responses.

Public Awareness

Public awareness is an important component to regional park and trail systems. The County will provide public education efforts through the Metropolitan Council's regional-wide awareness program, as well as, public information maps, websites (www.anokacountyparks.com & www.anokacounty.us), social media, publications and brochures provided by Anoka County Parks and Recreation Department and Commute Solutions, the County's Transportation Management Organization.

Anoka County's parks and trails system provides outdoor recreation opportunities in the northern metropolitan area and the Coon Creek Regional Trail trail has been identified in the County's 1996 20/20 Vision Plan and the 2006 Comprehensive System Plan for the Parks and Recreation Department. To increase access to parks and trails and increase education regarding health, wellness and outdoor recreation, Anoka County has installed wayfinding maps throughout the regional parks and trails system. Refer to Figure 20 for an example of this project.

FIGURE 20

In addition, the County created and maintains the Go Anoka County website (goanokacounty.org). This site was created to provide information related to parks and recreation facilities throughout the County and promote access to those facilities to make it easier to recreate outdoors.

Accessibility

Anoka County continually strives to provide equal access to all residents of Anoka County and the region. Park and trail use is open to any and all citizens. While there is a nominal parking fee in some of the regional parks, there is not a fee for trail use. This eliminates any economic barriers for trail users.

INFORMATIONAL OPEN HOUSE COON CREEK REGIONAL TRAIL MASTER PLAN

The County of Anoka will hold an informational open house on March 25, 2015 from 4:00pm to 6:00pm at the Coon Rapids City Council Chambers, 11155 Robinson Drive, Coon Rapids, MN 55433 to receive public comments on the proposed master plan for Coon Creek Regional Trail.

The majority of this regional trail already exists. When completed, the Coon Creek Regional Trail will connect Bunker Hills Regional Park with Coon Rapids Dam Regional Park and the Mississippi River through the City of Coon Rapids. The proposed portion of trail will generally run north/south from Bunker Hills Regional Park, following along Coon Creek through heavily wooded areas, with connections to other trails and links to destinations such as the city parks of Sand Creek, Erlandson, Robinson, and Al Flynn. The proposed trail connects to the trail system within the Coon Rapids Dam Regional Park. There are no current plans to complete construction of the trail at this time.

Copies of the master plan can be obtained by contacting the project manager or visiting www.anokacountyparks.com. Those who have questions or comments may contact the Project Manager: Karen Blaska, Park Planner, Anoka County Parks and Recreation Department, 550 Bunker Lake Blvd. NW, Andover, MN 55304 or via telephone at 763-767-2865 or e-mail at karen.blaska@co.anoka.mn.us. Written comments on the master plan are preferred and may be submitted to the project manager listed above.

/s/ Christine V. Carney
Assistant County Attorney

(Published March. 6, 13, 2015 Anoka County Record) #161

AFFIDAVIT OF PUBLICATION

State of Minnesota, County of Anoka

John M. Kysylyczyn, being duly sworn on oath says that he is the owner and publisher of the newspaper known as the Anoka County Record, and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all the requirements constituting qualifications as a qualified newspaper, as provided by Minnesota Statutes 331A and other applicable laws.

(B) The printed statement(s) attached was(were) printed and published on the following day(s) and date(s):

Friday, March 6, 2015

Friday, March 13, 2015

John M. Kysylyczyn,
Owner & Publisher

Subscribed and sworn to before me on this 13th day of March, 2015

Kathleen Brekke
Notary Public

KATHLEEN ANN BREKKE
Notary Public
State of Minnesota
My Commission Expires
January 31, 2019

Lowest classified rate paid by commercial users:

Per column inch: $5

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

Charlene Vold being duly sworn on an oath, states or affirms that they are the Authorized Agent of the newspaper(s) known as:

Anoka County Union Herald

and has full knowledge of the facts stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a qualified newspaper as provided by Minn. Stat. §331A.02, §331A.07, and other applicable laws as amended.

(B) This Public Notice was printed and published in said newspaper(s) for 1 successive issues; the first insertion being on 03/13/2015 and the last insertion being on 03/13/2015.

By: Charlene Vold
Authorized Agent

Subscribed and sworn to or affirmed before me on 03/13/2015.

Darlene M Macpherson
Notary Public

DARLENE MARIE MACPHERSON
Notary Public-Minnesota
My Commission Expires Jan 31, 2019

Rate Information:
(1) Lowest classified rate paid by commercial users for comparable space:
$20.00 per column inch

Ad ID 358715

ANOKA COUNTY INFORMATIONAL OPEN HOUSE COON CREEK REGIONAL TRAIL MASTER PLAN

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The majority of this regional trail already exists. When completed, the Coon Creek Regional Trail will connect Bunker Hills Regional Park with Coon Rapids Dam Regional Park and the Mississippi River through the City of Coon Rapids. The proposed portion of trail will generally run north/south from Bunker Hills Regional Park, following along Coon Creek through heavily wooded areas, with connections to other trails and links to destinations such as the city parks of Sand Creek, Erlandson, Robinson, and Al Flynn. The proposed trail connects to the trail system within the Coon Rapids Dam Regional Park. There are no current plans to complete construction of the trail at this time.

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/s/ Christine V. Carney
Assistant County Attorney
Published in the
Anoka County UnionHerald
March 13, 2015
358715

Public Informational Open House

Coon Creek Regional Trail
Master Plan

Wednesday, March 25, 2015 **4:00 PM-6:00 PM**

Anoka County Parks & Recreation Department
550 Bunker Lake Blvd NW
Andover, MN 55304
763-757-3920

The County of Anoka will hold an informational open house on March 25, 2015 from 4:00pm to 6:00pm at the Coon Rapids City Council Chambers, 11155 Robinson Drive, Coon Rapids, MN 55433 to receive public comments on the proposed master plan for Coon Creek Regional Trail.

The majority of this regional trail already exists. When completed, the Coon Creek Regional Trail will connect Bunker Hills Regional Park with Coon Rapids Dam Regional Park through the City of Coon Rapids. The trail will generally run north/south from Bunker Hills Regional Park, along Coon Creek and the city parks of Sand Creek, Erlandson, Robinson, and Al Flynn. There are no current plans to complete construction of the trail at this time.

Copies of the master plan can be obtained by contacting the project manager or visiting www.anokacountyparks.com. Those who have questions or comments may contact the Project Manager: Karen Blaska, Park Planner, Anoka County Parks and Recreation Department, 550 Bunker Lake Blvd. NW, Andover, MN 55304 or via telephone at 763-767-2865 or e-mail at karen.blaska@co.anoka.mn.us. Written comments on the master plan are preferred and may be submitted to the project manager listed above.

Anoka County
PARKS & RECREATION
Open Spaces in Nearby Places

Coon Creek Regional Trail

Comments Received:

1. Concern regarding the intersection of Avocet and Coon Rapids Boulevard. The light signal is set up so the light will change to Red on CRD Blvd to allow you to cross, but it doesn't go green for Avocet. It just goes back to green for Coon Rapids Blvd. This traps bikers or walkers in the intersection. With lack of visibility cars coming down and over the curve don't see you if there are cars blocking you from their view.

   Response: This information was passed along to the Signal Technicians at the Highway Department. They reviewed the signal and found no discrepancy.

2. Concern regarding lighting along some of the isolated sections of trail, e.g. Erlandson Park.

   Response: It is not the current practice of the County or the City to light trails.

3. Concern regarding the mid-block crossing of Northdale Boulevard due to sight distances and speed of vehicular travel.

   Response: This was discussed at length. The County's current alignment removes the mid-block crossing and places it at the signalized intersection of Northdale Boulevard and Xeon Street, providing a much safer crossing.

2040 Coon Rapids comprehensive plan

future
vision
thrive

Goal #2

Promote efficient movement of traffic in a manner that respects neighborhood context.

Objectives:

2-1 To incorporate Anoka County and MnDOT access management guidelines for arterials and collectors where possible.

2-2 To support strategic improvements to principal and minor arterials that address congestion.

Policies:

2-1 Work with Anoka County and MnDot on implementing their access management goals and policies as appropriate.

2-2 Work with Anoka County to manage access to minor arterial roads from abutting properties.

2-3 Maintain minimum separation distances between driveways and intersections.

2-4 Require new plats to show continuity of street patterns and access to adjacent parcels and neighborhoods.

2-5 Work towards reducing curb-cuts and encourage shared driveways on arterial and collector streets.

2-6 Work with Anoka County, MnDOT, and member Cities of the Greater Minnesota Gateway Coalition to promote and advocate for improvements to Highway 10 through Anoka County.

2-7 Work with Anoka County on future improvements to the following minor arterials:

- Hanson Boulevard
- Coon Rapids Boulevard
- Northdale Boulevard
- East River Road
- Coon Creek Boulevard
- Round Lake Boulevard
- Main Street (Riverdale Area)

2-8 Work with Anoka County, the Met Council and MnDOT to design, fund, and construct a full access interchange at Highway 610 and Coon Rapids Boulevard.

Trails

The *Parks, Open Space, and Trail System Plan Update* contains an extensive discussion of trails and their design standards. Table 6-3 summarizes the major trail segments in Coon Rapids and their current development status.

TABLE 6-3: Development Status

Segment	Status
Coon Creek Regional Trail	Largely complete; remaining segment to be constructed involves signalized crossing of Northdale Blvd. at Xeon St.
Coon Creek West Municipal Trail	upcoming priorities include improving the trail crossing at Northdale Blvd., sections through Lions Park and across Hanson Blvd., and sections along Coon Creek Blvd. and 128th Ave.
Sand Creek Trail	Complete
Mississippi River Regional Trail	Significant progress has been made in recent years. Sections through Kennedy Park, near Adams School, and along 109th Lane are priorities for completion.
Coon Rapids Boulevard Trail	Complete
Main Street (Northern Municipal Trail)	Continuous trail is complete; construct additional linkages through Woodland Heights/Bison Creek Parks.
Middle Municipal Trail	Complete south of Peppermint Stick Park; improve Hwy. 10 crossing and link to Coon Creek Trail.

Goals, Objectives, and Policies

In order to address system needs, the City has adopted the following goals, objectives, and policies.

Goal #1: Park Functions

Establish, maintain, and promote parks and preserved natural areas for recreational uses that provide visual and physical diversions from the developed residential, commercial, and industrial environment, and as a means to maintain the character, ambiance, appearance, and history of the community.

Objectives:

1-1 Fulfill the present and future physical and psychological needs of residents and enhance the quality of life within the City with park land and natural resource areas.

1-2 Develop parks and natural resource areas and interconnected trail corridors that are significant factors in shaping future growth in Coon Rapids.

1-3 Emphasize orderly and sequential growth in a compact urban form that is in harmony with the natural environment.

Policies:

1-1 Use park land dedication policies and ordinances to require developers (of all land use categories) to contribute to park and trail acquisition and park redevelopment through land dedication and/or fees.

1-2 Acquire and develop parks, trails, natural resource areas, and related recreation facilities in accordance with the Parks and Trails Master Plan for the purpose of shaping the built form of the community and establishing a balance between urbanization parks, trail corridors, and natural areas.

Parks and Open Space

The City will make few additions to the parks system in the future except for the acquisition of land for trail expansion and the possible acquisition of natural areas. The Future Parks, Trails, and Open Space Map shows the envisioned parks and trail systems.

As such, the City will use a combination of regulations, routine maintenance, and capital improvements to implement the *Parks, Open Space, and Trail System Plan*.

Table 9-5: Parks and Open Space Implementation

	Tool	Description	Timeframe
47	Regulations	The City will use its subdivision regulations and zoning code to safeguard natural areas, protection areas, and the Mississippi River Critical Area. All regulations in place are intended to facilitate protection.	Ongoing
48	Maintenance	Annual maintenance and repair will be used to keep the City's parks in good, safe condition. Funds are available from the City's general fund, park dedication fees, and other sources to provide for maintenance and repair.	Ongoing
49	Capital Improvements	Large scale rehabilitation or development of park space, as well as acquisition of land for trail expansion, will be done through the City's capital improvement program. Major improvements envisioned include the following: Trail connection in the vicinity of Kennedy Park to link the 85th Avenue trail to the Mississippi Regional Trail providing connections to Coon Rapids Dam Regional Park. Construct a Coon Creek Regional Trail segment from Lions Coon Creek Park across Hanson Boulevard and extend to the west. Upgrade or redevelop neighborhood parks that have not been upgraded in recent years. Complete all remaining segments of the Coon Creek Regional Trail, including a grade separated crossing of Coon Rapids Boulevard and improved crossing of Northdale Boulevard.	Ongoing

Capital Improvement Program

The city of Coon Rapids does not have an adopted Capital Improvement Program (CIP). Therefore, a CIP cannot be provided as part of the 2040 Plan. While no formal CIP exists, this section lists capital improvements relevant to the 2040 Plan.

Transportation

» The City will undertake maintenance, including plowing and sweeping, of its part of the regional transportation system

» The City will construct trails and sidewalks where the plan calls for regional systems to be extended or gaps to be filled

Wastewater

» The City will use its capital budget, operations and maintenance budget, and City ordinances and regulations to implement its wastewater plan. The City will focus on lining RCP pipe, lift station upgrades, VCP service connections, inflow/infiltration mitigations, and televising and cleaning of existing sewer pipe in the long term.

Parks & Open Space

» Large scale rehabilitation or development of park space, as well as acquisition of land for trail expansion, will be done through the City's capital improvement program. Major improvements envisioned include the following:

1. Trail connection in the vicinity of Kennedy Park to link the 85th Avenue trail to the Mississippi Regional Trail providing connections to Coon Rapids Dam Regional Park
2. Construct a Coon Creek Regional Trail segment from Lions Coon Creek Park across Hanson Boulevard and extend to the west.
3. Upgrade or redevelop neighborhood parks that have not been upgraded in recent years.

» Complete all remaining segments of the Coon Creek Regional Trail, including a grade separated crossing of Coon Rapids Boulevard and improved crossing of Northdale Boulevard.

MRCCA Open Space & Recreational Facilities

» Anoka County will implement the renovations and upgrades it has planned for Coon Rapids Dam Regional Park

» The County will maintain the Park and the portion of the regional trail system within the Park

COON RAPIDS Minnesota
11155 Robinson Drive NW, Coon Rapids, MN 55433
Web: coonrapidsmn.gov Phone: 763-755-2880

April 14, 2020

Joe MacPherson, County Engineer
Anoka County Highway Department
1440 Bunker Lake Boulevard
Andover, MN 55304

Re: Letter of Support for Northdale Boulevard (CSAH 11) Improvements

Dear Mr. MacPherson,

The City of Coon Rapids is aware of Anoka County's efforts to submit a funding request to the Federal Highway Administration for the 2020 Surface Transportation Program for the County's proposed improvement project of CSAH 11 (Northdale Blvd.) from CSAH 78 (Hanson Blvd.) east to Foley Boulevard NW. As the proposed project falls within our City and as a community in Anoka County, we are in favor of this effort.

Northdale Boulevard is a high-volume, high-speed County road connecting residential, commercial, and industrial areas within the City of Coon Rapids. Sand Creek Park Athletic Complex, a regional draw, hosts several large events annually and is also located along this stretch of road.

Currently, limited sidewalk segments and no multi-purpose trails exist west of Sand Creek Park along Northdale Boulevard, which creates a barrier to access for pedestrians and cyclists and those wishing to access businesses along Hanson Boulevard. In addition, there is a high-use regional trail crossing west of Xeon Street that the City would like considered for improvements as the planning process advances. The City is working hard to connect existing sidewalk and trail gaps in the area and to improve the safety and efficiency of the non-motorized transportation network, and strongly supports Anoka County's efforts as well.

The City of Coon Rapids looks forward to a continued partnership with Anoka County as this project advances and feels the project will greatly help address current safety and mobility issues occurring in the project corridor.

Sincerely,

Tim Himmer
Public Works Director
763-767-6494
thimmer@coonrapidsmn.gov

Existing Condition Photographs:
CSAH 11 in Coon Rapids

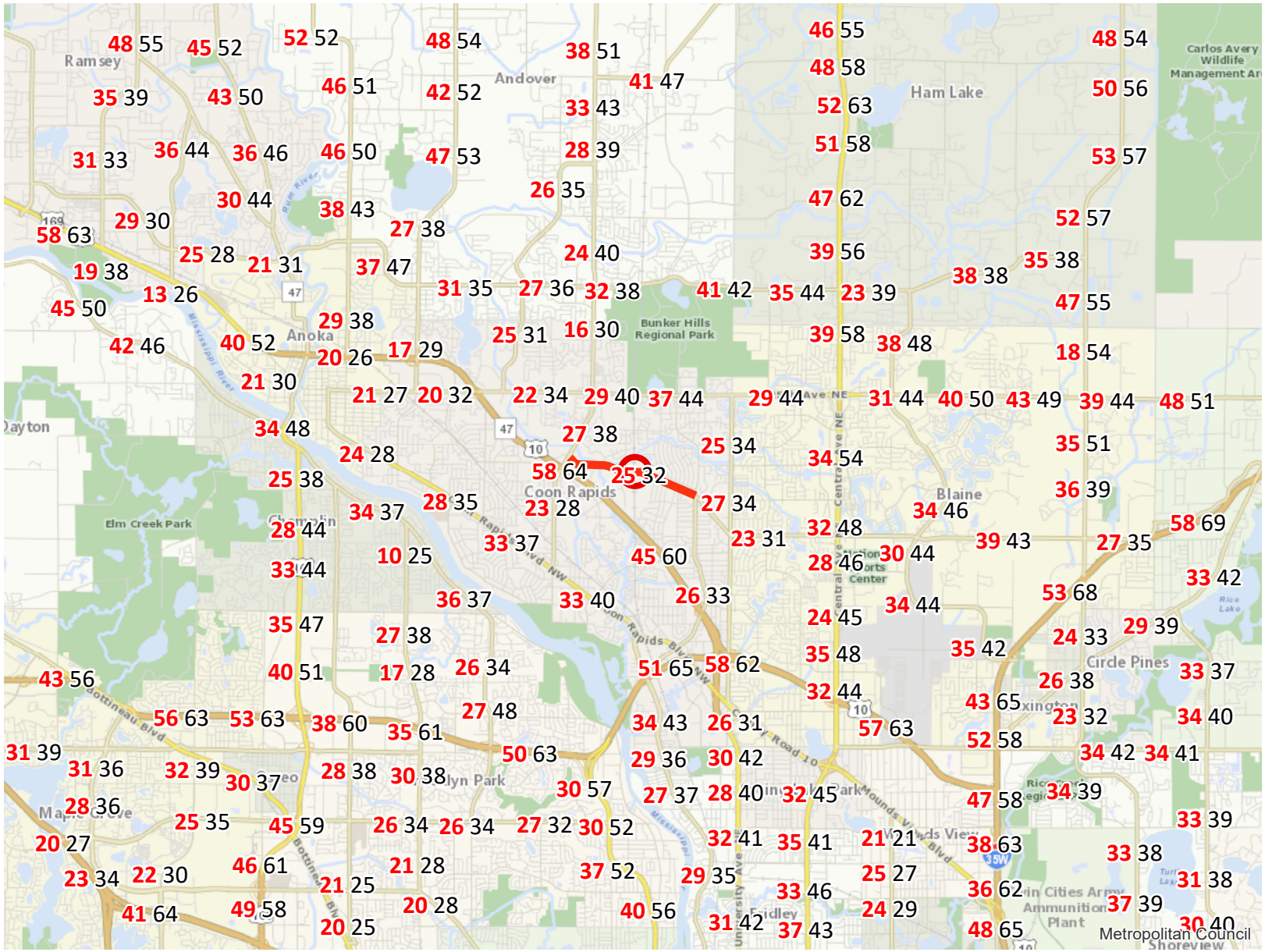
Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

VIEW: Looking east along CSAH 11 near the unmarked mid-block crossing of Coon Creek Regional Trail (an important RBTN Tier 2 corridor) *April, 2020*

VIEW: Looking west along CSAH 11 from approx. Avocet Ln/117th Ave NW *April, 2020*

Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard) Reconstruction Project | Map ID: 1586180369323



Project Points

Project

0 1.25 2.5 5 7.5 10 Miles

Created: 4/6/2020
LandscapeRSA1

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

METROPOLITAN COUNCIL