Application

17063 - 2022 Roadway Modernization

17519 - d. CSAH 9 (Lake George Blvd) Reconstruction as a 2-lane roadway with 8' shoulders and turn-lanes, plus Roundabout at CSAH 9/CR 58 in Oak Grove and Andover

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	04/14/2022 2:09 PM

Primary Contact

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*	Andover	Minnesota	55304-4005
	City	State/Province	Postal Code/Zip

Phone:*	763-324-3179	
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Fax:	763-324-3020
What Grant Programs are you most interested in?	Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name:	ANOKA COUNTY
Jurisdictional Agency (if different):	
Organization Type:	County Government
Organization Website:	
Address:	1440 BUNKER LAKE BLVD

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

County:	Anoka
Phone:*	763-324-3100 Ext.
Fax:	763-324-3020
PeopleSoft Vendor Number	0000003633A15

Project Information

Project Name	CSAH 9 (Lake George Blvd) Reconstruction/Modernization Project
Primary County where the Project is Located	Anoka
Cities or Townships where the Project is Located:	Oak Grove
Jurisdictional Agency (If Different than the Applicant):	

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

The project will reconstruct a 1.5-mile section of CSAH 9 (Lake George Blvd) from CSAH 58 (181ST Avenue NW) to CSAH 22 (Viking Boulevard NW) as a two-lane undivided roadway with turn lane improvements and a roundabout at the intersection of CSAH 58 in the City of Oak Grove. CSAH 9 is an A Minor Arterial Connector that operates at 55 mph and serves 10,600 vehicles per day. Traffic volumes on CSAH 9 have been increasing and are expected to continue to increase in the future as the area continues to grow. The 2040 Lane Use Map identifies this location as a main commercial growth corridor because of the visibility, accessibility, and traffic volumes offered by adjoining streets.

This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes and eliminate weaving movements around turning vehicles. Access modifications will include the addition of a roundabout at 181st Ave, an intersection at 188th Ave, and driveway apron realignments. The roundabout will eliminate traffic queues and better accommodate truck turning movements. The new intersection at 188th Ave will provide a controlled access point into the existing baseball fields and restaurant. Driveway aprons that are poorly designed or exhibit deterioration will be replaced or realigned to better accommodate local delivery trucks and improve sightlines.

Non-motorized accommodations in the project area are currently non-existent. The project will close an existing gap in the non-motorized network by constructing an 8-foot shoulder on the east and west sides of CSAH 9. The roundabout at CSAH 58 will include trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings,

median island pedestrian refuge areas, and advanced notice signage to alert vehicles of the upcoming pedestrian crossing.

Anoka County and Oak Grove plan to extend the Rum River Regional Trail north along CSAH 9. There is documented need for dedicated pedestrian and bicycle facilities along the project corridor. Bicyclists accessing Cedar Creek Conservation Area or Rum River Central Regional Park often use the narrow highway shoulders to travel to and from the parks. The construction of the expanded shoulder will increase access to both parks, meeting a major county goal of equitable access to parks and trails.

(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 9 (LAKE GEORGE BLVD NW) FROM CSAH 58 (181ST AVE NW) TO CSAH 22 (VIKING BLVD NW) IN OAK GROVE; RECONSTRUCT ROADWAY, ROUNDABOUT AT CSAH 58, CURB AND GUTTER, CHANNELIZATION, STORM SEWER, TURN LANES, SHOULDER, AND SIDEWALK.

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).

Project Length (Miles) 1.5

to the nearest one-tenth of a mile

Project Funding

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

If yes, please identify the source(s)

Federal Amount $4,790,400.00

Match Amount $1,197,600.00

Minimum of 20% of project total

Project Total $5,988,000.00

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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years: 2025

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 Connector

Road System CSAH

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

Road/Route No. 9

i.e., 53 for CSAH 53

Name of Road Lake George Boulevard NW

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed 55303

(Approximate) Begin Construction Date 03/01/2026

(Approximate) End Construction Date 11/30/2026

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

From:
(Intersection or Address) CSAH 58 (181ST Avenue NW)

To:
(Intersection or Address) CSAH 22 (Viking Boulevard NW)

DO NOT INCLUDE LEGAL DESCRIPTION

Or At

Miles of Sidewalk (nearest 0.1 miles) 0.1

Miles of Trail (nearest 0.1 miles) 0

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

Primary Types of Work ROADWAY RECONSTRUCTION INCLUDING ROUNDABOUT, GRADING, AGGREGATE BASE, BITUMINOUS BASE, BITUMINOUS SURFACE, CURB AND GUTTER, STORM SEWER, SHOULDER, SID

Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under (Bridge or culvert name):

Requirements - All Projects

All Projects

1.The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2018), the 2040 Regional Parks Policy Plan (2018), and the 2040 Water Resources Policy Plan (2015).

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

2.The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

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

Goal: Transportation System Stewardship (p.58)

- Objective A: Efficiently preserve and maintain the regional transportation system in a state of good repair

- Objective B: Operate the regional transportation system to efficiently and cost-effectively connect people and freight to destinations

- Strategies: A1 (p. 2.17) and A2 (p. 2.18)

Goal: Safety and Security (p. 60)

- Objective A: Reduce crashes and improve safety and security for all modes of passenger travel and freight transport

- Strategies: B1 (p. 2.20), B2 (p. 2.21), B3 (p.2.21), B4 (p. 2.22), and B6 (p. 2.23, ?)

Goal: Access to Destinations (p. 62)

- Objective B: Increase travel time reliability and predictability for travel on highway and transit systems

- Strategies: C3 (p. 2.27), C7 (p. 2.30), C9 (p. 2.32), and C10 (p. 2.32)

Goal: Competitive Economy (p. 64)

- Objective C: Support the region?s economic competitiveness through the efficient movement of freight

- Strategies: D2 (p. 2.39), D4 (p. 2.40), and D5 (p. 2.40)

Goal: Healthy Environment (p. 66)

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

- Strategies: E6 (p. 2.46) and E7 (p 2.47)

Goal: Leveraging Transportation Investment to Guide Land Use (p. 70)

- Objective B: Maintain adequate highway, riverfront, and rail-accessible land to meet existing and future demand for freight movement

- Strategies: F1 (p. 2.48), F2 (p. 2.49), F3 (p. 2.50), and F5 (p. 2.52)

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: Unique projects are exempt from this qualifying requirement because of their innovative nature.

Anoka County 2040 Transportation Plan Update: Final Report (2019)

- CSAH 9 noted as road segment with AADT at 5932 and PQI at 45 (p. 55).

- Project area identified in list of high crash locations with intersection of CSAH 9 (Round Lake Blvd)/Northdale Blvd noted as #12 and CSAH 9 (Round Lake Blvd)/CSAH 14 (Main St) noted as #20 (p. 63).

- Identifies deficiencies in System Stewardship with 1.5 miles between 217th Ave and the Oak Grove City limit requiring future pavement needs as well as Safety due to the high frequency crash locations at the 2 intersections previously identified (p. 118).
- Capacity deficiency noted for CSAH 9 for 0.39 miles south of CSAH 20, 0.94 miles north of north junction of CSAH 20, 1.5 miles north of CR 58 (App. F, p. 8, 28).

Oak Grove 2040 Comprehensive Plan Update (2019)

- Average Daily Traffic (ADT) Forecast for 2040 for Oak Grove map notes project corridor as operating at LOS C by 2040. (Page A-8)

- Parks and Trails Network Map notes the proposed Rum River Regional Trail will be planned along the project corridor. (Page B-3)

- 2040 Future Land Use Map designated northern section of CSAH 9 project corridor as Commercial. (Page B-13)

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. Unique project costs are limited to those that are federally eligible.

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

5.Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). 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 in Table 1. For unique projects, the minimum award is $500,000 and the maximum award is the total amount available each funding cycle (approximately $4,000,000 for the 2022 funding cycle).
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): *$500,000 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

(TDM and Unique Project Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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. Unique projects are exempt from this qualifying requirement.

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 Strategic Capacity 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 clear span must 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.

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$315,000.00
Removals (approx. 5% of total cost)	$230,000.00
Roadway (grading, borrow, etc.)	$418,000.00
Roadway (aggregates and paving)	$2,800,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$400,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$365,000.00
Traffic Control	$215,000.00
Striping	$59,000.00
Signing	$59,000.00
Lighting	$100,000.00
Turf - Erosion & Landscaping	$295,000.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$0.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$650,000.00
Other Roadway Elements	$0.00
Totals	**$5,906,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$0.00
Sidewalk Construction	$70,000.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$0.00
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	$10,000.00
Other Bicycle and Pedestrian Elements	$0.00
Totals	**$80,000.00**

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	$5,986,000.00
Construction Cost Total	$5,986,000.00
Transit Operating Cost Total	$0.00

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

Existing Employment within 1 Mile:	422
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	12
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1649880999245_Anoka CSAH 11_RegnlEconomyMap_April 2022.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the updated 2021 Regional Truck Corridor Study:

Along Tier 1:	
Miles:	0
(to the nearest 0.1 miles)	
Along Tier 2:	
Miles:	0
(to the nearest 0.1 miles)	
Along Tier 3:	
Miles:	0
(to the nearest 0.1 miles)	
The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:	
None of the tiers:	Yes

Measure A: Current Daily Person Throughput

Location	North of CSAH 58 (181st Ave NW) in Oak Grove - SEQ# 41373 on CSAH 9
Current AADT Volume	10600

Existing Transit Routes on the Project	N/A

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

Upload Transit Connections Map	1649881067642_Anoka CSAH 11_TransitConnectnsMap_April 2022.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	13780.0

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: Engagement

i.Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.
ii.Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.
iii.Describe the progression of engagement activities in this project. A full response should answer these questions:

Response:

With all major projects, Anoka County employs robust public engagement strategies, with an emphasis on reaching underrepresented populations, including black, indigenous, people of color (BIPoC), low-income individuals, persons with disabilities, youth, older adults, and residents in affordable housing. The County collaborates with city staff, policymakers and directly with residents, business owners, and commuters through accessible public meetings and online engagement efforts.

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity for the CSAH 9 Reconstruction/Modernization Project from March 24 - April 8, 2022. This opportunity included live chat sessions with the project team on 3/30/22, 3/31/22, and 4/1/22. Residents were invited to visit the event website, www.anokastpprojects.com (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, residents were also invited to fill out a project survey, which collected demographic info including Race, Age, and Income-level. This open-ended survey asked participants to comment on how the project aligns with their vision of Anoka County's community. As of April 8th, over 300 people had visited the site to view the project and offer feedback.

Anoka County advertised this event through an email listserv, county social media pages, and the Anoka County website. County staff also posted flyers for the event at government buildings, licensing centers, and multifamily apartments near the project area - including Oaks of Lake George, a senior living facility north of the project corridor.

When drafting their Comprehensive Plan, which

aligns with the proposed improvements along CSAH 9, the city of Oak Grove crafted elements of the plan using individual participant's ideas, discussion and debates among committee members, and past experiences of the community as a whole. The planning process included an open house, a public workshop to identify issues and opportunities, two public hearings, and a project website, and a public survey. Input from each was used to directly influence multiple sections of the plan.

For residents and businesses adjacent to the project, our team will meet with them early in the process to provide project information and answer questions. Throughout the project we hold several public meetings at accessible locations as well as organize and attend stakeholder meetings. Additional outreach efforts include the use of social media, newsletters, and variable message boards. Additionally, the website contains links for residents to contact the project team. These efforts are put forth to ensure a successful project in the eyes of the community.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:
This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.
Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.
Below is a list of potential negative impacts. This is not an exhaustive list.

The proposed project will directly benefit equity and environmental justice populations, including black, Indigenous, and people of color (BIPoC), low-income, persons with disabilities, youth, and older adults. Currently, CSAH 9 is an undivided two-lane highway with a 55-mph posted speed limit that lacks pedestrian and bicycle facilities. The proposed project will provide trail facilities at the intersection of CSAH 9 and CSAH 58 as well as an eight-foot shoulder on the east and west sides of the roadway. All sidewalk updates proposed as part of this reconstruction effort will be updated with ADA-compliant facilities to serve limited mobility populations who heavily rely on these facilities. These improvements will improve safety and security for bicyclists and the visibility of the roadway's most vulnerable travelers.

Response:

There is documented need for dedicated pedestrian and bicycle facilities along the project corridor. Bicyclists accessing Cedar Creek Conservation Area or Rum River Central Regional Park often use the narrow highway shoulders to travel to and from the parks. In the winter months, CSAH 9 is the location of marked snow mobile trails. The entrance to the trail is located at the intersection of CSAH 9 and Viking Blvd, at the north end of the project area.

Non-motorized connections along CSAH 9 are nonexistent, making non-motorized travel difficult and unsafe. Upon project completion, the 1.5-mile project corridor will have a continuous eight-foot shoulder on the east and west sides of the corridor. Providing dedicated pedestrian facilities at the new roundabout intersection will improve the safety for all users and expand opportunities for low-cost and active modes of transportation, equating to various economic and health benefits. The County's

practice of constructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations.

The construction of the expanded shoulder will increase access to Cedar Creek Conservation Area and the Rum River Central Regional Park, meeting a major county goal of equitable access to parks and trails. Providing access to green space, recreation opportunities, and active transportation options will provide all populations healthy lifestyle choices and exposure to natural areas, proven to reduce stress levels and improve physical and mental health.

The project will not impose adverse health or environmental effects on equity populations. 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):

Measure C: Affordable Housing Access

Describe any affordable housing developmentsexisting, under construction, or plannedwithin ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the projects benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

Response:

The census tracts surrounding the project area include the following populations: 8.5% residents of color; 36.4% under 18 or over 65 years old, 4% foreign-born residents; 17.7% cost-burdened residents; and 7.7% living with a disability. Cost burdened households often rely on public transportation, walking/biking, or a single vehicle. To serve populations that lack regular access to a vehicle, this project improves non-motorized access to commercial destinations fulfilling daily needs by constructing pedestrian facilities where they do not currently exist.

While there are only two publicly subsidized rental housing units in the census tracts within 0.5 miles of the project corridor, Oak Grove and Andover - to the south of the project corridor - are committed to providing affordable housing options for their residents. During the comprehensive planning process, residents from both cities made it clear that options for affordable housing was one of the main factors that encouraged them to move to the area. The city of Oak Grove has a lower median housing value than many of the surrounding communities and has a goal of keeping home prices affordable for the current population as well as future residents. The affordable housing goals of both cities focus on the preservation of naturally occurring affordable housing.

Residents living in affordable housing units and cost-burdened residents often rely on public transportation, walking/biking, or a single vehicle to access employment and daily needs. To serve populations that lack regular access to a vehicle, this project improves non-motorized access to commercial destinations fulfilling daily needs by constructing pedestrian facilities where they do not currently exist. The project also provides non-

motorized connections to Cedar Creek Conservation Area and the Rum River Central Regional Park, meeting a major county goal of equitable access to parks and trails. Providing access to green space, recreation opportunities, and active transportation options will provide all populations healthy lifestyle choices and exposure to natural areas, proven to reduce stress levels and improve physical and mental health.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:	
Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):	
Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):	Yes
Upload the Socio-Economic Conditions map used for this measure.	1649881533730_Anoka CSAH 11_SocioEconomicMap_April 2022.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1955	1.5	2932.5	1955.0
	2	**2933**	**1955**

Total Project Length

Total Project Length (as entered in "Project Information" form)	1.5

Average Construction Year

Weighted Year	1955

Total Segment Length (Miles)

Total Segment Length 1.5

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

The project will add right turn lanes to six existing intersections. A roundabout will be added to the intersection of CSAH 9 and CSAH 58. Additional geometry will be added to the intersection at 189th Ave, including driveway realignment. The roundabout and turn lanes will improve traffic flow and assist with turning movements of heavy freight vehicles. Poorly designed or deteriorating driveway aprons will be replaced to better accommodate local delivery trucks. The project will preserve the structural integrity (10-ton rated) and smoothness of the pavement. 8-foot shoulders will 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 at six intersections on CSAH 9 and a roundabout at the intersection of CSAH 9 and CSAH 58. The addition of turn lanes will limit weaving movements by drivers and provide more explicit guidance 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 roadway improvements will be designed and constructed in accordance with current State Aid standards, including clear zone widths and sight line distances.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics: Yes

Response:

The project will provide designated turn lanes at six CSAH 9 intersections to remove turning from through lanes and eliminate weaving movements around turning vehicles. A driveway realignment is proposed at 189th Ave to provide improved access to the existing baseball fields and commercial development. The existing geometry results in tight turns and traffic queues in the southern part of the project corridor. The roundabout at CSAH 58 will improve movement of vehicles in this area and better accommodate truck turning movements. Expanding the shoulders to 8 feet and adding new non-motorized connections will provide pedestrians and bicyclists a buffer from motorized traffic.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

Response:

The project includes the addition of a roundabout at CSAH 58. The roundabout will eliminate traffic queues and better accommodate truck turning movements. The proposed driveway modification at the 189th Ave intersection will provide a controlled access point into the existing baseball fields and restaurant. Poorly designed or deteriorating driveway aprons will be replaced to better accommodate local delivery trucks. Residential driveway aprons in poor condition will also be updated and adjusted to improve sightlines. The addition of turns lanes throughout the corridor will limit weaving movements around turning vehicles and decrease queues throughout the corridor.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

Response:

The design will explore opportunities to minimize grade change while tying into existing intersections. The proposed two-lane roadway will be adjusted to meet current State Aid roadway design standards to improve safety, accessibility and mobility in the area. Improving sightlines will improve safety measures for pedestrians and bicyclists travelling along the corridor by increasing visibility of non-motorized users.

(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 typical section. Additionally, the project will require a NPDES permit, and the contractor will be required to follow best management practices identified in the Stormwater Pollution Prevention Plan to ensure proper sediment and erosion control. Landscaping will be included in the center of the roundabout intersection to improve drainage and prevent water pooling in the intersection.

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

Response:

The four-way stop intersection at CSAH 9 and CSAH 58 will be replaced with a single-lane roundabout. The roundabout will be constructed with full pedestrian accommodations, including an 8-foot sidewalk, median refuge islands, and high visibility durable pavement markings. Currently no pedestrian facilities exist at the intersection. The roundabout will improve operations along the project corridor, which is expected to operate at a LOS C by 2040. Intersection Street lighting will be added at the intersection to improve visibility and safety for all users. The lighting will also be upgraded to LED for longer life and improved energy usage.

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

Response:

The project will provide a continuous 8-foot shoulder along the east and west side of CSAH 9 for pedestrian and bicycle use. The corridor currently lacks any non-motorized facilities, although there is documented use by pedestrians and bicyclists. This project will also address level of service concerns along the corridor. With rising traffic volumes in the area, CSAH 9 from 181st Ave to Viking Blvd is anticipated to operate at a LOS C by 2040. The City of Oak Grove is anticipating commercial growth in this area. The proposed turn lanes, roundabout at CSAH 58, and modified intersection at 189th Ave will be needed to prevent traffic queuing and dangerous travel conditions in the future.

(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
66.6	9.2	57.4	57	1194	3271.8	68535.6	Not Applicable	1649882459175_Anoka CSAH 9 at CR 58_SynchroReport_April 2022.pdf
						68536		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	3271.8
Total Peak Hour Delay Reduced	68535.6

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
6.33	4.52	1.81
6	**5**	**2**

Total

Total Emissions Reduced:	1.81
Upload Synchro Report	1649882635556_Anoka CSAH 9 at CR 58_SynchroReport_April 2022.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:	- Intersection improvements at CSAH 9/CSAH 58: Single lane roundabout (area type: all) from HSIP CMF guide (CMF=0.18 for A,B,C crashes, CMF = 0.56 for other severities) - Cross section revisions: Widen shoulder from HSIP CMF guide (CMF = 0.74 for A,B,C crashes, CMF = 0.67 for PDO crashes). CMFs apply to Fixed object, head on, run off the road, and sideswipe crashes

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:	CMFs were applied separately for intersection crashes at CSAH 9/CSAH 58 and for all other crashes on CSAH 9 between CSAH 58 and Viking Blvd (excluding crashes at the CSAH 58 intersections and at the Viking Blvd intersection). This was done to best reflect the different types crash improvements associated with the proposed roundabout at CSAH 58 and the proposed shoulder widening.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio	$6,092,220.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	1
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	15
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	7
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	21
Worksheet Attachment	1649882807664_Anoka CSAH 9_BCworksheets_April 2022.pdf

Please upload attachment in PDF form.

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Pedestrian Safety

Determine if these measures do not apply to your project. *Does the project match either of the following descriptions?*
If either of the items are checked yes, then ***score for entire pedestrian safety measure is zero****. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

Project is primarily a freeway (or transitioning to a freeway) and does not provide safe and comfortable pedestrian facilities and crossings.	No

Existing location lacks any pedestrian facilities (e.g., sidewalks, marked crossings, wide shoulders in rural contexts) and project does not add pedestrian elements (e.g., reconstruction of a roadway without sidewalks, that doesnt also add pedestrian crossings and sidewalk or sidepath on one or both sides).	No

SUB-MEASURE 1: Project-Based Pedestrian Safety Enhancements and Risk Elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page.

Please answer the following two questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered, to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, midblock locations, and roundabouts.

Treatments and countermeasures should be well-matched to the roadways context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

Response:

The project team is committed to delivering improvements to CSAH 9 that are consistent with the Regional Pedestrian Safety Action Plan. As part of the CSAH 9 (Lake George Blvd) Reconstruction/Modernization Project, all intersections will include improvements that address lack of any pedestrian or bicycle facilities along the corridor.

The roundabout at CSAH 58 will include trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings, median island pedestrian refuge areas, and advanced notice signage to alert vehicles of the upcoming pedestrian crossing. These improvements will greatly increase pedestrian safety at the most used intersection along the CSAH 9 corridor. The roundabout will also improve traffic flow and better accommodate truck turning movements, further increasing non-motorized safety and making it easier for pedestrians to cross at each leg of the intersection.

Added right turn lanes at all intersections along the corridor and added left turn lanes at the 189th Ave intersection will improve sightlines and accommodate traffic flow. Turn lanes will also provide more explicit guidance about safe and expected vehicle movements. The absence of right turn lanes currently contributes to unsafe weaving movements by drivers on CSAH 9. Weaving movements decrease both the driver's and the pedestrian's ability to assess a situation and safety cross the street. Weaving movements will be eliminated as a result of this project.

The proposed project will close an existing gap in the non-motorized network by constructing a

continuous eight-foot shoulders on the east and west sides of the corridor. No pedestrian or bicycle facilities exist today. The addition of the widened shoulder will ensure that CSAH 9's multimodal function, safety, and person-throughput are enhanced. The project will also upgrade the CSAH 58 intersection with trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings, median island pedestrian refuge areas, and advanced notice signage to alert vehicles of the upcoming pedestrian crossing. These improvements will allow easy access for persons with mobility limitations.

The CSAH 9 corridor between CSAH 58 and Viking Blvd experienced 11 crashes between 2019 and 2021. Modernization of the roadway - implementing 8-foot highway shoulders, turn lanes, and access management - will provide critical safety improvements to reduce crash risk exposure for pedestrians and bicyclists and improve safety and comfort for all users. These roadway improvements will create more predictable movements for all modes and provide a higher level of visibility - increasing mutual awareness between motorized and non-motorized users.

(Limit 2,800 characters; approximately 400 words)

Is the distance in between signalized intersections increasing (e.g., removing a signal)?

Select one: No

If yes, describe what measures are being used to fill the gap between protected crossing opportunities for pedestrians (e.g., adding High-Intensity Activated Crosswalk beacons to help motorists yield and help pedestrians find a suitable gap for crossing, turning signal into a roundabout to slow motorist speed, etc.).

Response: Not Applicable

(Limit 1,400 characters; approximately 200 words)

Will your design increase the crossing distance or crossing time across any leg of an intersection? (e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.). This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

Select one: Yes

If yes,
How many intersections will likely be affected?

Response: 6

Describe what measures are being used to reduce exposure and delay for pedestrians (e.g., median crossing islands, curb bulb-outs, etc.)

Response:

Six intersections will have increased crossing distances as a result of the proposed improvements. Right turn lanes will be added to Cedar Creek Dr, 184th Ln, 187th Ln, and 191st Ave. Right and left turn lanes will be added to 189th Ave. A single-lane roundabout will be added to the intersection with CSAH 58.

The roundabout at CSAH 58 will include trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings, median island pedestrian refuge areas, advanced notice signage to alert vehicles of the upcoming pedestrian crossing, and improved lighting. These improvements will greatly increase pedestrian safety at a busy intersection. The roundabout will also better accommodate truck turning movements, further increasing non-motorized safety.

Added turn lanes will improve sightlines at each intersection. Turn lanes will also provide more explicit guidance about safe and expected vehicle movements. The absence of right turn lanes contributes to unsafe weaving movements by drivers on CSAH 9. Weaving movements decrease both the driver's and the pedestrian's ability to assess a situation and safety cross the street.

Expanding the shoulders to 8 feet will provide pedestrians and bicyclists a buffer from motorized traffic by removing pedestrians and bicyclists from the roadway. The shoulder will provide pedestrian a space to wait before crossing CSAH 9.

(Limit 1,400 characters; approximately 200 words)

If grade separated pedestrian crossings are being added and increasing crossing time, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option (e.g., shallow tunnel that doesnt require much elevation change instead of pedestrian bridge with numerous switchbacks).

Response:

Not Applicable

(Limit 1,400 characters; approximately 200 words)

If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways (e.g., nearest protected or enhanced crossing opportunity).

Response:

Not Applicable

(Limit 1,400 characters; approximately 200 words)

2. Describe how motorist speed will be managed in the project design, both for through traffic and turning movements. *Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc.). Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.) or protect pedestrians if increasing motorist speed (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).*

Response:

According to city data, traffic volumes on CSAH 9 have been increasing and are expected to continue to increase in the future as the area continues to grow. The Oak Grove 2040 Land Use Map identifies this location as a main commercial growth corridor because of the visibility, accessibility, and traffic volumes offered by adjoining streets. This planned growth increases the necessity of the project modernization project which will help motorists drive slower and directly protect pedestrians and bicyclists from high vehicle speeds.

To calm traffic and improve safety as traffic volumes increase in the future, the CSAH 9 (Lake George Blvd) Reconstruction/Modernization Project will introduce a single lane roundabout at the intersection of CSAH 58. Roundabouts are proven traffic calming devices that slow vehicles speeds while simultaneously widening turning radii to facilitate fright turning movements and alleviating peak hour congestion. The addition of high visibility pavement markings, median island pedestrian refuge areas, and advanced notice signage to alert vehicles of the upcoming pedestrian crossing will encourage motorists to stop for pedestrians and bicyclists entering the intersection.

Non-motorized corridor users will also be served by the addition of an 8-foot shoulder to separate bicyclists and pedestrians from vehicles. The shoulder will increase safety by removing pedestrians and bicyclists from the roadway and providing a space to wait before crossing CSAH 9.

Designated turn lanes will be added to six intersections along the CSAH 9 corridor. This will decrease congestion, improve sightlines, and eliminate weaving movements around turning

vehicles. The absence of right turn lanes contributes to unsafe weaving movements by drivers on CSAH 9. The addition of turn lanes will eliminate this risk at many of the intersections throughout the project area.

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 into 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, while potentially lowering travel speeds through the corridor.

CSAH 9 is already one of the main commercial corridor in Oak Grove. With rising traffic volumes in the area, CSAH 9 from CSAH 58 to Viking Blvd is anticipated to operate at a LOS C by 2040. The City of Oak Grove is anticipating commercial growth in this area. The proposed turn lanes, roundabout at CSAH 58, and modified intersection at 189th Ave will be needed to prevent traffic queuing and dangerous travel conditions in the future.

(Limit 2,800 characters; approximately 400 words)

If known, what are the existing and proposed design, operation, and posted speeds? Is this an increase or decrease from existing conditions?

Response:

The existing and proposed design and posted speed along CSAH 9 from CSAH 58 (181st Ave) to CR 22 (Viking Blvd) is 55 mph. The operational speed varies from 48 mph to 56 mph during non-peak hours and from 37 mph to 51 mph during peak hours. The proposed design speeds will be the same as existing speeds.

(Limit 1,400 characters; approximately 200 words)

SUB-MEASURE 2: Existing Location-Based Pedestrian Safety Risk Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following factors are present. Applicants receive more points if more risk factors are present.

Existing road configuration is a One-way, 3+ through lanes
or

Existing road configuration is a Two-way, 4+ through lanes

Existing road has a design speed, posted speed limit, or speed study/data showing 85th percentile travel speeds in excess of 30 MPH or more Yes

Existing road has AADT of greater than 15,000 vehicles per day

List the AADT

SUB-MEASURE 3: Existing Location-Based Pedestrian Safety Exposure Factors

These factors are based on based on trends and patterns observed in pedestrian crash analysis done for the Regional Pedestrian Safety Action Plan. Check off how many of the following existing location exposure factors are present. Applicants receive more points if more risk factors are present.

Existing road has transit running on or across it with 1+ transit stops in the project area (If flag-stop route with no fixed stops, then 1+ locations in the project area where roadside stops are allowed. Do not count portions of transit routes with no stops, such as non-stop freeway sections of express or limited-stop routes. If service was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 service for this item.)

Existing road has high-frequency transit running on or across it and 1+ high-frequency stops in the project area (high-frequency defined as service at least every 15 minutes from 6am to 7pm weekdays and 9am to 6pm Saturdays. If service frequency was temporarily reduced for the pandemic but is expected to return to 2019 levels, consider 2019 frequency for this item.)

Existing road is within 500 of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant) Yes

CSAH 9 serves as the main commercial corridor in Oak Grove. The project area is the site of one (1) gas station and grocery store (Bill's Superette), one (1) gas station (Speedway) a shopping center that includes three (3) restaurants (Subway, Chanticlear Pizza, Bridge Street Coffee) one (1) learning center, one (1) veterinary hospital, one (1) dentist office, one (1) stand-alone restaurant and bar (SRO Bar/Grill), and the Cedar Creek Conservation Area.

If checked, please describe:

The city aims to expand commercial development along CSAH 9 by designating much of CSAH 9 between CSAH 58 and Viking Blvd as commercial land-use in the Oak Grove 2040 Comprehensive Plan. With growth in the future, there will be greater demand for the commercial goods and services within the project area. The corridor is anticipated to attract businesses that will serve the entire city and adjoining communities due to the visibility, accessibility, and traffic volumes offered by adjoining streets.

(Limit 1,400 characters; approximately 200 words)

Existing road is within 500 of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)

Yes

If checked, please describe:

The project area connects to the Imagine That Learning Center and the Cedar Creek Conservation Area. Currently, pedestrians and bicyclists attempting to access either amenity via CSAH 9 are forced to bike or walk either on the grass or a small 2 to 4-foot highway shoulder.

Construction of the expanded 8-foot shoulder will increase access to Cedar Creek Conservation Area and the Rum River Central Regional Park, meeting a major county goal of equitable access to parks and trails. Providing access to green space, recreation opportunities, and active transportation options will provide all populations healthy lifestyle choices and exposure to natural areas, proven to reduce stress levels and improve physical and mental health.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

The project will provide facilities for safe and secure walking and bicycling that do not exist today. Upon project completion, the 1.5-mile project corridor will have a continuous 8-foot shoulder on both the east and west sides of CSAH 9, from CSAH 58 to CSAH 22. The 8-foot shoulders will safely accommodate north- and southbound non-motorized pedestrian and bicycle traffic. Non-motorized users will no longer be forced to travel in the roadway (10,600 vpd w/ posted speeds of 55 mph). Wider shoulders will enhance CSAH 9's multimodal function, safety, and person-throughput. These improvements will improve safety for bicyclists and the visibility of the roadway's most vulnerable travelers.

Response:

The CSAH 9 corridor is a planned regional trail route, as noted in the Oak Grove 2040 Comprehensive Plan. Anoka County and Oak Grove plan to extend the Rum River Regional Trail north along CSAH 9. There is documented need for improved pedestrian and bicycle facilities along the project corridor. Bicyclists accessing Cedar Creek Conservation Area or Rum River Central Regional Park often use the narrow highway shoulders to travel to and from the parks. The construction of the expanded shoulders will increase access to both parks, meeting a major county goal of equitable access to parks and trails.

Non-motorized connections along CSAH 9 are nonexistent, making non-motorized travel difficult and unsafe. Providing enhanced pedestrian facilities will improve the safety for all users and expand opportunities for low-cost and active modes of transportation, equating to various economic and health benefits. The City of Oak Grove is anticipating commercial growth in this area. The proposed pedestrian and bicycle facilities will be needed to protect users and prevent dangerous travel conditions in the future.

The project team is committed to delivering improvements to CSAH 9 that are consistent with the Regional Pedestrian Safety Action Plan. As part of the CSAH 9 (Lake George Blvd) Reconstruction/Modernization Project, all intersections will include improvements that address lack of any pedestrian or bicycle facilities along the corridor. The roundabout at CSAH 58 will include trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings, median island pedestrian refuge areas, advanced notice signage to alert vehicles of the upcoming pedestrian crossing, and improved intersection lighting. These improvements will also address existing ADA issues and will greatly increase pedestrian safety at the most widely used intersection along the CSAH 9 corridor.

(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.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. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public 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%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

Response:

Guided by NEPA and Title VI regulations, Anoka County recently hosted an online engagement opportunity for the CSAH 11 Reconstruction/Modernization Project from March 24 - April 8, 2022. This opportunity included live chat sessions with the project team on 3/30/22, 3/31/22, and 4/1/22. Residents were invited to visit the event website, www.anokastpprojects.com (see attached website project summary), to ask questions and offer feedback to the project team. While on the website, residents were also invited to fill out a project survey, which also collected demographic info including Race, Age, and Income-level. As of April 8th, over 300 people had visited the site to view the project and offer feedback.

Anoka County advertised this event through an email listserv, county social media pages, the Anoka County website, and the Oak Grove website. County staff also posted flyers for the event at government buildings, licensing centers, and multifamily apartments near the project area - including Oaks of Lake George, a senior living facility north of the project corridor.

This project aligns with the goals for the Anoka County 2040 Transportation Plan. Throughout the entire 2040 transportation plan update process, the County sought input from the public and transportation partners. A public meeting was held to introduce 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. A public hearing was also conducted to receive public comment on the Plan. All meeting notices were published in the Anoka County Union Herald and posted on the County's website.

An open house meeting for the County's ADA Transition Plan was held on October 30, 2017. Details of the condition assessment of pedestrian facilities adjacent to CSAH 9 are also available on the County's ADA Transition Plan webpage.

(Limit 2,800 characters; approximately 400 words)

2.Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements). Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649884646949_Anoka CSAH 9_ConceptLayout_April 2022.pdf

Please upload attachment in PDF form.

Additional Attachments

Please upload attachment in PDF form.

3.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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired — Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$5,986,000.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$5,986,000.00
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 9 at CR 58_SynchroReport_April 2022.pdf	Synchro Emission Reduction Reports	311 KB
Anoka CSAH 9_1PgProjectSumm_April 2022.pdf	One-Page Project Summary	207 KB
Anoka CSAH 9_ACHD2040TransPlanUpdateExcerpt_April 2022.pdf	Anoka Transportation Plan Update	849 KB
Anoka CSAH 9_ACHDTransitionPlanExcerpt_April 2022.pdf	ADA Transition Plan	2.1 MB
Anoka CSAH 9_BCworksheets_April 2022.pdf	Benefit/Cost Worksheets	1.0 MB
Anoka CSAH 9_ConceptLayout_April 2022.pdf	Concept Drawing of Proposed Improvements	1.4 MB
Anoka CSAH 9_CrashModificationFactors_April 2022.pdf	Crash Modification Factors	482 KB
Anoka CSAH 9_CrashSummary_April 2022.pdf	Crash Summary Document	384 KB
Anoka CSAH 9_EngagementSummary_April 2022.pdf	Online Engagement Summary	587 KB
Anoka CSAH 9_ExistingPhotos_April 2022.pdf	Existing Conditions Photos	931 KB
Anoka CSAH 9_ListingOfCrashes_April 2022.pdf	Listing of Crashes	1.6 MB
Anoka CSAH 9_MetCouncilMaps_April 2022.pdf	Metropolitan Council Generated Maps	7.6 MB
Anoka CSAH 9_OakGrove2040CompPlanExcerpt_April 2022.pdf	Oak Grove Comprehensive Plan	6.4 MB
Anoka CSAH 9_Resolution_April 2022.pdf	Anoka County Resolution	415 KB

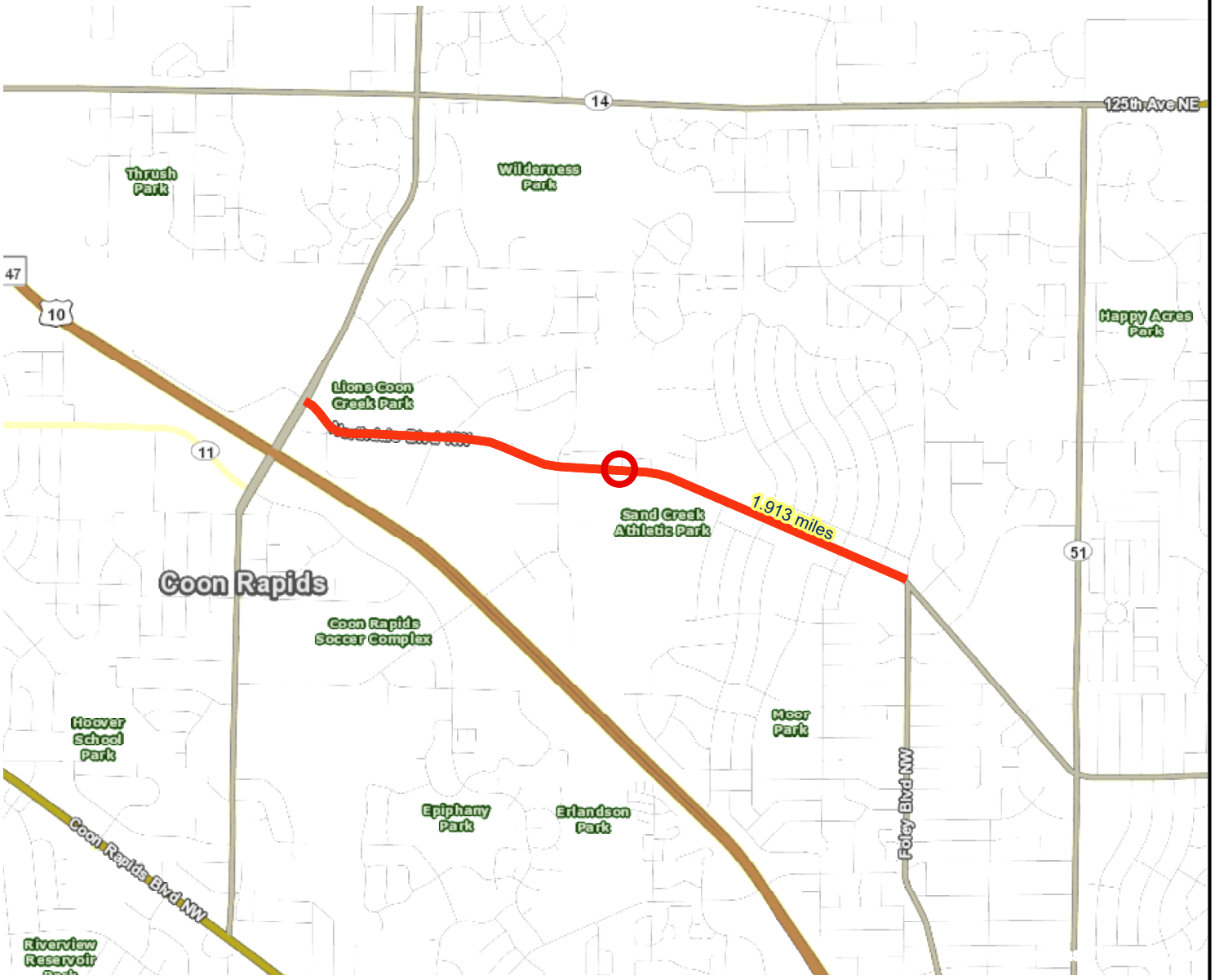
Regional Economy

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

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: 3/11/2022
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

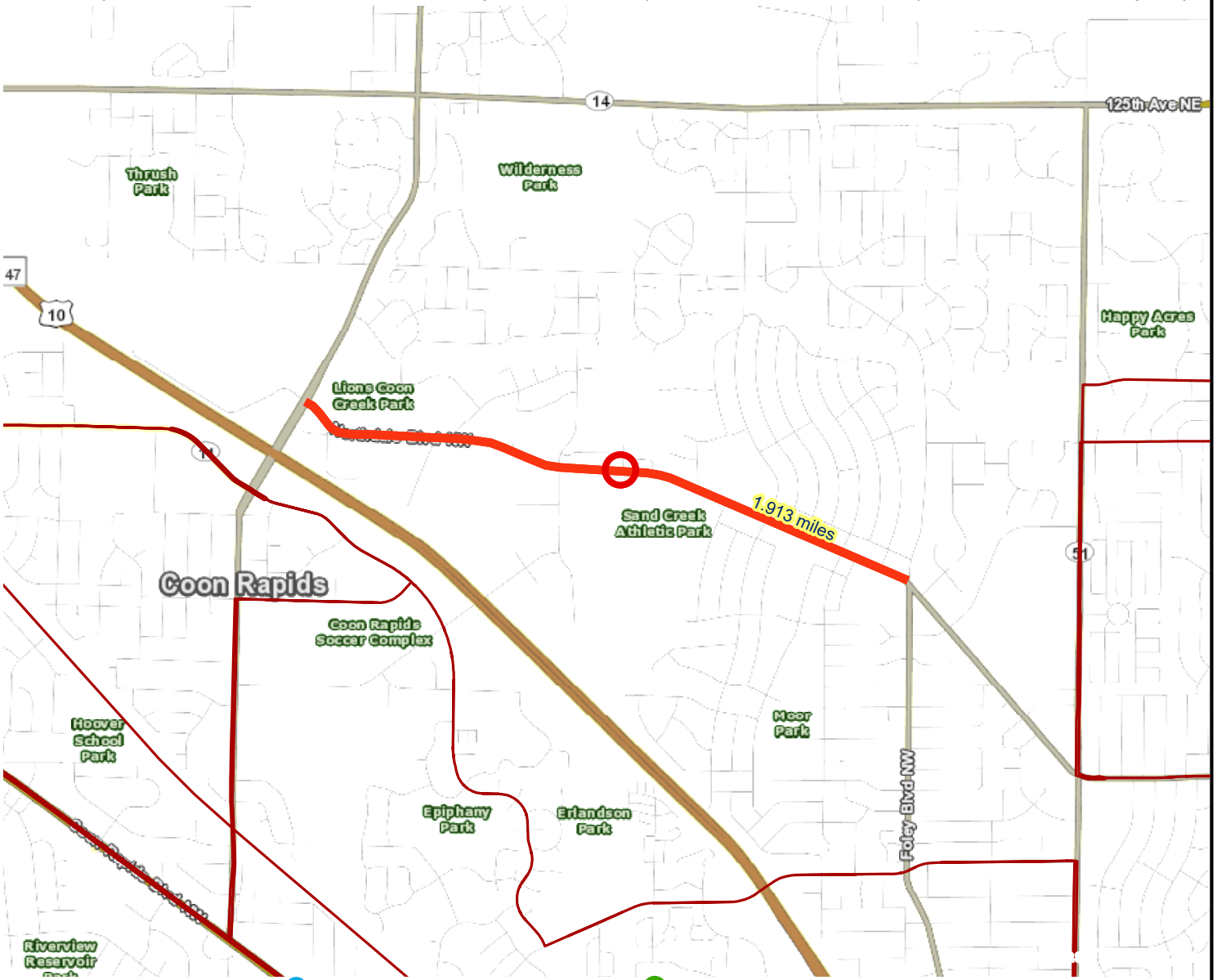
Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map I

Results

Transit with a Direct Connection to project:
*North Central

**indicates Planned Alignments*

Transit Market areas: 3



- Project Points
- Project
- Project Area
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Light Rail
- Arterial Bus Rapid Transit
- Commuter Rail
- Dedicated Bus Rapid Transit
- Highway Bus Rapid Transit
- Light Rail
- Transit Routes

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 3/11/2022
LandscapeRSA3

METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 11 (Northdale Boulevard NW) Reconstruction Project | Map ID: 164701

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 228

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.

Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 3/11/2022
LandscapeRSA2

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

METROPOLITAN COUNCIL

3: CSAH 9 & CR 58

Direction	All
Future Volume (vph)	1195
CO Emissions (kg)	4.44
NOx Emissions (kg)	0.86
VOC Emissions (kg)	1.03

Intersection	
Intersection Delay, s/veh	66.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	14	3	13	18	76	3	681	38	32	246	18
Future Vol, veh/h	52	14	3	13	18	76	3	681	38	32	246	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	15	3	14	20	83	3	740	41	35	267	20
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11.5	11.3	101.5	14.5
HCM LOS	B	B	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	75%	12%	11%
Vol Thru, %	100%	0%	20%	17%	83%
Vol Right, %	0%	100%	4%	71%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	684	38	69	107	296
LT Vol	3	0	52	13	32
Through Vol	681	0	14	18	246
RT Vol	0	38	3	76	18
Lane Flow Rate	743	41	75	116	322
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.153	0.056	0.144	0.203	0.501
Departure Headway (Hd)	5.582	4.872	7.309	6.642	5.835
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	654	737	494	544	621
Service Time	3.3	2.59	5.309	4.642	3.835
HCM Lane V/C Ratio	1.136	0.056	0.152	0.213	0.519
HCM Control Delay	106.7	7.9	11.5	11.3	14.5
HCM Lane LOS	F	A	B	B	B
HCM 95th-tile Q	23.9	0.2	0.5	0.8	2.8

3: CSAH 9

Direction	All
Future Volume (vph)	1194
CO Emissions (kg)	3.17
NOx Emissions (kg)	0.62
VOC Emissions (kg)	0.73

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	75	117	784	322
Demand Flow Rate, veh/h	76	119	800	328
Vehicles Circulating, veh/h	322	816	109	37
Vehicles Exiting, veh/h	43	93	289	898
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	8.6	11.5	4.9
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	76	119	800	328
Cap Entry Lane, veh/h	994	600	1235	1329
Entry HV Adj Factor	0.983	0.980	0.980	0.981
Flow Entry, veh/h	75	117	784	322
Cap Entry, veh/h	977	588	1210	1303
V/C Ratio	0.076	0.198	0.648	0.247
Control Delay, s/veh	4.4	8.6	11.5	4.9
LOS	A	A	B	A
95th %tile Queue, veh	0	1	5	1

3: CSAH 9 & CR 58

Direction	All
Future Volume (vph)	1195
CO Emissions (kg)	4.44
NOx Emissions (kg)	0.86
VOC Emissions (kg)	1.03

Intersection	
Intersection Delay, s/veh	66.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	14	3	13	18	76	3	681	38	32	246	18
Future Vol, veh/h	52	14	3	13	18	76	3	681	38	32	246	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	15	3	14	20	83	3	740	41	35	267	20
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11.5	11.3	101.5	14.5
HCM LOS	B	B	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	75%	12%	11%
Vol Thru, %	100%	0%	20%	17%	83%
Vol Right, %	0%	100%	4%	71%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	684	38	69	107	296
LT Vol	3	0	52	13	32
Through Vol	681	0	14	18	246
RT Vol	0	38	3	76	18
Lane Flow Rate	743	41	75	116	322
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.153	0.056	0.144	0.203	0.501
Departure Headway (Hd)	5.582	4.872	7.309	6.642	5.835
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	654	737	494	544	621
Service Time	3.3	2.59	5.309	4.642	3.835
HCM Lane V/C Ratio	1.136	0.056	0.152	0.213	0.519
HCM Control Delay	106.7	7.9	11.5	11.3	14.5
HCM Lane LOS	F	A	B	B	B
HCM 95th-tile Q	23.9	0.2	0.5	0.8	2.8

3: CSAH 9

Direction	All
Future Volume (vph)	1194
CO Emissions (kg)	3.17
NOx Emissions (kg)	0.62
VOC Emissions (kg)	0.73

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	75	117	784	322
Demand Flow Rate, veh/h	76	119	800	328
Vehicles Circulating, veh/h	322	816	109	37
Vehicles Exiting, veh/h	43	93	289	898
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	8.6	11.5	4.9
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	76	119	800	328
Cap Entry Lane, veh/h	994	600	1235	1329
Entry HV Adj Factor	0.983	0.980	0.980	0.981
Flow Entry, veh/h	75	117	784	322
Cap Entry, veh/h	977	588	1210	1303
V/C Ratio	0.076	0.198	0.648	0.247
Control Delay, s/veh	4.4	8.6	11.5	4.9
LOS	A	A	B	A
95th %tile Queue, veh	0	1	5	1

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 9	**District**		**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	Intersection with CR 58				

B. Project Description

Proposed Work	Construct single lane roundabout at CSAH 9/CR 58		
Project Cost*	$5,988,000	**Installation Year**	2026
Project Service Life	25 years	**Traffic Growth Factor**	

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.56	**Fatal (K) Crashes**	**Reference**	MnDOT HSIP CMF Guide - Single Lane Roundabout
0.18	**Serious Injury (A) Crashes**		
0.18	**Moderate Injury (B) Crashes**	**Crash Type**	All manners of collision
0.18	**Possible Injury (C) Crashes**		
0.56	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT 2			

Crash Severity	All manners of collision	< optional 2nd CMF >
K crashes	0	0
A crashes	1	0
B crashes	0	0
C crashes	0	0
PDO crashes	2	0

F. Benefit-Cost Calculation

$5,097,791	**Benefit (present value)**	**B/C Ratio = 0.86**
$5,988,000	**Cost**	

Proposed project expected to reduce 1 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

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

Real Discount Rate 0.7%

Traffic Growth Rate 0.5%

Project Service Life 25 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.82	0.27	$205,000
B crashes	0.00	0.00	$0
C crashes	0.00	0.00	$0
PDO crashes	0.88	0.29	$3,813
			$208,813

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$208,813	$208,813
2027	$209,857	$208,399
2028	$210,907	$207,985
2029	$211,961	$207,572
2030	$213,021	$207,159
2031	$214,086	$206,748
2032	$215,157	$206,337
2033	$216,232	$205,928
2034	$217,314	$205,519
2035	$218,400	$205,110
2036	$219,492	$204,703
2037	$220,590	$204,296
2038	$221,692	$203,891
2039	$222,801	$203,486
2040	$223,915	$203,082
2041	$225,035	$202,678
2042	$226,160	$202,276
2043	$227,290	$201,874
2044	$228,427	$201,473
2045	$229,569	$201,073
2046	$230,717	$200,674
2047	$231,871	$200,275
2048	$233,030	$199,877
2049	$234,195	$199,480
2050	$235,366	$199,084
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $5,097,791

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 9	**District**		**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	Between CR 58 and Viking Blvd				

B. Project Description

Proposed Work	Widen shoulder		
Project Cost*	$5,988,000	**Installation Year**	2026
Project Service Life	25 years	**Traffic Growth Factor**	

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

	Fatal (K) Crashes	**Reference**	MnDOT HSIP CMF Guide - Widen Shoulder
0.74	**Serious Injury (A) Crashes**		
0.74	**Moderate Injury (B) Crashes**	**Crash Type**	Fixed Object, Head On, Run off Road, Sideswipe
0.74	**Possible Injury (C) Crashes**		
0.67	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT 2			

Crash Severity	Fixed Object, Head On, Run off Road, Sideswipe	< optional 2nd CMF >
K crashes		
A crashes		
B crashes	1	
C crashes	2	
PDO crashes		

F. Benefit-Cost Calculation

$994,429	**Benefit (present value)**	**B/C Ratio = 0.17**
$5,988,000	**Cost**	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

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

Real Discount Rate	0.7%
Traffic Growth Rate	0.5%
Project Service Life	25 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.26	0.09	$19,933
C crashes	0.52	0.17	$20,800
PDO crashes	0.00	0.00	$0
			$40,733

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$40,733	$40,733
2027	$40,937	$40,652
2028	$41,142	$40,572
2029	$41,347	$40,491
2030	$41,554	$40,411
2031	$41,762	$40,330
2032	$41,971	$40,250
2033	$42,181	$40,170
2034	$42,391	$40,091
2035	$42,603	$40,011
2036	$42,816	$39,932
2037	$43,031	$39,852
2038	$43,246	$39,773
2039	$43,462	$39,694
2040	$43,679	$39,615
2041	$43,898	$39,537
2042	$44,117	$39,458
2043	$44,338	$39,380
2044	$44,559	$39,301
2045	$44,782	$39,223
2046	$45,006	$39,145
2047	$45,231	$39,068
2048	$45,457	$38,990
2049	$45,685	$38,913
2050	$45,913	$38,835
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $994,429

LEGEND

- ROADWAY
- SHOULDER
- CONCRETE
- SIDEWALK
- LANDSCAPING
- PARCEL LINE

CSAH 58 (181ST AVE W)

CEDAR CREEK DR NW

184TH LN NW

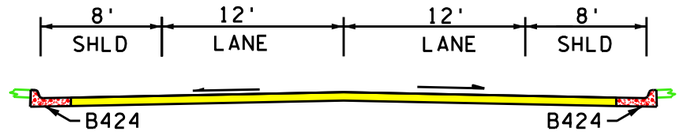
CSAH 9 (LAKE GEORGE BLVD)

MATCHLINE

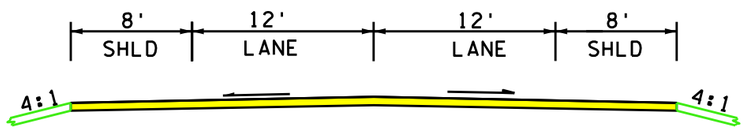
250

SCALE IN FEET

TYPICAL SECTION A-A



TYPICAL SECTION B-B



MATCHLINE

B-B

187TH LN NW

189TH AVE NW

CSAH 9 (LAKE GEORGE BLVD)

191ST AVE NW

250

SCALE IN FEET

CSAH 9 URBAN DESIGN

REGIONAL SOLICITATION APPLICATION
ANOKA COUNTY, MN

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

BOLTON & MENK

3: CSAH 9 & CR 58

Direction	All
Future Volume (vph)	1195
CO Emissions (kg)	4.44
NOx Emissions (kg)	0.86
VOC Emissions (kg)	1.03

Intersection	
Intersection Delay, s/veh	66.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	14	3	13	18	76	3	681	38	32	246	18
Future Vol, veh/h	52	14	3	13	18	76	3	681	38	32	246	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	15	3	14	20	83	3	740	41	35	267	20
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11.5	11.3	101.5	14.5
HCM LOS	B	B	F	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	75%	12%	11%
Vol Thru, %	100%	0%	20%	17%	83%
Vol Right, %	0%	100%	4%	71%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	684	38	69	107	296
LT Vol	3	0	52	13	32
Through Vol	681	0	14	18	246
RT Vol	0	38	3	76	18
Lane Flow Rate	743	41	75	116	322
Geometry Grp	7	7	2	2	5
Degree of Util (X)	1.153	0.056	0.144	0.203	0.501
Departure Headway (Hd)	5.582	4.872	7.309	6.642	5.835
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	654	737	494	544	621
Service Time	3.3	2.59	5.309	4.642	3.835
HCM Lane V/C Ratio	1.136	0.056	0.152	0.213	0.519
HCM Control Delay	106.7	7.9	11.5	11.3	14.5
HCM Lane LOS	F	A	B	B	B
HCM 95th-tile Q	23.9	0.2	0.5	0.8	2.8

3: CSAH 9

Direction	All
Future Volume (vph)	1194
CO Emissions (kg)	3.17
NOx Emissions (kg)	0.62
VOC Emissions (kg)	0.73

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	75	117	784	322
Demand Flow Rate, veh/h	76	119	800	328
Vehicles Circulating, veh/h	322	816	109	37
Vehicles Exiting, veh/h	43	93	289	898
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	8.6	11.5	4.9
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	76	119	800	328
Cap Entry Lane, veh/h	994	600	1235	1329
Entry HV Adj Factor	0.983	0.980	0.980	0.981
Flow Entry, veh/h	75	117	784	322
Cap Entry, veh/h	977	588	1210	1303
V/C Ratio	0.076	0.198	0.648	0.247
Control Delay, s/veh	4.4	8.6	11.5	4.9
LOS	A	A	B	A
95th %tile Queue, veh	0	1	5	1

Anoka County
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CSAH 9 (George Lake Boulevard NW) Reconstruction/Modernization

GEOGRAPHIC LIMITS: 1.5 miles. From CSAH 58 (181ST Avenue NW) to CSAH 22 (Viking Boulevard NW)
PROJECT LOCATION: City of Oak Grove, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: $4,790,400
TOTAL PROJECT COST: $5,988,000

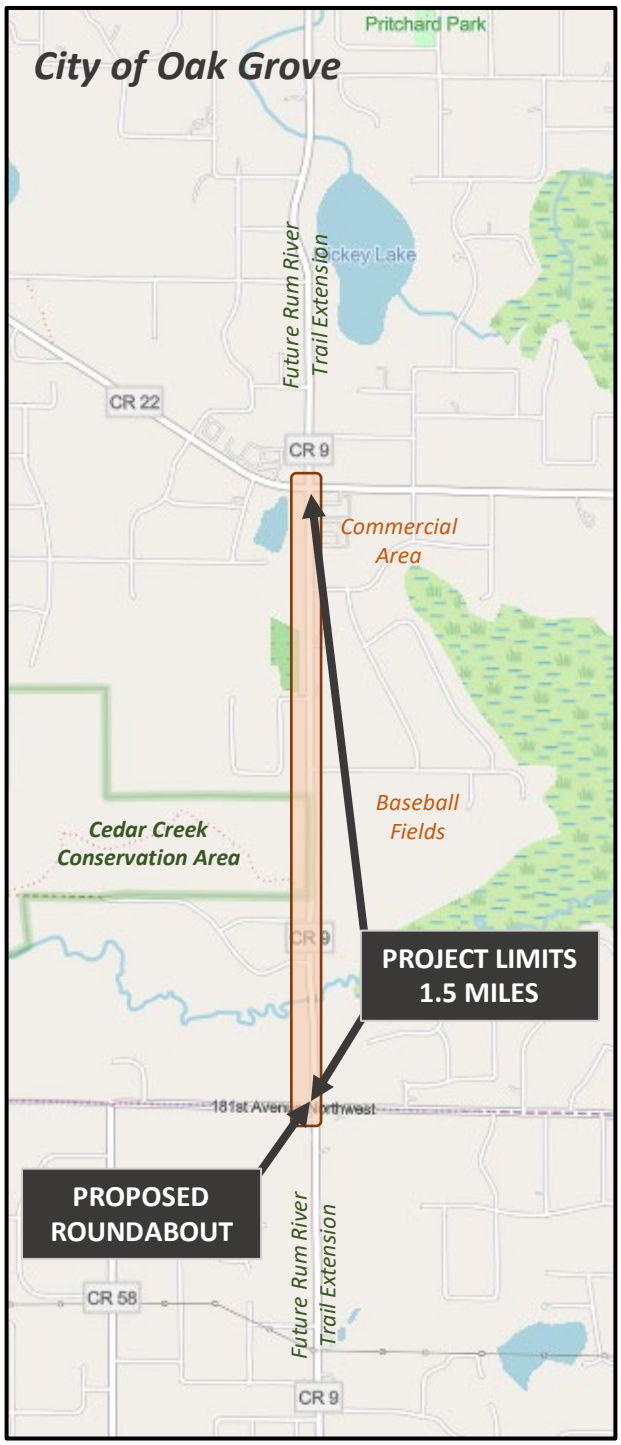
PROJECT DESCRIPTION

The project will reconstruct a 1.5-mile section of CSAH 9, an A Minor Arterial Connector, as a two-lane undivided roadway with turn lane improvements and a roundabout at the intersection of CSAH 58. CSAH 9 operates at 55 mph and serves 10,600 vehicles per day. Traffic volumes on CSAH 9 have been increasing and are expected to continue to increase in the future as the area continues to grow. The 2040 Lane Use Map identifies this location as a main commercial growth corridor because of the visibility, accessibility, and traffic volumes offered by adjoining streets.

This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes and eliminate weaving movements around turning vehicles. A single-lane roundabout at CSAH 58 will eliminate traffic queues and better accommodate truck turning movements. A new intersection at 188th Ave will provide a controlled access point into the existing baseball fields and restaurant. Driveway aprons that are poorly designed or exhibit deterioration will be replaced or realigned to better accommodate local delivery trucks and improve sightlines.

Non-motorized accommodations in the project area are currently non-existent. The project will close a gap in the non-motorized network by constructing an 8-foot shoulder on the east and west sides of CSAH 9. The roundabout at CSAH 58 will include trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings, median island pedestrian refuge areas, and advanced notice signage to alert vehicles of the upcoming pedestrian crossing.

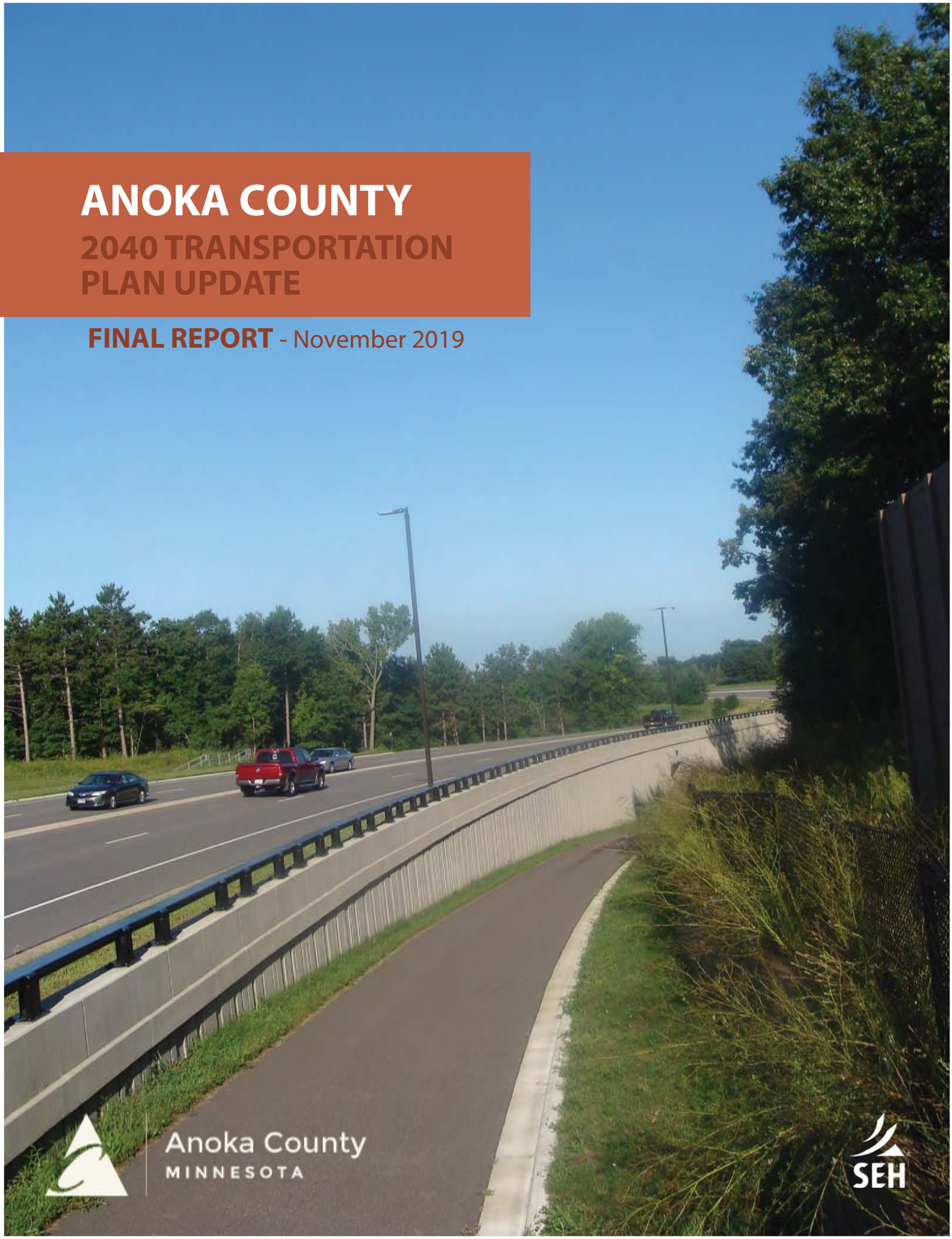
Anoka County and Oak Grove plan to extend the Rum River Regional Trail north along CSAH 9. There is documented need for dedicated pedestrian and bicycle facilities along the project corridor. Bicyclists accessing Cedar Creek Conservation Area or Rum River Central Regional Park often use the narrow highway shoulders to travel to and from the parks. The construction of the expanded shoulder will increase access to both parks, meeting a major county goal of equitable access to parks and trails.



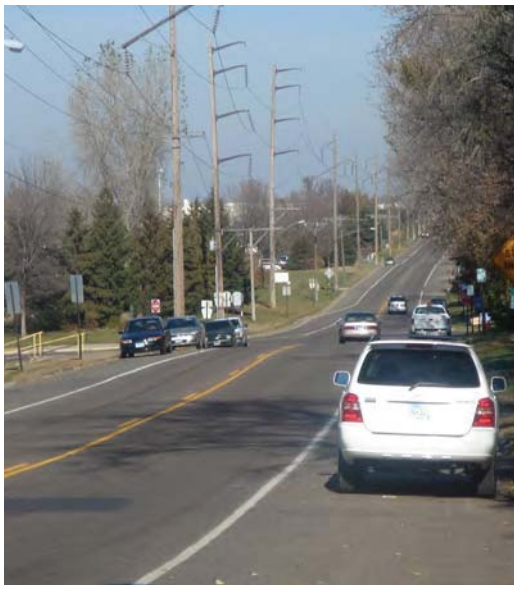
ANOKA COUNTY

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.

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

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).

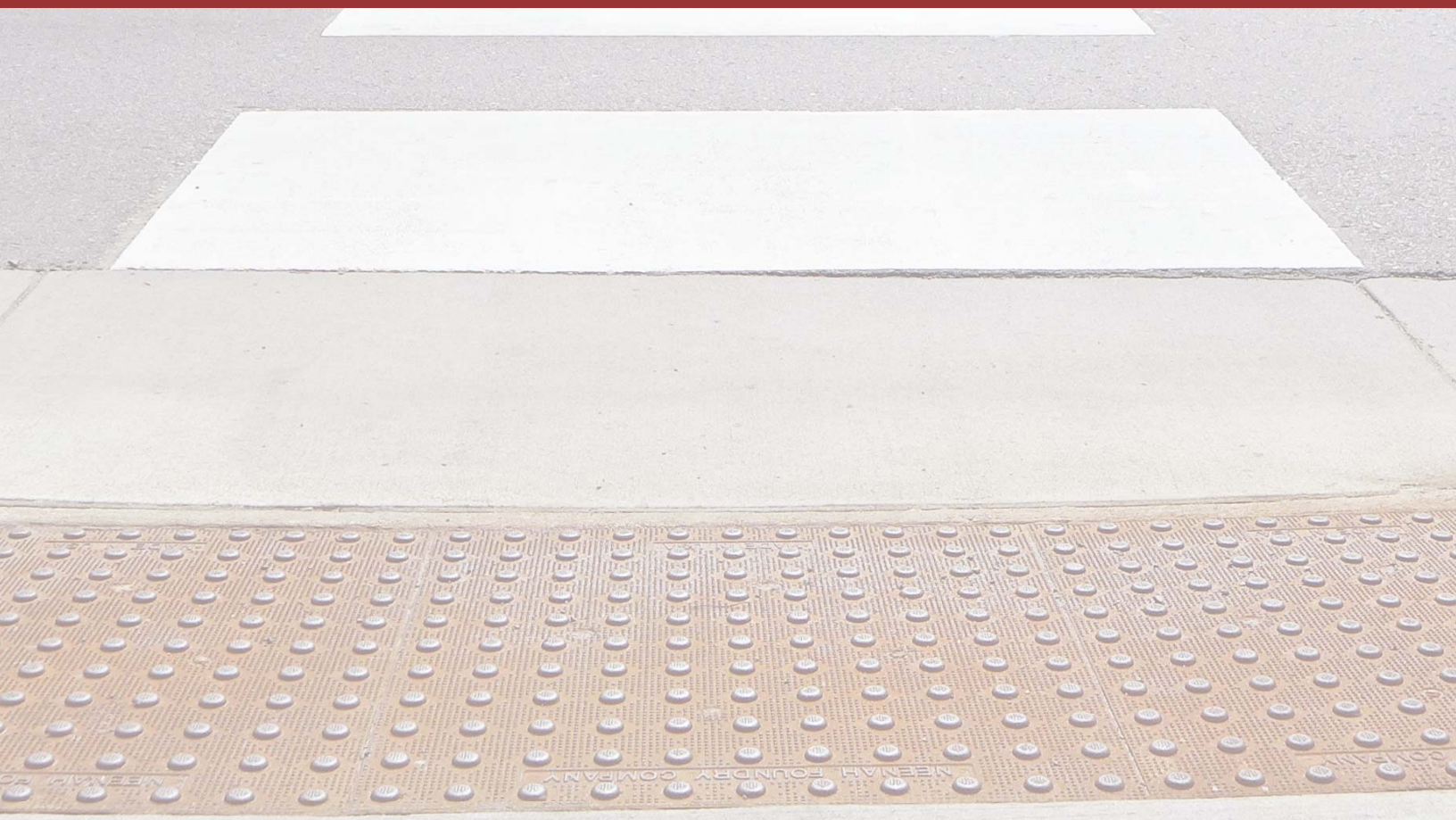
Dan Klint
Jerry Soma
Assistant County Attorney
County Administrator

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






Anoka County Highway System ADA Transition Plan



March 2018

Anoka County
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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

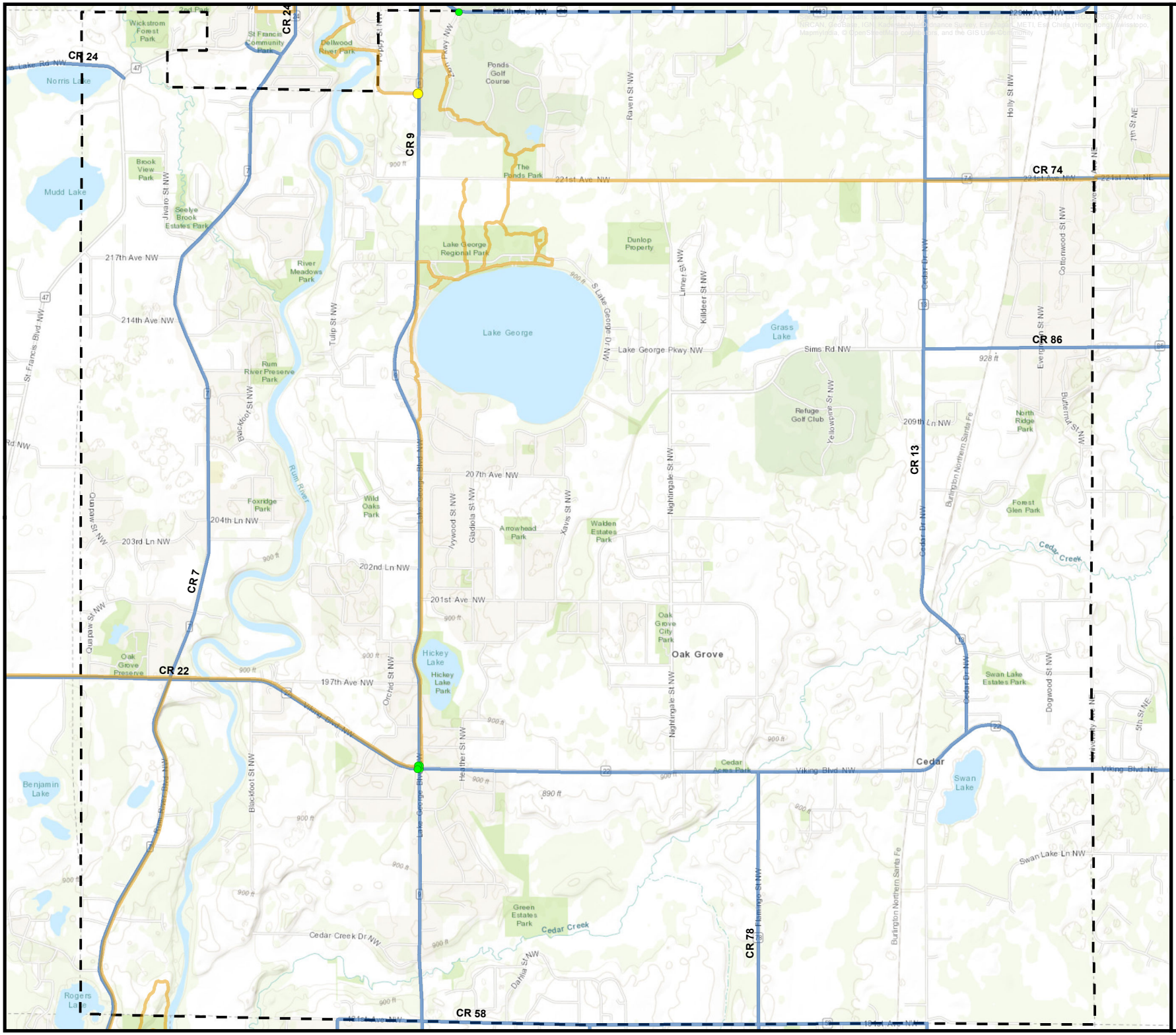
Details of the condition assessment of the traffic signals and pedestrian facilities adjacent to roadway corridors can be found at the County's ADA Transition Plan webpage:

http://www.anokacountyada.com

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

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.



Anoka County

ADA Transition Plan

Pedestrian Curb Ramps

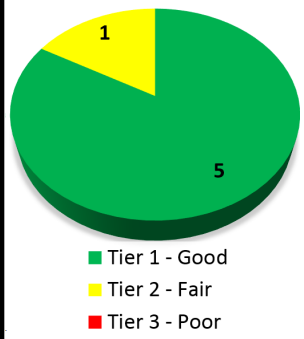
Legend

- Trail
- County Road
- Boundary

Curb Ramp Tier Ratings:

- 1 - Good
- 2 - Fair

Source: MnDOT,Anoka County,ESRI



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Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

Stonebrooke
Engineering Responsible Solutions

City of Oak Grove

Figure 15
Mar, 2018

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.

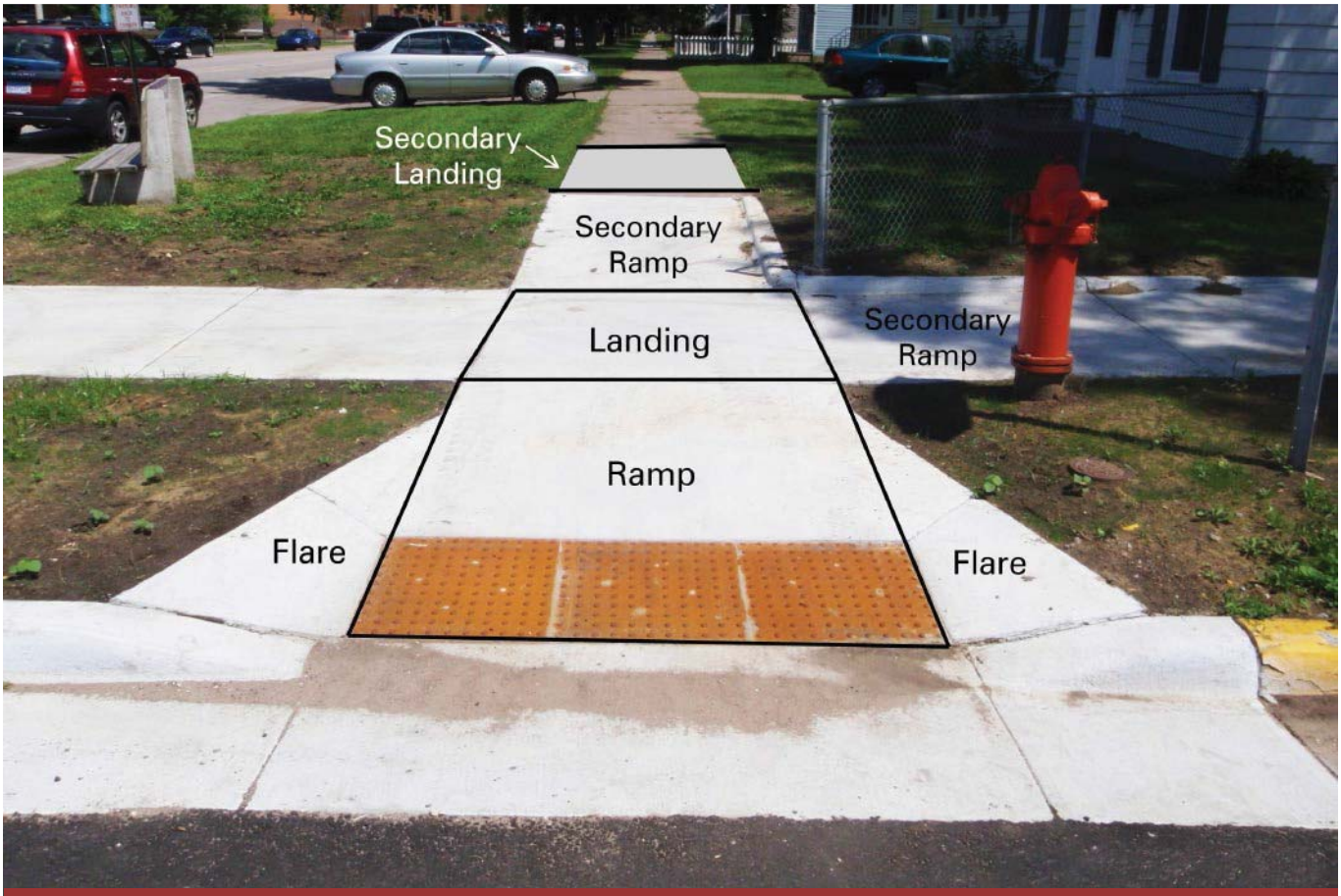
ADA Improvement Plan

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

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 9	**District**		**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	Intersection with CR 58				

B. Project Description

Proposed Work	Construct single lane roundabout at CSAH 9/CR 58		
Project Cost*	$5,988,000	**Installation Year**	2026
Project Service Life	25 years	**Traffic Growth Factor**	

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.56	**Fatal (K) Crashes**	**Reference**	MnDOT HSIP CMF Guide - Single Lane Roundabout
0.18	**Serious Injury (A) Crashes**		
0.18	**Moderate Injury (B) Crashes**	**Crash Type**	All manners of collision
0.18	**Possible Injury (C) Crashes**		
0.56	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT 2			

Crash Severity	All manners of collision	< optional 2nd CMF >
K crashes	0	0
A crashes	1	0
B crashes	0	0
C crashes	0	0
PDO crashes	2	0

F. Benefit-Cost Calculation

$5,097,791	**Benefit (present value)**	**B/C Ratio = 0.86**
$5,988,000	**Cost**	

Proposed project expected to reduce 1 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

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

Real Discount Rate 0.7%

Traffic Growth Rate 0.5%

Project Service Life 25 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.82	0.27	$205,000
B crashes	0.00	0.00	$0
C crashes	0.00	0.00	$0
PDO crashes	0.88	0.29	$3,813
			$208,813

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$208,813	$208,813
2027	$209,857	$208,399
2028	$210,907	$207,985
2029	$211,961	$207,572
2030	$213,021	$207,159
2031	$214,086	$206,748
2032	$215,157	$206,337
2033	$216,232	$205,928
2034	$217,314	$205,519
2035	$218,400	$205,110
2036	$219,492	$204,703
2037	$220,590	$204,296
2038	$221,692	$203,891
2039	$222,801	$203,486
2040	$223,915	$203,082
2041	$225,035	$202,678
2042	$226,160	$202,276
2043	$227,290	$201,874
2044	$228,427	$201,473
2045	$229,569	$201,073
2046	$230,717	$200,674
2047	$231,871	$200,275
2048	$233,030	$199,877
2049	$234,195	$199,480
2050	$235,366	$199,084
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $5,097,791

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	CSAH 9	**District**		**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	Between CR 58 and Viking Blvd				

B. Project Description

Proposed Work	Widen shoulder		
Project Cost*	$5,988,000	**Installation Year**	2026
Project Service Life	25 years	**Traffic Growth Factor**	

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

	Fatal (K) Crashes	**Reference**	MnDOT HSIP CMF Guide - Widen Shoulder
0.74	**Serious Injury (A) Crashes**		
0.74	**Moderate Injury (B) Crashes**	**Crash Type**	Fixed Object, Head On, Run off Road, Sideswipe
0.74	**Possible Injury (C) Crashes**		
0.67	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2019	**End Date**	12/31/2021	3 years
Data Source	MnCMAT 2			

Crash Severity	Fixed Object, Head On, Run off Road, Sideswipe	< optional 2nd CMF >
K crashes		
A crashes		
B crashes	1	
C crashes	2	
PDO crashes		

F. Benefit-Cost Calculation

$994,429	**Benefit (present value)**	**B/C Ratio = 0.17**
$5,988,000	**Cost**	

Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,500,000
A crashes	$750,000
B crashes	$230,000
C crashes	$120,000
PDO crashes	$13,000

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

Real Discount Rate	0.7%
Traffic Growth Rate	0.5%
Project Service Life	25 years

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	$0
A crashes	0.00	0.00	$0
B crashes	0.26	0.09	$19,933
C crashes	0.52	0.17	$20,800
PDO crashes	0.00	0.00	$0
			$40,733

H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	$40,733	$40,733
2027	$40,937	$40,652
2028	$41,142	$40,572
2029	$41,347	$40,491
2030	$41,554	$40,411
2031	$41,762	$40,330
2032	$41,971	$40,250
2033	$42,181	$40,170
2034	$42,391	$40,091
2035	$42,603	$40,011
2036	$42,816	$39,932
2037	$43,031	$39,852
2038	$43,246	$39,773
2039	$43,462	$39,694
2040	$43,679	$39,615
2041	$43,898	$39,537
2042	$44,117	$39,458
2043	$44,338	$39,380
2044	$44,559	$39,301
2045	$44,782	$39,223
2046	$45,006	$39,145
2047	$45,231	$39,068
2048	$45,457	$38,990
2049	$45,685	$38,913
2050	$45,913	$38,835
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $994,429

LEGEND

- ROADWAY
- SHOULDER
- CONCRETE
- SIDEWALK
- LANDSCAPING
- PARCEL LINE

CSAH 58 (181ST AVE W)

CEDAR CREEK DR NW

184TH LN NW

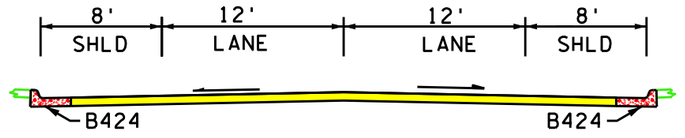
CSAH 9 (LAKE GEORGE BLVD)

MATCHLINE

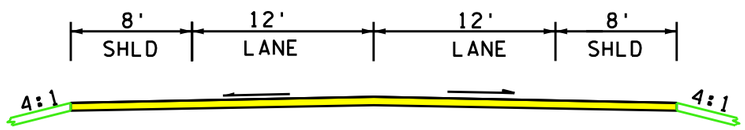
250

SCALE IN FEET

TYPICAL SECTION A-A



TYPICAL SECTION B-B



MATCHLINE

B-B

187TH LN NW

189TH AVE NW

CSAH 9 (LAKE GEORGE BLVD)

191ST AVE NW

250

SCALE IN FEET

CSAH 9 URBAN DESIGN

REGIONAL SOLICITATION APPLICATION
ANOKA COUNTY, MN

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Fax: (952) 890-8065
Bolton-Menk.com

MEMORANDUM

Date: December 16th, 2020

To: Derek Leuer, P.E. -MnDOT

From: Ross Tillman, P.E.

Chloe Weber, EIT

Subject: Regional Solicitation Before and After Study Phase II: HSIP CMF Guide
Project No.: T41.121214

Depending on staffing at various agencies who may apply for HSIP funds, the level of expertise in terms of safety analysis widely varies. In addition, there are times when two applications for a similar project will utilize different CMFs with varying levels of anticipated crash reductions. Based on these factors, there is a desire to simplify the process as well as consolidate a list of CMFs for use to the extent possible. Certain projects will always require further research and analysis using the Highway Safety Manual or CMF Clearinghouse, but a simple guide could satisfy the needs for most other projects.

Our team began by collecting the 2016 and 2018 HSIP project information. Frequency of CMFs utilized was determined as a starting point to understand which CMFs to include in an overall guide. See **Table 1**.

Table 1: CMFs applied per category, from 2016 and 2018 application data

CMF Applied per Category											
Lighting Improvement or Installation	Frequency	Roundabout Improvement or Construction	Frequency	Signal Improvements or Construction	Frequency	Turn Lane Construction	Frequency	Pedestrian Improvements	Frequency	Roadway Construction	Frequency
578	5	227	3	1414	3	3948	2	175	3	8111	1
192	1	228	3	1419	1	3950	1	4123	3	1967	4
193	1	229	1	1420	6	253	1			6942	1
433	3	207	1	1428	4	255	3			2265	3
		211	1	1485	3	268	2			2276	3
		230	1	2334	2	272	2			2841	2
		206	4	1993	3	287	2			6703	2
		210	1	4140	1	583	1			1516	1
		225	1	4177	3	8431	1				
		4699	1	8790	1						
		4700	2	5272	6						
		4927	1	6858	2						
				7684	3						
				7690	3						
				3072	1						
				8824	2						

Ultimately, the team incorporated all the used CMFs into the guide based on relevancy and overall effort. This information was sorted by CMF to include and compare the details of the CMFs used in those years' HSIP applications. These details include the value of the CMF, the standard error, if it is listed in the HSM, the star rating, crash type, and crash severity. These details differentiate one CMF from the next and allow applicants to find the CMF that best fits the scenario of the project being applied for. From

there, counterpart CMFs (rural vs. urban, for example) were added from the CMF Clearinghouse to round out the options one might want to consider when choosing a CMF for an HSIP application. The guide was split into two parts to differentiate between CMFs that apply to all/property damage only crashes and those that are focused on injury crashes only.

Lastly, the team developed a simple step by step list for use of the guide and application of CMFs, intended to go along with the guides in future HSIP applications as an attachment. This list walks users through the categories in the guide, as well as highlights specific measures to be aware of when choosing a CMF for a project.

Steps for using the CMF guides and applying CMFs:

1. Look through the project types and sub-types that may be applicable to the project
2. Consider additional qualifiers that may help fit the CMF to the project (often, these are existing conditions of what is to be improved)
3. Choose which area type the project exists in (Urban, Rural, Suburban, etc.)
4. Consider the crash types and crash severities
5. Select a CMF for use that best fit the project as well as context of the area. Some projects may require the use of multiple CMFs to best represent the improvements, although the use of more than two is not recommended for most HSIP projects
6. Ensure you are applying the CMF to the correct crash severities and types. CMFs that cover all severities and types should be used with caution
7. Ensure that the crashes utilized match the timeframe/conditions of the application. Use whole calendar years

See the attached CMF guide information which could be appended to future HSIP solicitation packets.

CMF Guide (All-Severity and Property Damage Only Crashes)

Project Type	Additional Qualifiers	Area Type	CMF	Value	Adjusted Standard Error	Star Rating	In HSM?	Crash type	Crash Severity
Pedestrian									
Median Construction	Marked, Uncontrolled Pedestrian Crossing	Urban/Suburban	175	0.54	0.48	3	No	Veh/Ped	All
Median Construction	Uncontrolled Pedestrian Crossing, Marked or Unmarked	Urban/Suburban	8800	0.742	NA	4	No	All	All
High Visibility Crosswalk	High Visibility Crosswalk	Urban	4123	0.6	NA	2	No	Veh/Ped	All
Install Shared Path	No Share Path Present	Urban	9250	0.75	NA	3	No	Veh/Bicycle	All
Install Bike Lanes	No Bike Facilities Present	Urban	2159	1.05	NA	3	No	All	All
Install Bike Lanes	No Bike Facilities Present	Urban	4658	0.855	NA	3	No	Veh/Ped	All
Reduced Conflict Intersections*									
RCUT	Previously Signalized or Stop Controlled	All	10382	0.8	NA	4	No	All	All
RCUT	Previously Two Way Stop Controlled	All	10384	0.42	NA	4	No	All	All
J-Turn	Previously Two Way Stop Controlled	Rural	5555	0.652	NA	4	No	All	All
Intersection									
Turn Lane	Install Left Turn Lane	Urban	3950	0.8	NA	3	No	All	PDO
Turn Lane	Install Left Turn Lane	Rural	7853	0.69	NA	2	No	All	All
Turn Lane	Left Turn Lane on One Major Approach	Rural	253	0.56	0.07	4	Yes	All	All
Turn Lane	Left Turn Lane on Both Major Approaches	Rural	268	0.52	0.04	5	Yes	All	All
Turn Lane	Two Way Left Turn Lanes	Rural	583	0.64	0.04	5	No	All	All
Turn Lane	Improve Angle of Channelized Right Turn Lane	Not Specified	8431	0.937	0.397	4	No	Right Turn, Other	All
Single Lane Roundabout	Originally Stop Controlled	All	227	0.56	0.05	5	Yes	All	All
Single Lane Roundabout	Originally Stop Controlled	Rural	229	0.29	0.05	5	Yes	All	All
Single Lane Roundabout	Originally Stop Controlled	Rural	207	0.42	0.13	4	No	All	All
Single Lane Roundabout	Originally Stop Controlled	Urban	206	0.28	0.11	4	No	All	All
Single Lane Roundabout	Originally Signalized, Stop Controlled, and Non-Controlled	Rural	9333	0.48	NA	3	No	Other	All
Single Lane Roundabout	Originally Signalized	All	225	0.52	0.06	4	Yes	All	All
Single Lane Roundabout	High Speed	Rural	4699	0.26	NA	4	No	All	All
Multi-Lane Roundabout	Originally No Control, Yield, TWSC, AWSC, or Signal Control	All	4926	1.062	NA	4	No	All	All
Signal Head	Add Signal (Additional Primary Head)	Urban	1414	0.72	NA	3	No	All	All
Signal Head	Add Signal (Additional Primary Head)	Urban	1419	0.65	NA	2	No	Angle	All
Signal Head	Add Signal (Additional Primary Head)	Urban	1416	0.69	NA	3	No	All	PDO
Signal Head	Convert Signal From Pedestal-Mounted to Mast Arm	Not Specified	1420	0.51	NA	3	No	All	All
Signal Head	Convert Signal From Pedestal-Mounted to Mast Arm	All	1428	0.26	NA	3	No	Angle	All
Signal Head	Add Signal (One Over Each Approach Lane)	Urban	1485	0.54	NA	2	No	Angle	All
Signal Head	Replace 8" Red with 12"	Not Specified	2334	0.97	NA	3	No	All	All
Signal Phasing	Leading Pedestrian Interval	Urban	1993	0.413	NA	3	No	Veh/Ped	All
Intersection Traffic Control	Change Permissive Left to Protected or Protected/Permissive	Urban	4140	0.58	NA	2	No	All	All
Intersection Traffic Control	Change Protected/Permissive to Flashing Yellow Arrow	Urban	4177	0.806	NA	4	No	Left Turn	All
Intersection Traffic Control	Install Pedestrian Countdown Timer	Not Specified	8790	0.912	NA	4	No	All	All
Intersection Traffic Control	Install Pedestrian Countdown Timer	Not Specified	5272	0.3	NA	4	No	Veh/Ped	All
Intersection Traffic Control	Install Adaptive Traffic Signal Control	Urban/Suburban	6858	0.79	NA	4	No	All	All
Intersection Traffic Control	Change from Permissive Only to Flashing Yellow Arrow	Not Specified	7684	0.598	NA	2	No	Left Turn	All
Intersection Traffic Control	Change from Protected Only to Flashing Yellow Arrow	Not Specified	7690	0.901**	NA	4	No	All	All
Intersection Traffic Control	Change Number of Traffic Signal Cycles Per Hour on Arterial with Signal Coordination From X to Y	Urban/Suburban	3072	e^-0.0444(Y-X)	NA	3	No	Rear End	All
Advanced Technology and ITS	Install Red-Light Indicator Lights	Not Specified	8824	0.713	NA	4	No	Other	All
Access Management	Create Directional Median Openings to Allow Left-Turns and U-Turns	Not Specified	1516	0.49	NA	2	No	All	All
Roadway									
Lighting	Illumination	Not Specified	496	0.69	0.36	3	No	All	PDO
Lighting	Highway Lighting	All	193	0.83	0.07	4	Yes	Nighttime	PDO
Wet-Reflective Pavement Markings	Previously Standard Markings	Not Specified	8111	0.538	NA	4	No	Run Off Road	All
Median	Tension)	Not Specified	1967	0.04	0.06	3	No	Cross Median, Frontal and Opposing Direction Sideswipe, Head On	All
Install Centerline and Shoulder Rumble Strips		Rural	6942	0.653	NA	4	No	All	All
Improve Pavement Friction		All	2265	0.589	0.216	3	No	All	All
Improve Pavement Friction		All	2276	0.304	0.086	3	No	Rear End	All
Road Diet	ed	Suburban	2841	0.53	NA	4	No	All	All
Road Diet	Previously Four Lane Undivided	Urban	5553	0.748	NA	4	No	All	All
Shoulder Treatments									
Widen Shoulder	Previously Narrow Paved Shoulder	Rural	6703	0.67	NA	4	Yes***	Fixed Object, Head on, Run Off Road, Sideswipe	PDO

CMF used for PDO crashes on CSAH 9 between CR 58 and Viking Blvd

*Minnesota study underway

**Results in Minnesota have indicated an increase in crashes

***See section 13.4.2.4 in the HSM for additional shoulder CMF information

CMF Guide (Injury Crashes)

Project Type	Additional Qualifiers	Area Type	CMF	Value	Adjusted Standard Error	Star Rating	In HSM?	Crash type	Crash Severity
Pedestrian									
Median Treatment for Ped/Bike Safety	Install Various Treatments Such as Fencing, Planters, Pedestrian Islands	Urban	9121	0.91	NA	4	No	All	K, A, B
Install Sidewalk	No Exisitng Sidewalk	Urban	9240	0.41	NA	2	No	Veh/Bicycle	K, A
Install Bike Lanes	No Bike Facilities Present	Urban	4660	0.946	NA	3	No	All	K, A, B, C
Reduced Conflict Intersections*									
J-Turn	Previously Two Way Stop Controlled	Rural	5559	0.14	NA	2	No	All	A
Intersection									
Turn Lane	Install Left Turn Lane	Urban	3948	0.79	NA	3	No	All	K, A, B, C
Turn Lane	Install Left Turn Lane	Rural	7852	0.73	NA	3	No	All	K, A, B, C
Turn Lane	Left Turn Lane on One Major Approach	Rural	255	0.45	0.1	4	Yes	All	K, A, B, C
Turn Lane	Left Turn Lane on Both Major Approaches	Rural	272	0.42	0.04	5	Yes	All	K, A, B, C
Turn Lane	Right Turn Lane on One Major Approach	All	287	0.77	0.08	4	Yes	All	K, A, B, C
Lighting	Provide Intersection Illumination	Not Specified	433	0.62	0.13	4	Yes	Nighttime	A, B, C
Single Lane Roundabout	Originally Stop Controlled	All	228	0.18	0.04	5	Yes	All	A, B, C
Single Lane Roundabout	Originally Stop Controlled	Rural	211	0.18	0.16	4	No	All	A, B, C
Single Lane Roundabout	Originally Stop Controlled	Rural	230	0.13	0.04	5	Yes	All	A, B, C
Single Lane Roundabout	Originally Stop Controlled	Urban	210	0.12	0.14	4	No	All	A, B, C
Single Lane Roundabout	High Speed	Rural	4700	0.11	NA	4	No	All	A, B, C
Multi-Lane Roundabout	Originally No Control, Yield, TWSC, AWSC, or Signal Control	All	4927	0.367	NA	4	No	All	K, A, B, C
Single or Multi-Lane Roundabout	Originally TWSC	All	4931	0.65	NA	4	No	All	K, A, B, C
Roundabout	Originally AWSC	All	4933	0.544	NA	3	No	All	K, A, B, C
Low Speed Roundabout	WSC, AWSC, or Signal Control	All	5228	0.473	NA	4	No	All	K, A, B, C
Roadway									
Lighting	nation	Urban	578	0.69	0.07	4	No	All	A, B, C
Lighting	nation	All	571	0.31	0.36	3	No	All	K
Lighting	Lighting	All	192	0.72	0.06	4	Yes	Nighttime	A, B, C
Median	Install Cable Median Barrier (High Tension)	Rural	8214	0.47	NA	3	No	Other	K, A
Shoulder Treatments									
Widen Shouler	Previously Narrow Paved Shoulder	Urban	6705	0.74	NA	3	No	Fixed Object, Head on, Run Off Road, Sideswipe	A, B, C

CMF used for injury crashes at CSAH 9/CR 58

CMF used for PDO crashes on CSAH 9 between CR 58 and Viking Blvd

*Minnesota study underway

Crash Summary

Report Version 1.0
February 2020

Crash Severity/Crash Year

Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
K - Fatal	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	2	0	0	0	0	0	0	0	1	1	0
C - Possible Injury	5	0	0	0	0	0	0	0	2	1	2
N - Prop Dmg Only	5	0	0	0	0	0	0	0	1	1	3
U - Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	12	0	0	0	0	0	0	0	4	3	5

Crash Severity/Number of Vehicles

Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	2	0	0	1	1
C - Possible Injury	5	0	2	2	1
N - Prop Dmg Only	5	0	1	3	1
U - Unknown	0	0	0	0	0
Total	12	0	3	6	3

Basic Type Summary

	Total	%
Pedestrian	0	0.0
Bike	0	0.0
Single Vehicle Run Off Road	1	8.3
Single Vehicle Other	2	16.7
Sideswipe Same Direction	0	0.0
Sideswipe Opposing	1	8.3
Rear End	4	33.3
Head On	1	8.3
Left Turn	0	0.0
Angle	0	0.0
Other	3	25.0
Total	12	100.0

First Harmful Event Summary

	Total	%
Pedestrian	0	0.0
Bicyclist	0	0.0
Motor Vehicle In Transport	8	66.7
Parked Motor Vehicle	0	0.0
Train	0	0.0
Deer/Animal	3	25.0
Other - Non Fixed Object	0	0.0
Collision Fixed Object	1	8.3
Non-Collision Harmful Events	0	0.0
Non-Harmful Events	0	0.0
Other/Unknown	0	0.0
Total	12	100.0

Relationship to Intersection Summary

	Total	%
Not at Intersection/Interchange	7	58.3
Four-Way Intersection	0	0.0
T or Y Intersection	1	8.3
Five-Way Intersection or More	0	0.0
Roundabout	0	0.0
Intersection Related	1	8.3
Driveway Access Related	3	25.0
At School Crossing	0	0.0
Railway Grade Crossing	0	0.0
Shared Use Path or Trail	0	0.0
Interchange or Ramp	0	0.0
Crossover Related	0	0.0
Acceleration/Deceleration Lane	0	0.0
Other/Unknown	0	0.0
Total	12	100.0

Weather 1 Summary

	Total	%
Clear	9	75.0
Cloudy	1	8.3
Rain	0	0.0
Snow	1	8.3
Sleet, Hail (Freezing Rain/Drizzle)	0	0.0
Fog/Smog/Smoke	1	8.3
Blowing Sand/Soil/Dirt/Snow	0	0.0
Severe Crosswinds	0	0.0
Other/Unknown	0	0.0
Total	12	100.0

Light Condition Summary

	Total	%
Daylight	9	75.0
Sunrise	0	0.0
Sunset	0	0.0
Dark (Str Lights On)	1	8.3
Dark (Str Lights Off)	0	0.0
Dark (No Str Lights)	2	16.7
Dark (Unknown Light)	0	0.0
Other/Unknown	0	0.0
Total	12	100.0

Crash Summary

Report Version 1.0
February 2020

Time of Day/Day of Week

From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	1	0	0	0	0	0	0	0	0	0	0	0	1	8.3
MON	0	0	1	0	0	0	0	0	2	0	0	0	3	25.0
TUE	0	0	0	0	0	1	0	2	1	0	0	0	4	33.3
WED	0	0	0	0	0	0	0	0	1	0	1	0	2	16.7
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
SAT	0	0	0	0	0	0	0	1	1	0	0	0	2	16.7
Total	1	0	1	0	0	1	0	3	5	0	1	0	12	100.0
%	8.3	0.0	8.3	0.0	0.0	8.3	0.0	25.0	41.7	0.0	8.3	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary

Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	1	0	0	1	3.8
17	0	1	0	0	1	3.8
18	1	0	0	0	1	3.8
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	1	2	0	0	3	11.5
25-29	5	3	0	0	8	30.8
30-34	0	0	0	0	0	0.0
35-39	1	0	0	0	1	3.8
40-44	0	1	0	0	1	3.8
45-49	0	0	0	0	0	0.0
50-54	0	1	0	0	1	3.8
55-59	1	3	0	0	4	15.4
60-64	4	1	0	0	5	19.2
65-69	0	0	0	0	0	0.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
Total	13	13	0	0	26	100.0
%	50.0	50.0	0.0	0.0	100.0	100.0

Month Summary

Month Summary	Total	%
January	0	0.0
February	1	8.3
March	1	8.3
April	2	16.7
May	0	0.0
June	0	0.0
July	2	16.7
August	2	16.7
September	0	0.0
October	4	33.3
November	0	0.0
December	0	0.0
Total	12	100.0

Physical Condition Summary

Physical Condition Summary	Total	%
Apparently Normal (Including No Drugs/Alcohol)	26	100.0
Physical Disability (Short Term or Long Term)	0	0.0
Medical Issue (Ill, Sick or Fainted)	0	0.0
Emotional (Depression, Angry, Disturbed, etc.)	0	0.0
Asleep or Fatigued	0	0.0
Has Been Drinking Alcohol	0	0.0
Has Been Taking Illicit Drugs	0	0.0
Has Been Taking Medications	0	0.0
Other/Unknown	0	0.0
Not Applicable	0	0.0
Total	26	100.0

Selection Filter:

WORK AREA: County('659447') - FILTER: Date('01/01/2019','12/31/2021') - SPATIAL FILTER APPLIED

Analyst:

Jacob Bongard

Notes:

Anoka County
MINNESOTA

Solicitation for Transportation Funding

Website Summary

Lake George Blvd NW (CSAH 9) between County Road 58/181st Ave and Viking Blvd (CSAH 22)

A Unique Approach

Anoka County created an interactive website to share nine future projects that will be submitted for federal funding through the Metropolitan Council.

This mobile-friendly website provides transparency into the funding process and allows the community to explore and comment on future transportation and mobility improvements through an interactive map.

The website was launched on March 28, 2022 and will remain live past the application deadline. When the Met Council announces its awards this fall, the website will be updated and promoted to all those who participated.

The Anoka STP website tells a story about transportation funding and showcases each of the nine projects in a color-coded, interactive map. Explore the map by clicking on the image!

Promotions & Outreach

The projects will benefit residents, businesses, commuters, and visitors across the county. The interactive website was promoted via the following communication channels beginning March 28, 2022:

- **Website mentions** on Anoka County and Coon Rapids, Lino Lakes, Blaine, and Fridey websites.
- **Social Media posts** including NextDoor & Anoka County Twitter.
- **Email announcement** in Anoka County's Weekly Construction email.
- **Electronic announcements** at the Anoka County Health & Human Services and Job Training centers.

Public Feedback

The website included various opportunities for visitors to share their thoughts and provide comments:

A virtual live chat was available during select times from March 30-April 1. Visitors were able to chat with county staff in real-time. Live chat timeframes were included in site promotions.

Open-ended and demographic survey questions were embedded into each of the nine project pages. *See page 2.*

A general comment form could be accessed at any time on the site.

A contact email and phone number was also provide.

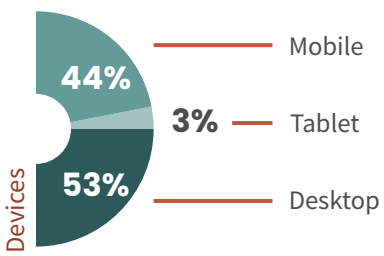
Website Performance: March 28 - April 8, 2022

312
Total Visitors

224
Total Visits*

* includes multiple visits by the same user

1m 11s
Average Visit Length



ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

ACTIONS

File Downloads: ▲ 34

Anoka County
MINNESOTA

Solicitation for Transportation Funding

Survey Example

What are your thoughts?

How do you feel about this future project?

- [ ] Strongly opposed
- [ ] Opposed
- [ ] Neutral
- [ ] In favor
- [ ] Strongly in favor

We want to know what you think about this project. Does it align with your vision for our community?

Share your thoughts.

Our goal is to get input from a wide range of individuals and understand the needs and preferences of our community. In order to understand who is participating in this survey, we are collecting demographic information to identify who we're hearing from.

The next four questions are optional.

What is your zip code?

What is your age?

- [ ] Under 18
- [ ] 18-24
- [ ] 25-34
- [ ] 35-44
- [ ] 45-54
- [ ] 55-64
- [ ] 65-74
- [ ] 75+
- [ ] Prefer not to answer

Which of these describes your personal income?

- [ ] Under $10,000
- [ ] $10,000 - $24,999
- [ ] $25,000 - $49,999
- [ ] $50,000 - $74,999
- [ ] $75,000 - $99,999
- [ ] $100,00 - $149,999
- [ ] $150,000+
- [ ] Prefer not to answer

Please describe your race/ethnicity.

- [ ] American Indian or Alaska Native
- [ ] Asian
- [ ] Black or African American
- [ ] Hispanic or Latino
- [ ] Native Hawaiian or Pacific Islander
- [ ] White
- [ ] Other

Submit

Existing Conditions Photographs

CSAH 9 looking north from the southern extent of the project area.

Documentation of narrow shoulders in project area.

Inadequate driveway apron into commercial area.

CSAH 9 looking south from the northern extent of the project area.

Crash Detail Report - Short Form

Report Version 1.0
February 2020

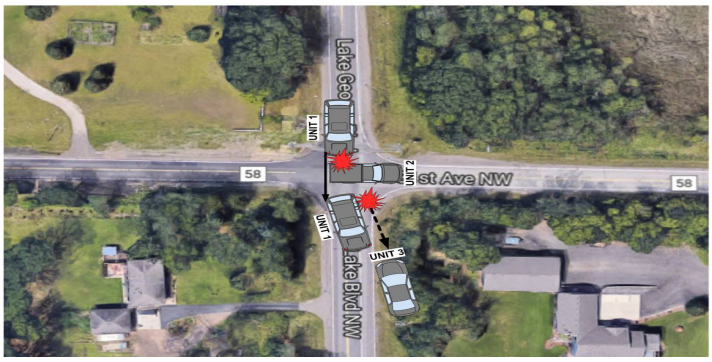
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00747355	04-CSAH	0009	7.144	ROUND LAKE BLVD NW	0400006594470009-I	2-Anoka	Andover

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	3	0	09/13/19	14:49	Fri	45.298249	-93.347072	472788.3	5016140.6	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	A - Serious Injury	Motor Vehicle In Transport	Daylight	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	
Vehicle Type	Sport Utility Vehicle	Pickup	Passenger Car	
Direction of Travel	Southbound	Eastbound	Northbound	
Manuever	Moving Forward	Moving Forward	Vehicle Stopped or Stalled in	
Age/Sex	35 M	46 M	62 F	
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	
Contributing Factor 1	Disregard Other Traffic Signs	No Clear Contributing Action	No Clear Contributing Action	

OFFICER SKETCH



NARRATIVE

VOLNA WAS TRAVELING SOUTH APPROACHING THE FOUR-WAY INTERSECTION WHERE STOP SIGNS WERE PRESENT. VOLNA DID NOT STOP FOR THE STOP SIGN AND COLLIDED WITH HUEHN'S VEHICLE IN THE INTERSECTION, BEFORE THEN COLLIDING WITH OLSON'S VEHICLE HEAD ON IN THE OPPOSITE LANE OF TRAVEL.

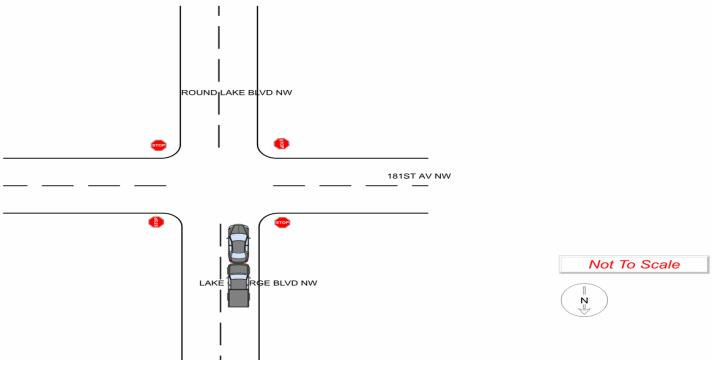
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00699584	04-CSAH	0009	7.169	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	03/22/19	17:41	Fri	45.298615	-93.347079	472787.9	5016181.3	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Southbound	Southbound		
Manuever	Other	Moving Forward		
Age/Sex	62 M	31 M		
Physical Cond	Apparently Normal	Has Been Drinking Alcohol		
Contributing Factor 1	No Clear Contributing Action	Operated Motor Vehicle: Care		

OFFICER SKETCH



NARRATIVE

SEE LOCAL REPORT

Crash Detail Report - Short Form

Report Version 1.0
February 2020

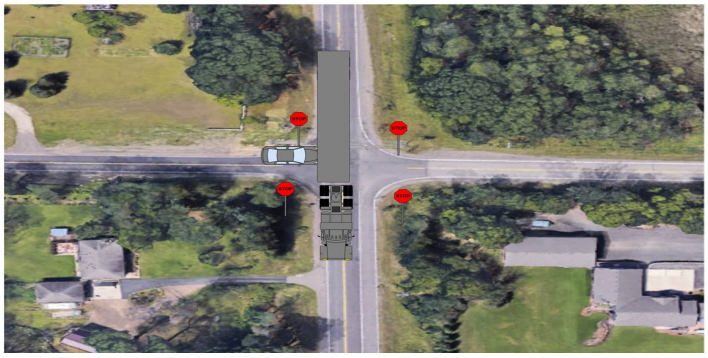
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00871639	07-CR	0058	3.652	181ST AVE NW	0700006594470058-I	2-Anoka	Andover

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
ROUND LAKE BLVD NW	2	0	12/29/20	16:12	Tue	45.298318	-93.347189	472779.2	5016148.3	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Sideswipe Opposing	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Snow

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Medium / Heavy Trucks (Mor		
Direction of Travel	Eastbound	Southbound		
Manuever	Entering Traffic Lane	Slowing		
Age/Sex	36 M	22 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Ran Stop Sign		

OFFICER SKETCH



NARRATIVE

A SEMI-TRUCK WAS TRAVELING SOUTH ON ROUND LAKE BLVD NW AND SLID THROUGH THE STOP SIGN. THE WHITE PASSENGER CAR WAS ATTEMPTING TO TURN LEFT TO GO NORTH ON ROUND LAKE BLVD NW FROM 181 AVE NW AND HAD THE RIGHT OF WAY. HE ATTEMPTED TO STOP AND WASN'T ABLE TO IN TIME SLIDING UNDER THE TRAILER.

Selection Filter:

WORK AREA: County('659447') - FILTER: Date('01/01/2019','12/31/2021') - SPATIAL FILTER APPLIED

Analyst: Jacob Bongard

Notes:

Crash Detail Report - Short Form

Report Version 1.0
February 2020

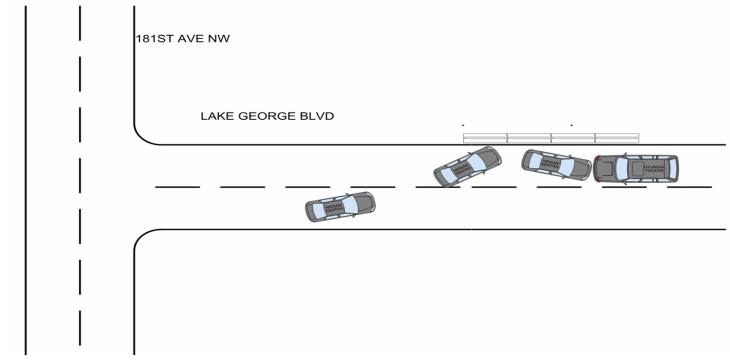
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00860456	04-CSAH	0009	7.395	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	10/20/20	14:10	Tue	45.301879	-93.347288	472773.1	5016544.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Head On	B - Minor Injury	Motor Vehicle In Transport	Daylight	Snow

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Sport Utility Vehicle		
Direction of Travel	Northbound	Southbound		
Manuever	Moving Forward	Moving Forward		
Age/Sex	24 M	27 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failed to Keep in Proper Lane	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

V1 CROSSED OVER INTO THE OPPOSING LANE, HIT THE GUARD RAIL THEN STRUCK AN ONCOMING CAR HEAD ON SEE LOCAL ICR

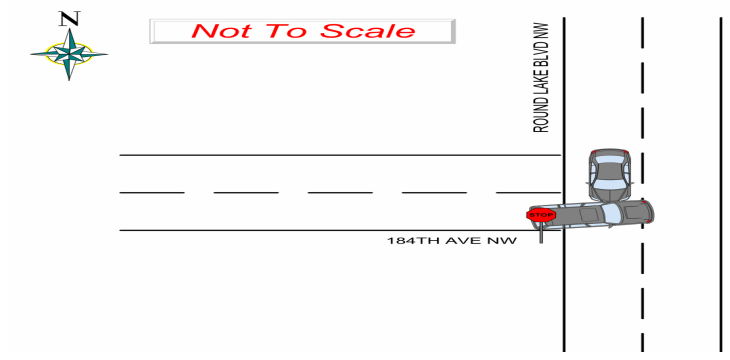
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00845913	04-CSAH	0009	7.604	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	10/06/20	11:44	Tue	45.304908	-93.347417	472764.5	5016880.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Other	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Passenger Car		
Direction of Travel	Southbound	Southbound		
Manuever	Turning Left	Moving Forward		
Age/Sex	56 F	24 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

UNIT 1 WAS AT A STOP SIGN AND FAILED TO YIELD TO THE RIGHT OF WAY OF SOUTHBOUND TRAFFIC AND WAS STRUCK BY UNIT 2.

Crash Detail Report - Short Form

Report Version 1.0
February 2020

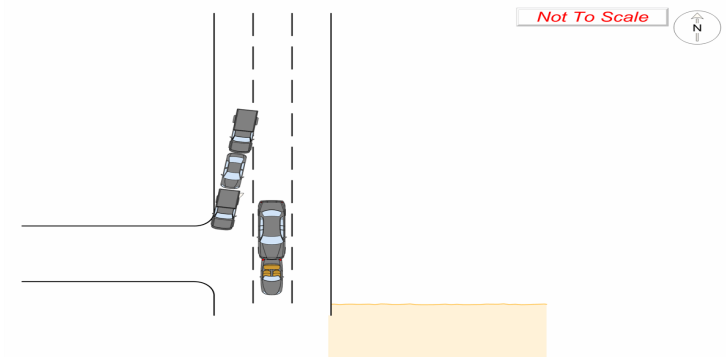
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00956449	04-CSAH	0009	7.615	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	3	0	10/12/21	14:39	Tue	45.305060	-93.347409	472765.1	5016897.4	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	
Vehicle Type	Pickup	Passenger Car	Pickup	
Direction of Travel	Southbound	Southbound	Southbound	
Manuever	Swerved or Attempt to Avoid	Swerved or Attempt to Avoid	Swerved or Attempt to Avoid	
Age/Sex	56 M	17 F	16 F	
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	
Contributing Factor 1	Unknown	Unknown	Swerved or Avoided Due to W	

OFFICER SKETCH



NARRATIVE

SEE LOCAL REPORT

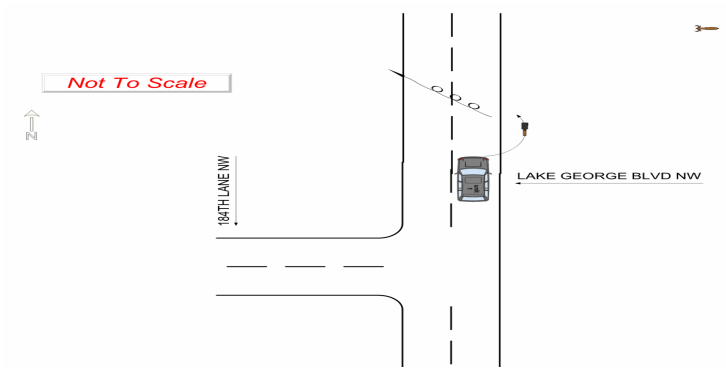
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00916905	04-CSAH	0009	7.676	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
500 F N 184 LANE NW	1	0	07/07/21	16:35	Wed	45.305943	-93.347371	472768.6	5016995.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Run Off Road	C - Possible Injury	Mailboxes/Posts	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	Northbound			
Manuever	Moving Forward			
Age/Sex	27 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	Driver Distracted			

OFFICER SKETCH



NARRATIVE

I WAS DISPATCHED TO THE ABOVE AREA FOR A PI ACCIDENT. UPON ARRIVAL, I SPOKE WITH EFFIE WHO STATED SHE WAS DRIVING MN PLATE 895TNE NORTHBOUND ON LAKE GEORGE BLVD NW AT THE 18500 BLOCK NW WHEN HER CELL PHONE FELL TO THE FLOOR AND SHE WENT TO TRY TO GRAB THE PHONE FROM THE FLOOR. EFFIE STATED THAT WHEN SHE DID THIS SHE LOST CONTROL OF THE VEHICLE AND WENT INTO THE DITCH ON THE RIGHT SIDE OF THE ROADWAY. EFFIE SAID SHE THEN HIT A MAILBOX AT 18521 LAKE GEORGE BLVD NW AND THEN TRIED TO REGAIN CONTROL OF THE VEHICLE BUT OVERCORRECTED AND THE VEHICLE THEN LANDED ON THE PASSENGER SIDE AND SLID ACROSS TRAFFIC AND INTO THE DITCH ON THE LEFT SIDE OF THE ROAD WHERE THE VEHICLE RIGHTED ITSELF BACK ONTO ALL FOUR WHEELS. THE AMBULANCE THEN ARRIVED ON THE SCENE AND SPOKE WITH EFFIE WHO STATED SHE DID NOT WANT TO GO TO THE HOSPITAL. I THEN SPOKE WITH

Crash Detail Report - Short Form

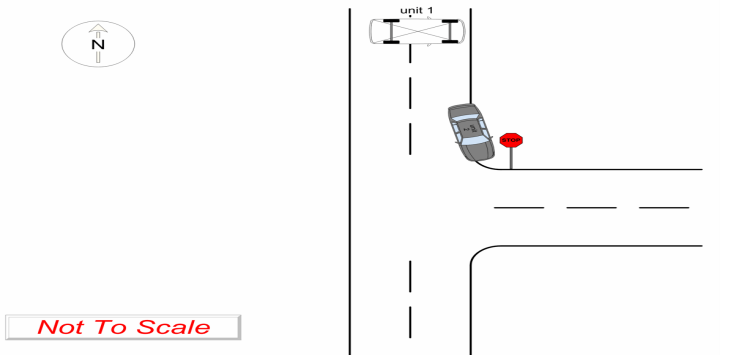
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00901488	04-CSAH	0009	7.928	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	04/19/21	17:32	Mon	45.309604	-93.347332	472773.4	5017402.2	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Sideswipe Opposing	C - Possible Injury	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Passenger Car		
Direction of Travel	Northbound	Northbound		
Manuever	Moving Forward	Moving Forward		
Age/Sex	59 F	55 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Improper Passing	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

UNIT 1 WAS NORTHBOUND AND PASSING A VEHICLE WHEN IT COLLIDED WITH A SOUTHBOUND VEHICLE. UNIT 1 OVERTURNED AND LANDED UPSIDE DOWN. UNIT 2 HAD MODERATE FRONT-END DAMAGE. SEE LOCAL REPORT FOR FURTHER.

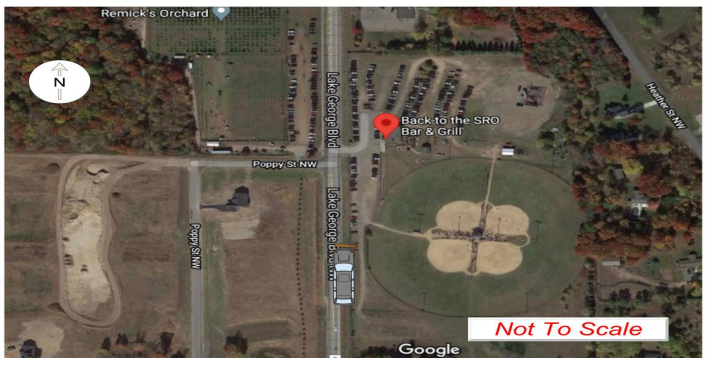
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00931555	04-CSAH	0009	8.059	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	08/01/21	00:42	Sun	45.311502	-93.347354	472772.5	5017613.1	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Other	N - Prop Damage Only	Deer	Dark (Str Lights On)	Fog/Smog/Smoke

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Sport Utility Vehicle			
Direction of Travel	Northbound			
Manuever	Moving Forward			
Age/Sex	52 F			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH



NARRATIVE

UNIT 1 WAS TRAVELING NORTHBOUND ON LAKE GEORGE BLVD NW IN THE CITY OF OAK GROVE. WHILE TRAVELING NB A DEER ATTEMPTED TO TRAVEL EASTBOUND IN FRONT OF UNIT 1. UNIT 1 HIT THE DEER WITH IT'S FRONT END CAUSING DAMAGE TO THE HOOD AND RIGHT HEADLAMP. NOTHING FURTHER TO REPORT. CLEAR. DEPUTY D. ADRIAN # 350

Crash Detail Report - Short Form

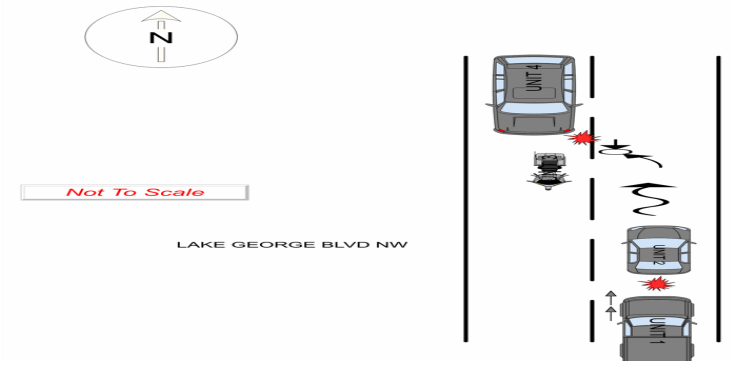
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00755934	04-CSAH	0009	8.189	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	4	0	10/19/19	14:50	Sat	45.313383	-93.347384	472771.1	5017822.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	B - Minor Injury	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport
Vehicle Type	Pickup	Passenger Car	Motorcycle	Passenger Car
Direction of Travel	Northbound	Northbound	Southbound	Southbound
Manuever	Slowing	Vehicle Stopped or Stalled in	Moving Forward	Slowing
Age/Sex	61 M	26 M	63 M	44 F
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	Apparently Normal
Contributing Factor 1	Following Too Closely	No Clear Contributing Action	No Clear Contributing Action	No Clear Contributing Action

OFFICER SKETCH



NARRATIVE

UNIT 1 RAN INTO THE BACK OF UNIT 2, SPINNING INTO THE OPPOSING LANE. UNIT 3 WENT DOWN AVOIDING UNIT 2. UNIT 2 THEN STRUCK UNIT 4. SEE ICR FOR COMPLETE REPORT

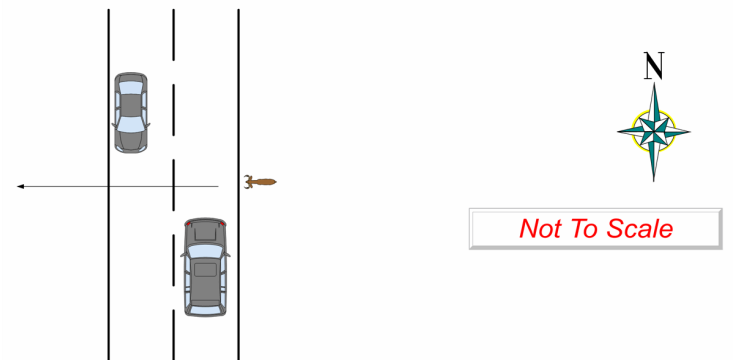
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00692803	04-CSAH	0009	8.316	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	02/27/19	21:02	Wed	45.315219	-93.347396	472771.0	5018026.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Other	N - Prop Damage Only	Deer	Dark (No Str Lights)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Passenger Car		
Direction of Travel	Northbound	Northbound		
Manuever	Moving Forward	Moving Forward		
Age/Sex	29 F	26 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

ON 2/28/2019 AT APPROXIMATELY 2106 HOURS, I WAS DISPATCHED TO A PROPERTY DAMAGE ACCIDENT INVOLVING A DEER LOCATED AT 21717 LAKE GEORGE BLVD NW, OAK GROVE. I ARRIVED TO FIND THREE VEHICLES INVOLVED, A SATURN ION BEARING MINNESOTA 591VXP WAS IN THE DITCH NORTH OF THE DEER REMAINS. A 2018 TESLA MODEL 3 WITH NO PLATES DISABLED IN THE SHOULDER OF THE SOUTHBOUND LANE AND A 2003 GMC YUKON BEARING MINNESOTA 518WUP PARKED INT HE ANIMAL HOSPITAL PARKING LOT. I SPOKE TO EMILY LENE WHO IS THE DRIVER OF THE 2005 SATURN. EMILY TOLD ME SHE SAW THE DEER FLYING AND SWERVED TO MISS EVERYTHING AND ENDED UP IN THE DITCH. EMILY WAS UNINJURED AND WEARING A SEAT BELT. EMILY'S VEHICLE WAS UNDAMAGED IN THE ACCIDENT. NORTH STAR TOWING MOVED HER VEHICLE OUT OF THE SNOW BANK. OWNERS INSURANCE POLICY #49-992-36001. I SPOKE THE DRIVER OF 2018 TESLA AARON HILL. AARON WAS

Crash Detail Report - Short Form

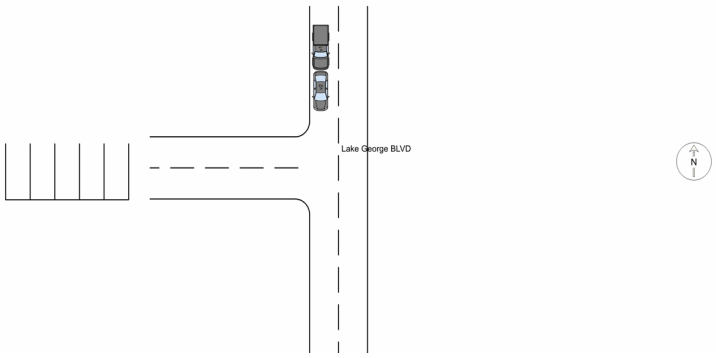
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00704190	04-CSAH	0009	8.404	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	04/15/19	17:05	Mon	45.316496	-93.347405	472771.0	5018167.9	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	C - Possible Injury	Motor Vehicle In Transport	Daylight	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Southbound	Southbound		
Manuever	Moving Forward	Vehicle Stopped or Stalled in		
Age/Sex	35 M	64 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Driver Distracted	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

I RESPONDED TO THE AREA OF LAKE GEORGE BLVD NW AND VIKING BLVD ON A PERSONAL INJURY ACCIDENT. UPON ARRIVAL, I MADE CONTACT WITH BOTH DRIVERS AND IDENTIFIED BOTH DRIVER'S BY MN DL. ONE OF THE DRIVER'S ADVISED HIS LOWER BACK HURT FROM THE ACCIDENT. ALLINA ARRIVED ON SCENE AND THE DRIVER REFUSED TRANSPORT. DRIVER OF VEHICLE 1 MN PLATE BSA573 WAS IDENTIFIED BY MN DL AS TIMOTHY WATKINS. TIMOTHY STATED HE WAS TRAVELING SOUTHBOUND ON LAKE GEORGE BLVD AND LOOKED TOWARD THE EAST PRIOR TO HITTING THE VEHICLE IN FRONT OF HIM. TIMOTHY STATED HE WAS NOT ON HIS PHONE OR DOING ANYTHING OTHER THAN DRIVING, BUT WAS DISTRACTED BY THE WEATHER FOR A MINUTE. TIMOTHY STATED HE DID NOT SEE THE VEHICLE IN FRONT OF HIM STOPPING PRIOR TO HIM HITTING THE VEHICLE. TIMOTHY'S VEHICLE SUSTAINED VERY MINOR DAMAGE TO THE FRONT BUMPER. TIMOTHY SHOWED CURRENT INSURANCE WITH

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00700896	04-CSAH	0009	8.555	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	4	0	03/30/19	16:16	Sat	45.318675	-93.347402	472772.2	5018410.0	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Rear End	C - Possible Injury	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport
Vehicle Type	Passenger Van (Seats Install	Passenger Car	Passenger Car	Sport Utility Vehicle
Direction of Travel	Southbound	Southbound	Southbound	Southbound
Manuever	Slowing	Slowing	Slowing	Moving Forward
Age/Sex	60 F	26 M	18 M	24 F
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	Apparently Normal
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action	No Clear Contributing Action	Unknown

OFFICER SKETCH

NARRATIVE

A LINE OF VEHICLES SLOWED FOR A VEHICLE WAITING TO MAKE A LEFT TURN INTO A DRIVEWAY OF SUBWAY. THE #4 VEHICLE REAR-ENDED #3 CAUSING A CHAIN REACTION OF COLLISIONS. #3 WAS PUSHED INTO #2 AND #2 WAS PUSHED INTO #1. #4 AND #3 WERE TOWED DUE TO DAMAGE. THE DRIVER OF #4 WAS ISSUED A CITATION.

Crash Detail Report - Short Form

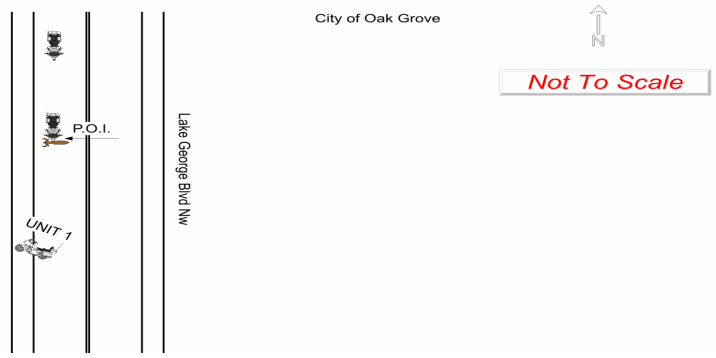
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00834145	04-CSAH	0009	8.575	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	0	07/27/20	04:05	Mon	45.318970	-93.347402	472772.4	5018442.7	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Other	C - Possible Injury	Other Animal - Alive at Time of Crash	Dark (No Str Lights)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Motorcycle			
Direction of Travel	Southbound			
Manuever	Moving Forward			
Age/Sex	27 M			
Physical Cond	Apparently Normal			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH



NARRATIVE

UNIT 1 WAS TRAVELING SOUTH ON LAKE GEORGE BLVD NW. JUST AFTER THE VIKING BLVD NW INTERSECTION, UNIT 1 STRUCK A DEER. EVALUATED BY EMS, REFUSED TRANSPORT

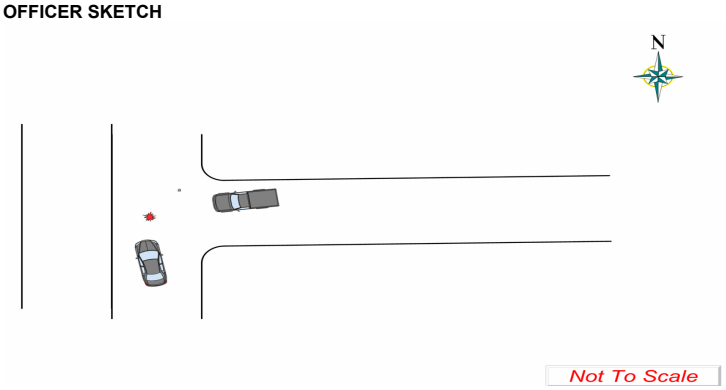
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00934837	04-CSAH	0009	8.577	LAKE GEORGE BLVD N	0400006594470009-I	2-Anoka	Oak Grove

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	08/17/21	17:02	Tue	45.318994	-93.347402	472772.4	5018445.4	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Other	N - Prop Damage Only	Motor Vehicle In Transport	Daylight	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Southbound	Westbound		
Manuever	Moving Forward	Moving Forward		
Age/Sex	25 F	62 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Unknown	Unknown		

OFFICER SKETCH



NARRATIVE

RESPONDED TO THE LOCATION FOR A TWO-VEHICLE PROPERTY DAMAGE CRASH BLOCKING THE INTERSECTION. UPON ARRIVING I COULD SEE A DODGE RAM PULLING A UTILITY TRAILER WITH A LAWN MOVER, FACING WESTBOUND BLOCKING THE NORTHBOUND LANE OF ROUND LAKE BLVD. A 2015 CHEVY CRUZE WAS FACING NORTHBOUND BLOCKING THE SOUTHBOUND LANE OF ROUND LAKE BLVD. I MADE CONTACT WITH BOTH DRIVERS WHO SAID THEY WERE UNINJURED. I FIRST SPOKE WITH BORIS MARTYNENKO THE DRIVER OF THE RAM. BORIS SAID HE WAS EXITING THE SPEEDWAY GAS STATION PARKING LOT. HE WAS GOING TO TURN SOUTHBOUND ROUND LAKE BLVD. THE NORTHBOUND TRAFFIC WAS COMING TO A STOP. BORIS SAID A NORTHBOUND DRIVER STOPPED AND WAVED FOR HIM TO PULL OUT TO TURN SOUTHBOUND. AS BORIS WAS PULLING ACROSS THE NORTHBOUND LANE A CHEVY CRUZE DRIVEN BY JADE BREUER WAS NORTHBOUND LAKE GEORGE BLVD AND BEGAN TO ENTER THE TURN

Crash Detail Report - Short Form

Selection Filter:

WORK AREA: County('659447') - FILTER: Date('01/01/2019','12/31/2021') - SPATIAL FILTER APPLIED

Analyst: Jacob Bongard

Notes:

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 9 Roadway Modernization Project | Map ID: 1646949995796

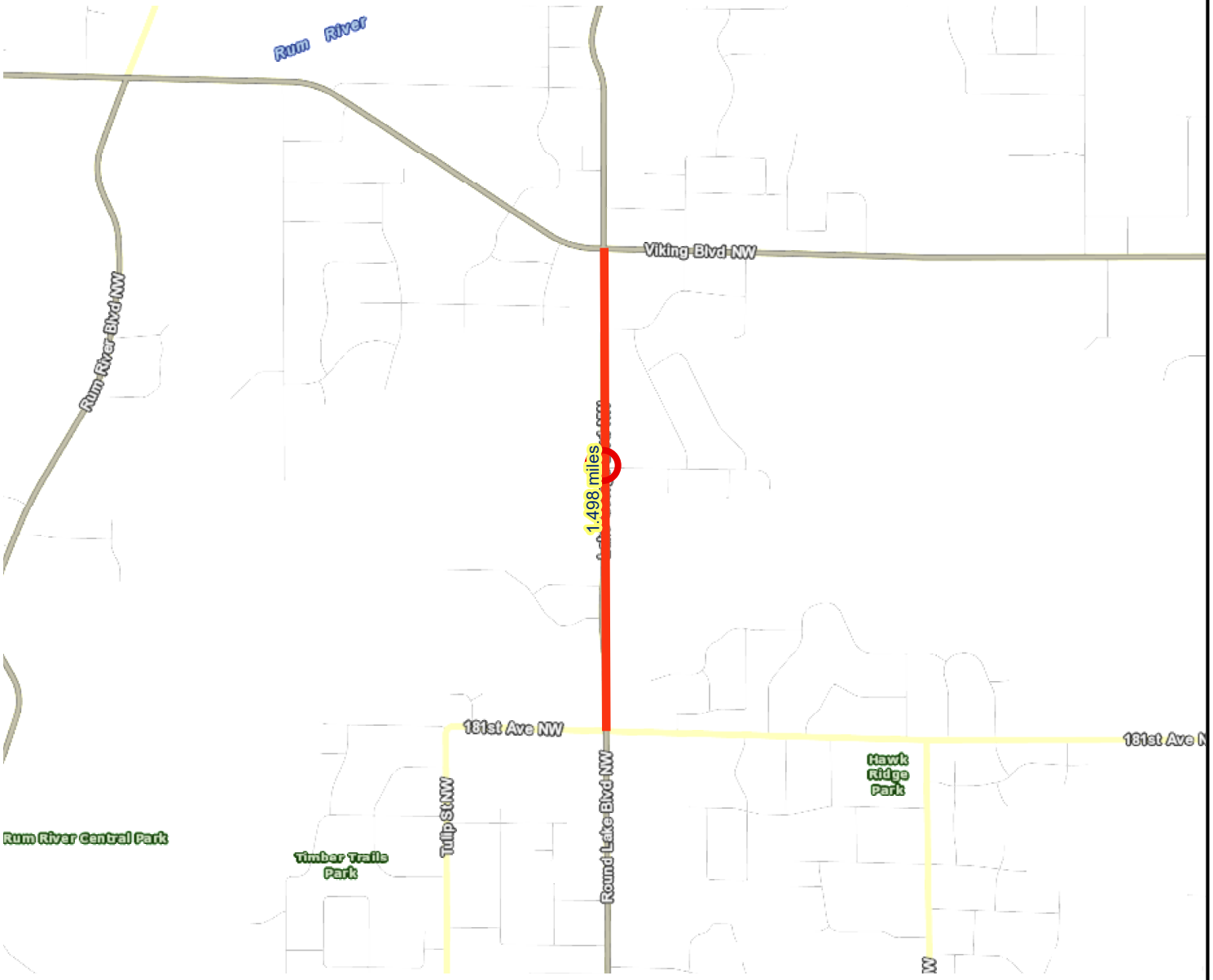
Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Andover
Population: 1888
Employment: 208
Mfg and Dist Employment: 6

Oak Grove
Population: 1732
Employment: 214
Mfg and Dist Employment: 6



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.3 0.6 1.2 1.8 2.4 Miles

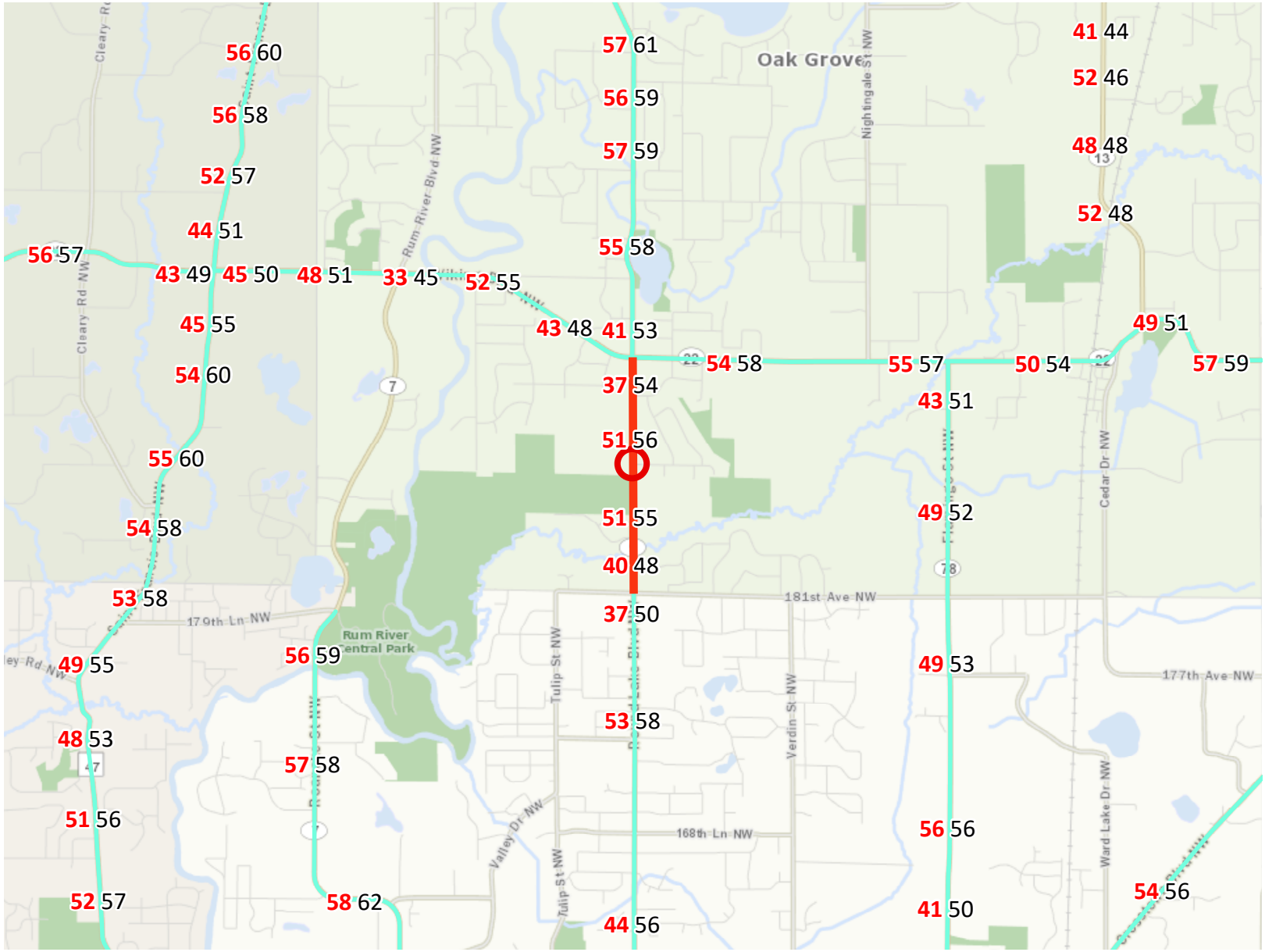
Created: 3/10/2022
LandscapeRSA5

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

METROPOLITAN COUNCIL

Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 9 Roadway Modernization Project | Map ID: 1646949995796



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

0 0.5 1 2 3 4 Miles

Created: 3/10/2022
LandscapeRSA1

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

METROPOLITAN COUNCIL

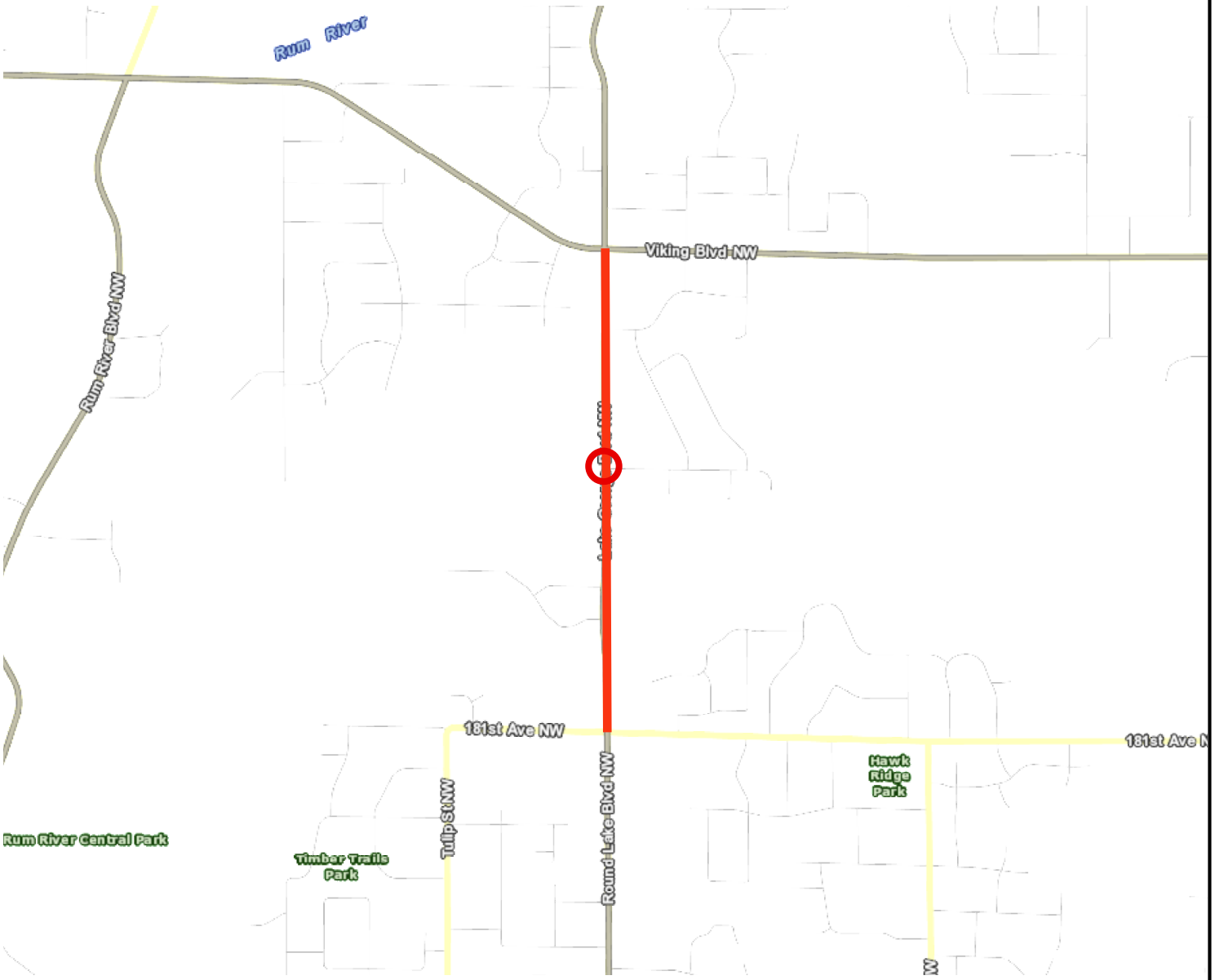
Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: CSAH 9 Roadway Modernization Project | Map ID: 1646949995796

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 2

Project located in census tracts that are BELOW the regional average for population in poverty or population of color.



Points
Area of Concentrated Poverty
Lines

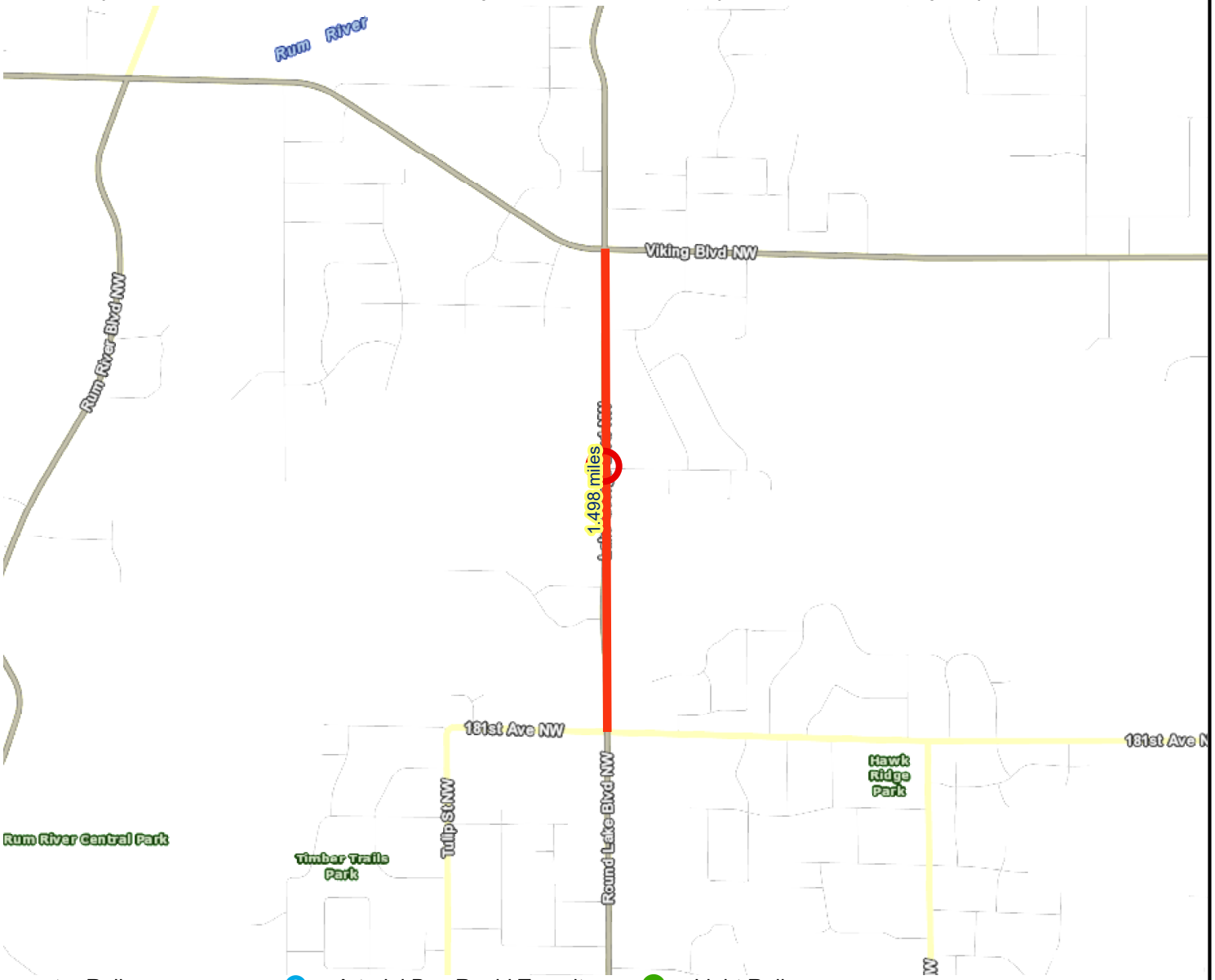
0 0.3 0.6 1.2 1.8 2.4 Miles

Created: 3/10/2022
LandscapeRSA2

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 9 Roadway Modernization Project | Map ID: 1646949995796



Results

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

**indicates Planned Alignments*

Transit Market areas: 5

Project Points
Project
Project Area
Arterial Bus Rapid Transit

Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit
Light Rail

Arterial Bus Rapid Transit
Commuter Rail
Dedicated Bus Rapid Transit
Highway Bus Rapid Transit

Light Rail

0 0.3 0.6 1.2 1.8 2.4 Miles

Created: 3/10/2022
LandscapeRSA3

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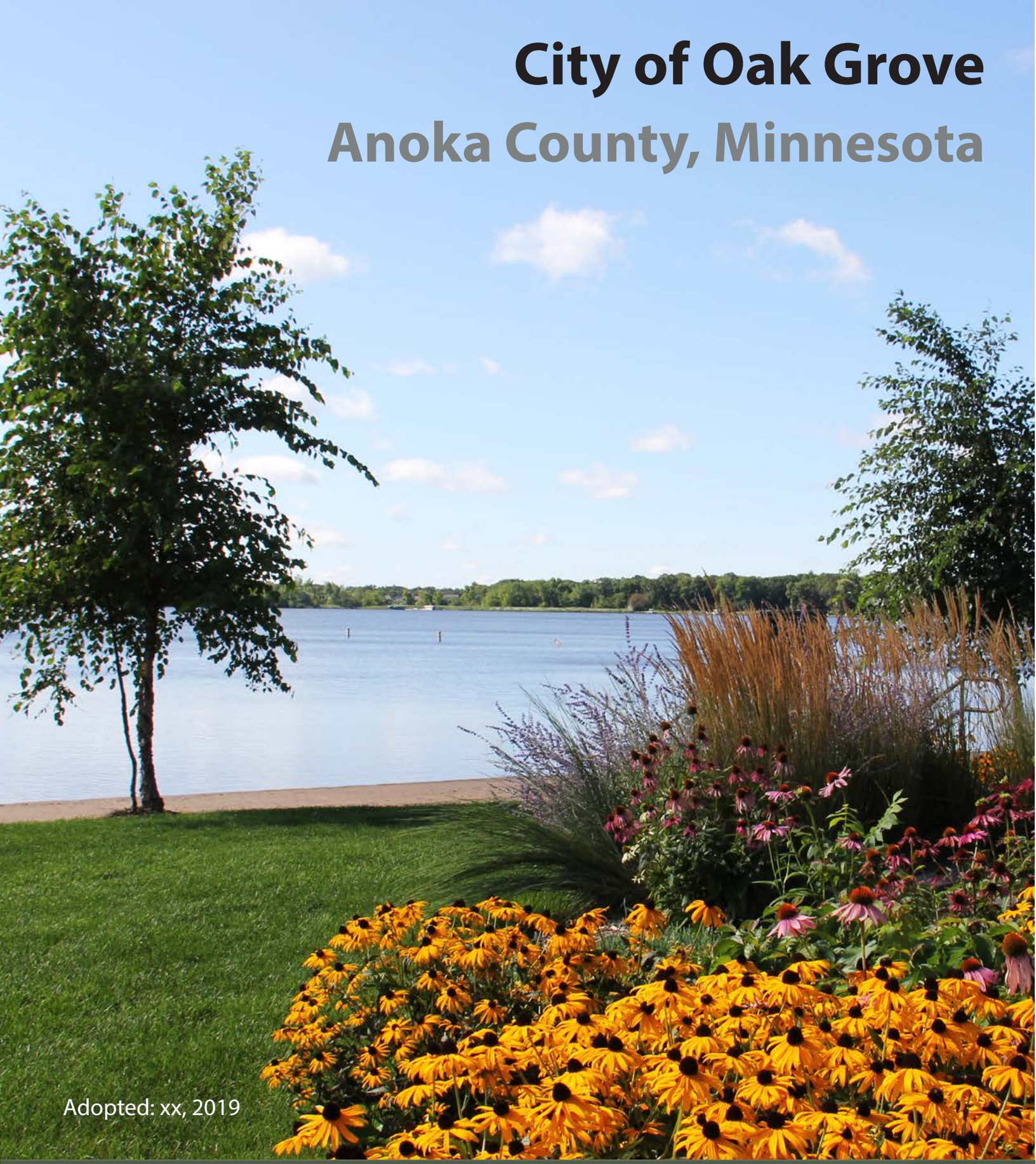
METROPOLITAN COUNCIL

City of Oak Grove

Anoka County, Minnesota



Adopted: xx, 2019

City of Oak Grove 2040 Comprehensive Plan

About Thrive MSP 2040

Thrive MSP 2040 is the vision for the Minneapolis -St. Paul Metropolitan Region over the next 30 years. It reflects the regions joint concerns and aspirations, anticipates future needs in the region, and addresses our responsibility to future generations.

Under state law, the Council prepares a long-range plan for the Twin Cities region every **10 years**. Thrive MSP 2040 sets the policy foundations for systems and policy plans developed by the Council:

- Transportation Policy Plan
- Water Resources Policy Plan
- Regional Parks Policy Plan
- Housing Policy Plan

Thrive MSP 2040 addresses issues that transcend any one neighborhood, city, or county, as we build and maintain a thriving metropolitan region. Our region's investments provide an important economic foundation so all residents of the region can prosper. Transportation, jobs, community development, affordable housing – these are the bricks-and-mortar basics that make other things possible health outcomes, and safeguard Minnesota's exceptional quality of life.

Choice, Place and Opportunity examines where opportunities in the region are, which residents have access to those opportunities, and how future public investments - made by the Council and other agencies - can assure equitable access to opportunity for all residents of the region. Recommendations outlined in the assessment influences Thrive MSP 2040, which identified "equity" as one of five outcomes of the regional planning process over the next decade.

While Oak Grove will establish a unique local vision, the City's plan must also reflect the adopted regional policies outlined in the system and policy plans. Local plans contain much greater detail than regional plans by identifying local street connections, neighborhood parks, residential development standards, and phasing of utility extensions and improvements necessary for the individual community. But these local planning efforts tie into the larger regional infrastructure of parks and trail systems, arterial road networks, and wastewater infrastructure. It is the efforts of the 188 cities, townships, and counties together that implement a shared regional vision.

Minnesota Statute requires certain topic areas to be included in local comprehensive plans. The Local Planning Handbook is organized around these Plan Elements and provides guidance on how to meet requirements within these planning areas. These Plan Elements in the Local Planning Handbook are:

- Land Use
- Transportation
- Water Resources
- Parks & Trails
- Housing
- Plan Implementation
- Resilience
- Economic Competitiveness

2.1 Overview of the Planning Process

Planning Process

A transparent public participation process is the foundation to a successful plan. The involvement of residents, business owners, and other stakeholders is essential to the creation and implementation of the plan. Elements of public participation for the 2040 Oak Grove Comprehensive Planning process included:

- Advisory Committee Meetings
- Planning Commission Meetings
- Parks Commission Meeting
- Public Workshop/SWOT Analysis
- Community Survey
- City Council Meetings
- Draft Plan Open House
- Public Hearing

Incorporating Input into the Plan

The goals and policies of this comprehensive plan support the community's vision for the future of Oak Grove and address barriers to realizing this vision. Elements of the plan have been crafted from individual participant's ideas, discussions and debates among committee members and the past experiences of the community as a whole.

This input allows us to construct underlying themes as a frame for the plan, and provides information on what specific issues and ideas are most important to Oak Grove's citizens. This foundation ensures that the plan is not just a hollow document, but a guide for future decisions in Oak Grove that are in line with the community's ideals. From this foundation, the City of Oak Grove will continue to grow and thrive.

Planning Process Schedule

Kickoff Meeting with Advisor Committee Meeting

February 27, 2017 - Project Kickoff and Issues/Opportunities Exercise

Joint Council, Parks Commission and Planning Commission Meeting

March 22, 2017 - Expectations, Existing Conditions and Issues/Opportunities Exercise

Public Workshop

May 9, 2017 - Review Existing Conditions and Issues/Opportunities Exercise

Advisory Committee Meeting #2

August 28, 2017 - Review Partial Draft Plan

Draft Plan Open House

October 9th, 2017 - Review Partial Draft Plan and Map Exercise

Advisor Committee #3

October 30, 2017 - Review Full Draft Plan

Planning Commission Meeting

November 16, 2017 - Final Review and Recommendation

City Council Meeting

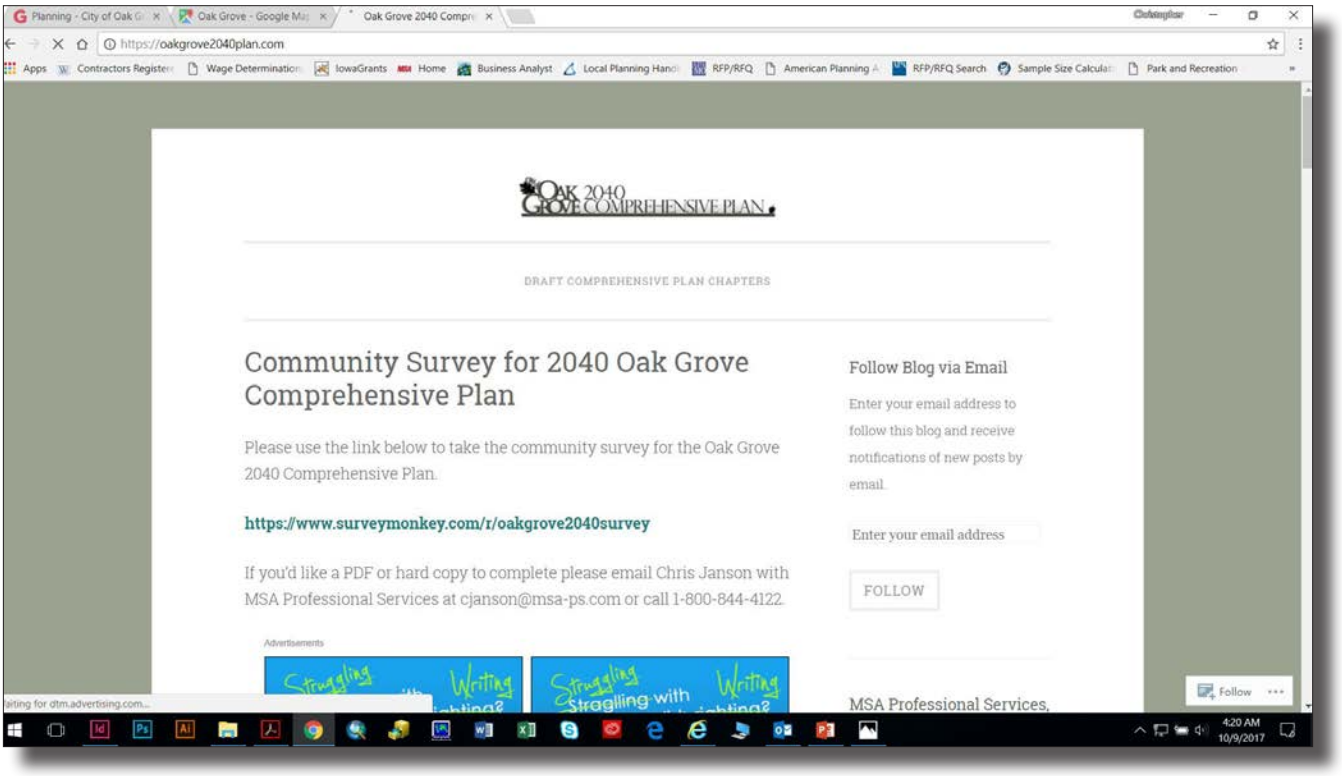
December 11, 2017 - Final Review by City Council

MONTH	TASKS
February 2017	• Advisor Committee Meeting #1 - Project Kick-Off Meeting with City Staff • Begin Existing Plan Review, Demographics and Exiting Conditions Analysis • Launch Project Website
March 2017	• Ongoing - Existing Plan Review, Demographics and Exiting Conditions Analysis • Joint Council and Planning Commission Workshop – SWOT Analysis • Open Online Survey
April - June 2017	• Ongoing - Existing Plan Review, Demographics and Exiting Conditions Analysis, Online Survey, and Interviews • **Public Workshop – SWOT Analysis**
July - August 2017	• Prepare Draft of Comprehensive Plan Update
August 2017	• Advisory Committee Meeting #2 - Presented Draft and Future Land Use Charrette
August - October 2017	• Prepare Draft Plan
October 2017	• **Public Workshop to Review Draft Plan**
October 2017	• Advisory Committee Meeting #3 - Review Final Draft Plan and Input from Public Workshop
November 2017	• Planning and Zoning Commission **Public Hearing** and Review for Recommendation to Council
December 2017	• City Council **Public Hearing** and Review
February 2018	• Upload Plan for Metropolitan Council Preliminary Review and Comments • Distribute Plan to Surrounding Jurisdictions for Review and Comments
March - December 2018	• Receive and Consider Comments from Surrounding Jurisdictions and Metropolitan Council • City Council **Public Hearing** and Consideration of Adoption of Plan • Deliver Final Plan Documents and Map Data • Upload Final Documents to Metropolitan Council Website

2.2 Project Website and Advisory Commission

Project Website

A project website was developed where posts and feedback were shared such as the project schedule and draft documents. It also provided a venue to share draft materials and solicit comments throughout the planning process. This aspect of the communication and participation strategy was important for transparency, and for sharing information with stakeholders who were unable to attend meetings.

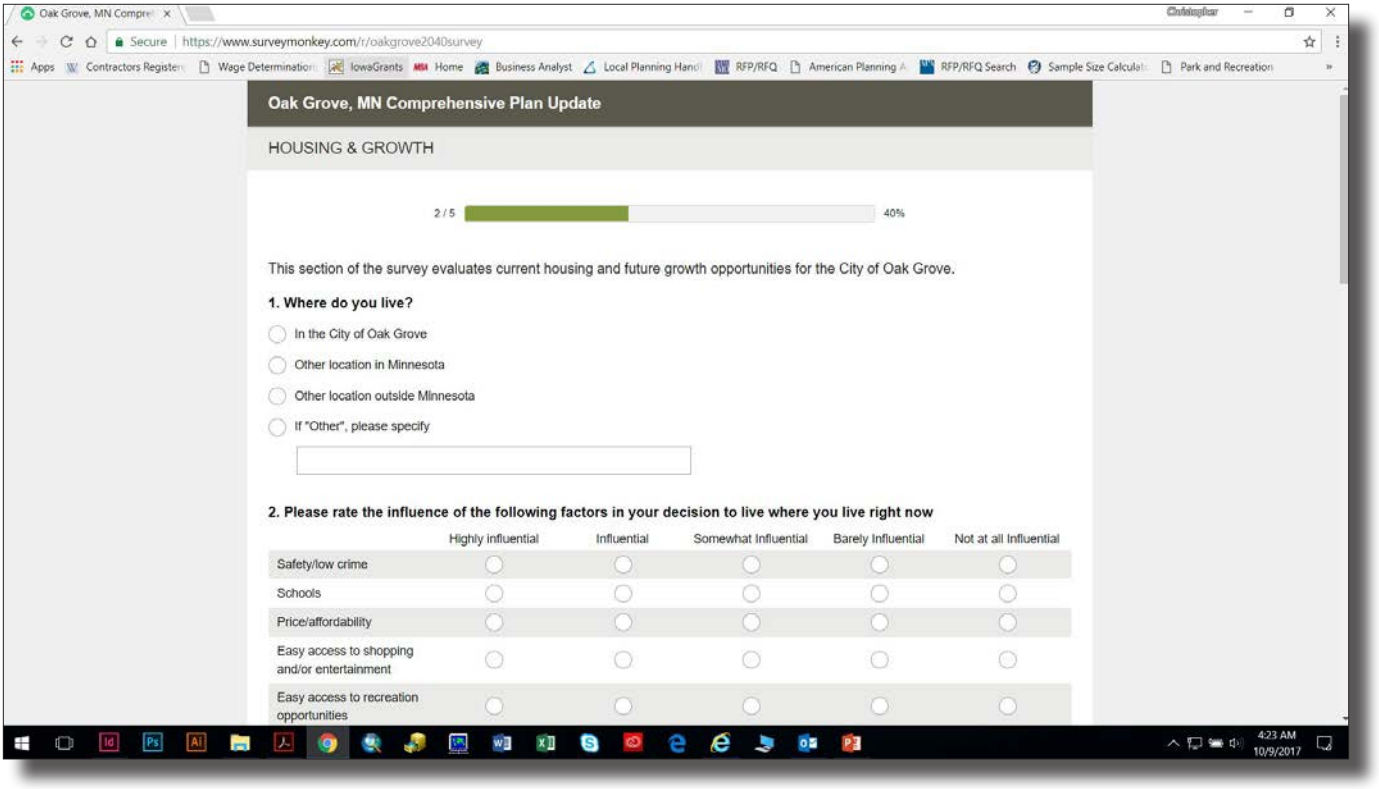


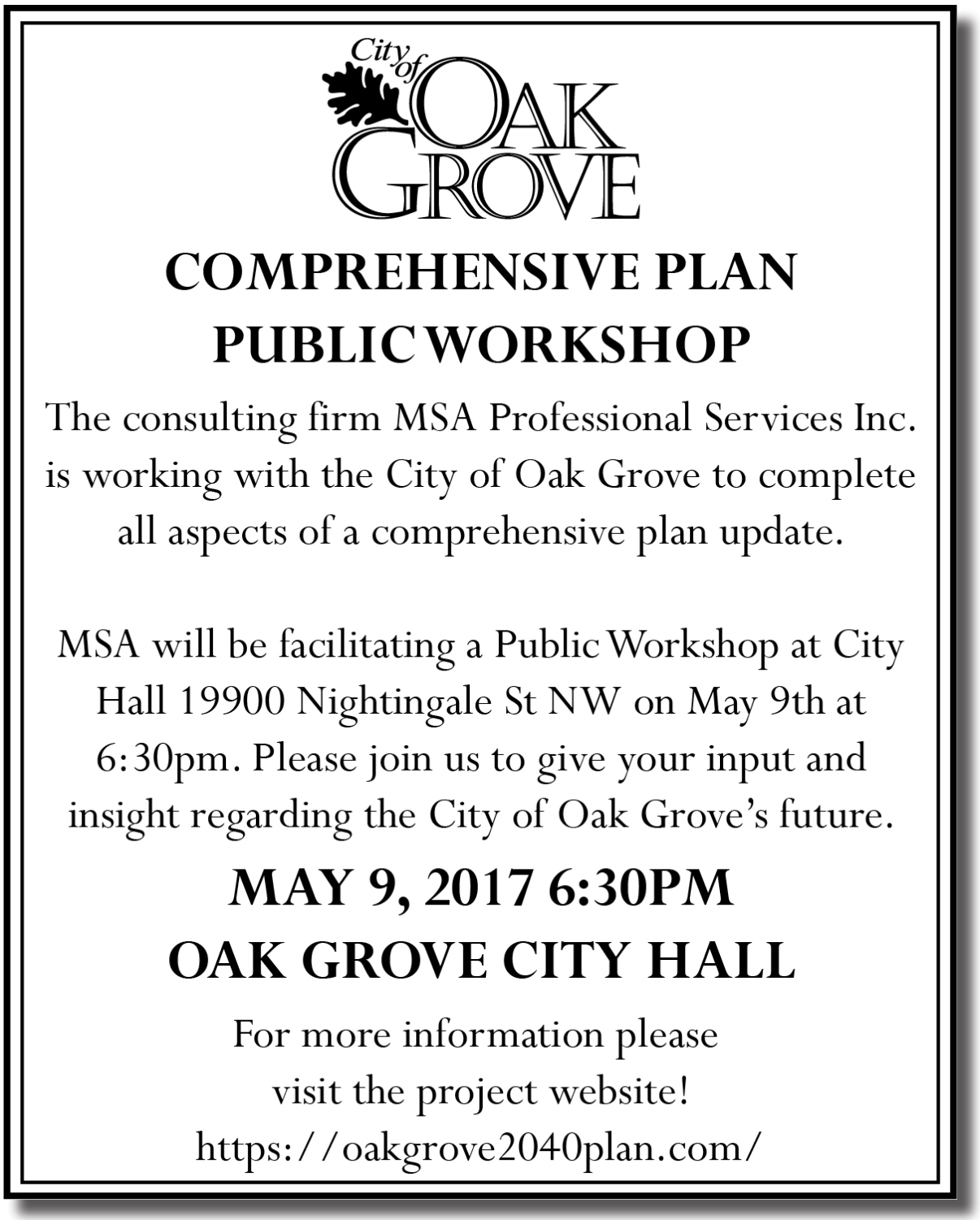
Advisory Committee

A Advisory Committee was established to oversee the process and ensure that the established goals and objectives were being accomplished in a timely manner. The Advisory Committee, comprised of members of the City Council was a primary review body throughout the planning process. These meetings were open to the public. Advisory Committee presentation materials were posted on the project website for public access.

Community Survey

The development of a community wide survey served as an essential tool to reach those that could not attend the Public Workshop and to give individuals an anonymous platform to voice opinions and concerns. The survey was primarily online, distributed via Survey Monkey. There were also paper copies available at City Hall for those who preferred to complete a printed survey. 95 surveys were received. There are several key questions included in this chapter and the complete results are included in Appendix B.




City of OAK GROVE
COMPREHENSIVE PLAN
PUBLIC WORKSHOP
The consulting firm MSA Professional Services Inc. is working with the City of Oak Grove to complete all aspects of a comprehensive plan update.
MSA will be facilitating a Public Workshop at City Hall 19900 Nightingale St NW on May 9th at 6:30pm. Please join us to give your input and insight regarding the City of Oak Grove's future.
MAY 9, 2017 6:30PM
OAK GROVE CITY HALL
For more information please visit the project website!
https://oakgrove2040plan.com/

Public Workshop - SWOT Analysis

A Public Workshop was held on May 9, 2017. The purpose of the meeting was to gather input on the City's strengths, concerns and opportunities to provide direction to the comprehensive planning process. Many citizens shared their opinions on the future of Oak Grove.

The first part of the workshop focused on educating the attendees about the purpose of the comprehensive plan, the process for updating Oak Grove's plan, the requirements of the Metropolitan Councils's Thrive 2040 planning efforts, and a brief existing conditions overview.

The second part of the workshop explored Isaias and opportunities for the community using a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis.

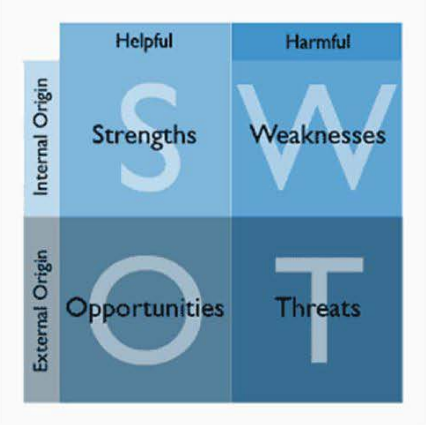
The three focus topics were Beautification, Development and Mobility. Consultants, City Staff and Advisory Committee members were available to discuss topics and answer questions about the plan and planning process. The following pages provide a brief summary of the feedback and comments collected from each category.

Topic Categories for Issues & Opportunities Discussion/SWOT Analysis

1. Beautification
2. Development
3. Mobility

Overall Questions to be answered through comprehensive planning process?

- *What should the development character of the SE corner of the City be in 2040?*
- *What transportation/mobility improvements will be needed before 2040?*
- *What will be great about living in Oak Grove in 2040?*



1. The density within the cluster subdivision shall not exceed 4 units per 10 acres.
2. The minimum lot size shall be 1.5 acres in area.
3. Flexibility in lot width and setbacks shall not vary more than 40 percent below base district standards.
4. The protected open space shall be encompassed by a conservation easement or contributing to an endowment for land conservation along with a maintenance agreement that outlines the long term maintenance responsibilities for the open space approved by the City.
5. Each lot must demonstrate full compliance with the City's regulations governing buildable land, ISTS, and private wells.
6. Beyond the approved Planned Unit Development flexibility, the cluster subdivision shall comply with the design performance standards for a standard residential subdivision.

The Metropolitan Council encourages communities to consider alternative forms of development that protect natural resources and ensure long-term, sustainable sewerage treatment capabilities. For more information, please consider the Council's Flexible Residential Development Guidelines: https://metrocouncil.org/Handbook/Files/Resources/Fact-Sheet/LAND-USE/Flexible-Residential-Development-Examples-for-Dive.aspx

Low Density Residential Sewered

The area surrounding Lake George originally developed as seasonal lake cabins on small lots. Over the years, these properties have become year-round homes. The City faces issues of private maintenance, renovation, and redevelopment of the homes related to lot size, shoreland regulations, and provision of sanitary sewer.

In 1984, the City installed 201 municipal sewer systems around the west and northeast sides of Lake George. The treatment systems on the northeast edge of the lake are not meeting Minnesota Pollution Control Agency treatment standards. The City is currently investigating either replacement of the treatment facility or directing the sewer flows to the western sewer treatment facility. The City will make a decision on which option to pursue based on the physical and financial realities of both options.

The City will continue to encourage private reinvestment into the private homes. Building additions and home expansion will be required to comply with applicable zoning and shoreland setbacks.

Existing *Low Density Residential Sewered* areas of the community have an allowed density of 6.2 to 0.7 units per acre depending on the zoning district of the property. There are no plans to expand *Low Density Residential Sewer* land use through 2040.

Multifamily Residential

The Future Land Use Plan illustrates an area of multifamily residential land use between County Road 9 and Old Lake George Boulevard. This site consists of a 50-unit West Lake George senior housing project - the Oak of Lake George. This project provides an alternative housing choice for elderly residents currently living in rural residential single family homes. Current zoning of the property allows for a density of up to 20 dwelling units per acre. There are no plans to expand multifamily residential land use through 2040.

CAPITAL IMPROVEMENT PROGRAM

The City of Oak Grove will continue to utilize a five-year capital improvement plan to guide local public infrastructure spending in harmony with this plan.

The 2040 Oak Grove Comprehensive Plan will be used as a guide in setting priorities in the annual updates of the Capital Improvements Plan (CIP). The CIP allows the City Council and staff to better plan for the City's capital and financial needs in future years.

The need for services will continue to increase in the City. At the same time, the costs of vehicles, equipment, and infrastructure are expected to increase. The CIP is a long-term plan for capital expenditures to be incurred each year and the associated revenues to fund the expenditure.

A capital improvement is defined as an expenditure related to the acquisition, expansion or rehabilitation
of an element of the government's fixed assets or infrastructure.

Planned improvements are listed by departments and the most recent adopted version of the five year CIP for the City of Oak Grove is available through the City's website at: https://www.ci.oak-grove.mn.us/

City of Oak Grove
CIP Work Paper Note: Using 4% per year increase in costs to make sure fundir
Budget Year Updated for: 2019

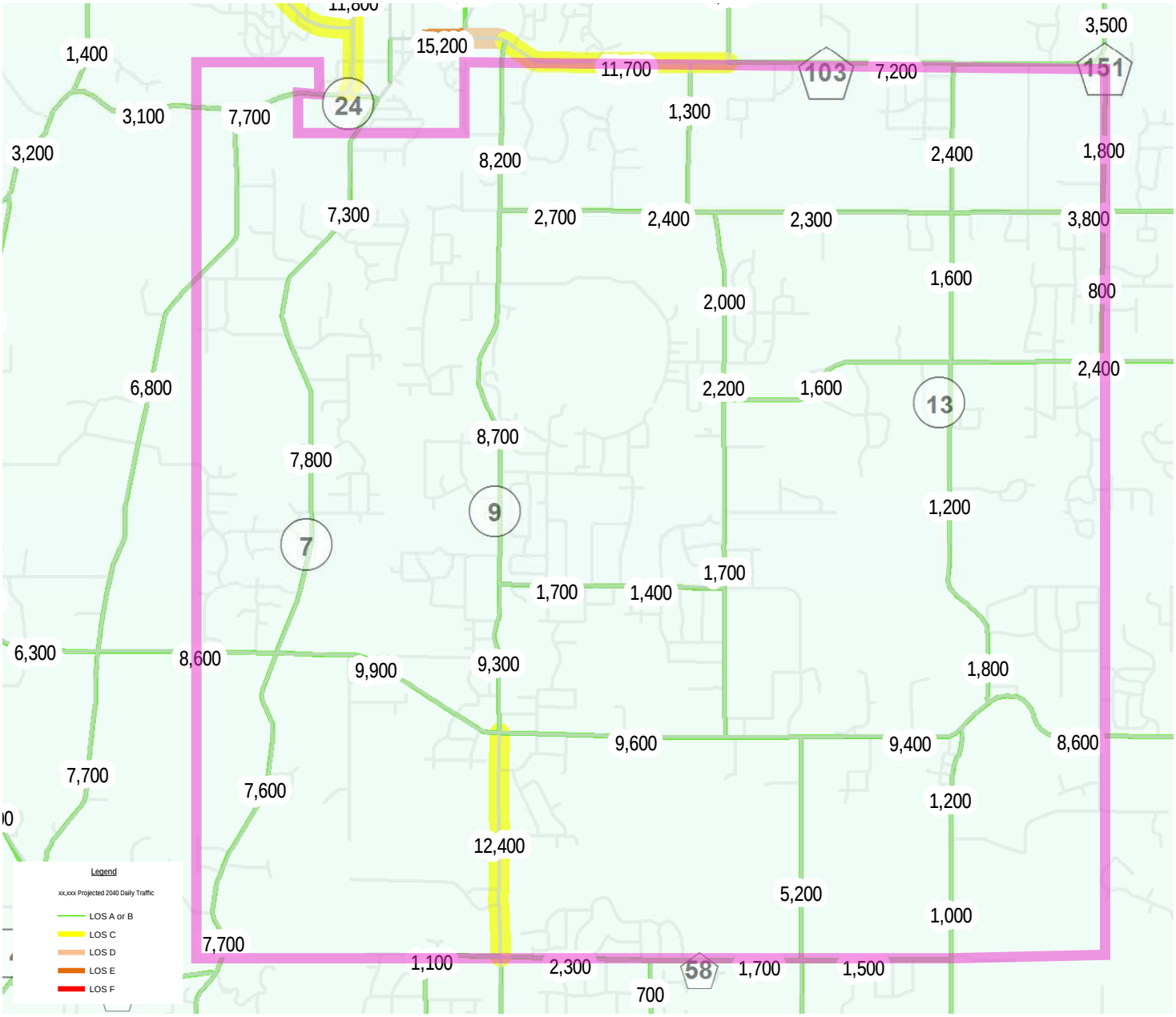
Status	Capital Improvement Project Name	Amount	Useful Life	Source Year	Dept.	Fund Description	Fund
Active	1996 Dump Truck	200,000	20	2017	Public Works	Asset replacement	411
Active	Roller	15,000		2017	Public Works	Asset replacement	411
Active	Hose Washer	11,000	10	2017	Public Safety	Asset replacement	412
Active	Radios	35,000	10	2017	Public Safety	Asset replacement	412
Active	2008 Pickup truck (2687)	31,700		2017	Public Works	Asset replacement	411
Active	Pressure Washer	5,000		2017	Public Works	Asset replacement	411
Active	Portable Generator	20,000		2017	Public Works	Asset replacement	413
Active	1995 Tanker (3909) - T11	310,000	20	2017	Public Safety	Asset replacement	412
Active	Street Improvements	500,000		2017	Public Works	Road Improvement	403
Active	Picnic Shelter #1 - OG Preserve 3 into 1	30,000		2017	Parks and Recreation	Park Development	207
Active	Radios	124,000	10	2018	Public Safety	Asset replacement	412
Active	Lawn Mower Trailer (9413)	12,000		2018	Public Works	Asset replacement	411
Active	Street Improvements	500,000		2018	Public Works	Road Improvement	403
Active	2001 Dump Truck (3227)	180,000		2018	Public Works	Asset replacement	411
Active	1996 Pup Trailer (0423)	20,000		2018	Public Works	Asset replacement	411
Active	Breathable Air Compressor	41,000	15	2018	Public Safety	Asset replacement	412
Active	Ditch Mower	20,000		2019	Public Works	Asset replacement	411
Active	Radios	70,000	10	2019	Public Safety	Asset replacement	412
Active	Replace Door Controllers (City Hall)	5,000		2019	General Government	Asset replacement	413
Active	Rescue Truck	295,000	20	2019	Public Safety	Asset replacement	412
Active	Fire Rescue Tool Set (Jaws of Life)	44,000	10	2019	Public Safety	Asset replacement	412
Active	Playground Equipment - City Hall	20,800		2019	Parks and Recreation	Park Development	207
Active	Sirens (4)	100,000		2019	General Government	Asset replacement	413
Active	Helmets	8,200	10	2019	Public Safety	Asset replacement	412
Active	Replace Phone System (City Hall)	10,000		2019	General Government	Asset replacement	413
Active	Playground Equipment - Ramblin Rum	16,000		2019	Parks and Recreation	Park Development	207
Active	Street Improvements	500,000		2019	Public Works	Road Improvement	403
Active	Trail Overlays	20,000		2019	Public Works	Park Development	207
Active	2005 Pickup Truck (4839)	36,000		2019	Public Works	Asset replacement	411
Active	Street Improvements	500,000		2020	Public Works	Road Improvement	403
Active	CAT Loader (6052)	121,000		2020	Public Works	Asset replacement	411
Active	Shelter City Hall	13,500		2020	Parks and Recreation	Park Development	207
Active	2003 Dump Truck (3471)	288,000		2020	Public Works	Asset replacement	411
Active	Dunlop Property Park Development	15,000		2020	Parks and Recreation	Park Development	207
Active	2000 Pickup Truck (6549) - G21	59,000	20	2020	Public Safety	Asset replacement	412
Active	Additional Bay to Station 2	809,000	30	2020	Public Safety	Asset replacement	412
Active	Network File Server and Switches	15,000	6	2021	General Government	Asset replacement	413
Active	2001 Pumper (1683) - E11	752,000	20	2021	Public Safety	Asset replacement	412
Active	2001 Pumper (1699) - E21	752,000	20	2021	Public Safety	Asset replacement	412
Active	Street Improvements	500,000		2021	Public Works	Road Improvement	403
Active	Dunlop Property Park Development	1,656,076		2021	Parks and Recreation	Park Development	207
Active	Swan Lake Lane	2,140,000		2021	Public Works	Road Improvement	403
Active	2006 Dump Truck (5238)	257,000		2021	Public Works	Asset replacement	411
Active	4 Gas Meters	2,900	4	2021	Public Safety	Asset replacement	412
Active	Hose Washer	12,000	10	2022	Public Safety	Asset replacement	412
Active	Street Improvements	500,000		2022	Public Works	Road Improvement	403
Active	Electronic Sign at Fire Station	20,000		2022	General Government	Asset replacement	413
Active	Additional Officer Vehicle	56,000	15	2022	Public Safety	Asset replacement	412
Active	Fire Station #1	4,100,000	30	2022	Public Safety	Asset replacement	413
Active	Phone System Replacement	45,300		2022	General Government	Asset replacement	413
Active	Swan Lake Lane	200,000		2022	Public Works	Road Improvement	403
Active	Dryer	49,000	10	2023	Public Safety	Asset replacement	412
Active	Breathable Air Compressor	50,000	15	2023	Public Safety	Asset replacement	412
Active	Thermal Cameras	15,000	5	2024	Public Safety	Asset replacement	412
Active	Rescue Airbags	12,000	10	2024	Public Safety	Asset replacement	412
Active	4 Gas Meters	2,900	4	2025	Public Safety	Asset replacement	412
Active	Replace Air Packs	59,000	10	2025	Public Safety	Asset replacement	412
Active	Washer/Dryer	68,000	10	2025	Public Safety	Asset replacement	412
Active	Furnace - PW	7,200	10	2025	Public Works	Asset replacement	413
Active	Grass 11 - Replace	64,000	20	2026	Public Safety	Asset replacement	412
Active	2011 Tahoe - Replace	59,000	15	2026	Public Safety	Asset replacement	412
Active	Rescue Struts	85,000	10	2026	Public Safety	Asset replacement	412
Active	Fire Rescue Tool Set (Jaws of Life)	50,000	10	2027	Public Safety	Asset replacement	412

TOTAL

g is available for replacement when Useful Life expires

2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
200,000	-	-	-	-	-	-	-	-	-	-	-
15,000	-	-	-	-	-	-	-	-	-	-	-
11,000	-	-	-	-	-	-	-	-	-	-	-
35,000	-	-	-	-	-	-	-	-	-	-	-
31,700	-	-	-	-	-	-	-	-	-	-	-
5,000	-	-	-	-	-	-	-	-	-	-	-
20,000	-	-	-	-	-	-	-	-	-	-	-
310,000	-	-	-	-	-	-	-	-	-	-	-
500,000	-	-	-	-	-	-	-	-	-	-	-
30,000	-	-	-	-	-	-	-	-	-	-	-
-	124,000	-	-	-	-	-	-	-	-	-	-
-	12,000	-	-	-	-	-	-	-	-	-	-
-	500,000	-	-	-	-	-	-	-	-	-	-
-	180,000	-	-	-	-	-	-	-	-	-	-
-	20,000	-	-	-	-	-	-	-	-	-	-
-	41,000	-	-	-	-	-	-	-	-	-	-
-	-	20,000	-	-	-	-	-	-	-	-	-
-	-	70,000	-	-	-	-	-	-	-	-	-
-	-	5,000	-	-	-	-	-	-	-	-	-
-	-	295,000	-	-	-	-	-	-	-	-	-
-	-	44,000	-	-	-	-	-	-	-	-	-
-	-	20,800	-	-	-	-	-	-	-	-	-
-	-	100,000	-	-	-	-	-	-	-	-	-
-	-	8,200	-	-	-	-	-	-	-	-	-
-	-	10,000	-	-	-	-	-	-	-	-	-
-	-	16,000	-	-	-	-	-	-	-	-	-
-	-	500,000	-	-	-	-	-	-	-	-	-
-	-	20,000	-	-	-	-	-	-	-	-	-
-	-	36,000	-	-	-	-	-	-	-	-	-
-	-	-	500,000	-	-	-	-	-	-	-	-
-	-	-	121,000	-	-	-	-	-	-	-	-
-	-	-	13,500	-	-	-	-	-	-	-	-
-	-	-	288,000	-	-	-	-	-	-	-	-
-	-	-	15,000	-	-	-	-	-	-	-	-
-	-	-	59,000	-	-	-	-	-	-	-	-
-	-	-	809,000	-	-	-	-	-	-	-	-
-	-	-	-	15,000	-	-	-	-	-	-	-
-	-	-	-	752,000	-	-	-	-	-	-	-
-	-	-	-	752,000	-	-	-	-	-	-	-
-	-	-	-	500,000	-	-	-	-	-	-	-
-	-	-	-	1,656,076	-	-	-	-	-	-	-
-	-	-	-	2,140,000	-	-	-	-	-	-	-
-	-	-	-	257,000	-	-	-	-	-	-	-
-	-	-	-	2,900	-	-	-	-	-	-	-
-	-	-	-	-	12,000	-	-	-	-	-	-
-	-	-	-	-	500,000	-	-	-	-	-	-
-	-	-	-	-	20,000	-	-	-	-	-	-
-	-	-	-	-	56,000	-	-	-	-	-	-
-	-	-	-	-	4,100,000	-	-	-	-	-	-
-	-	-	-	-	45,300	-	-	-	-	-	-
-	-	-	-	-	200,000	-	-	-	-	-	-
-	-	-	-	-	-	49,000	-	-	-	-	-
-	-	-	-	-	-	50,000	-	-	-	-	-
-	-	-	-	-	-	-	15,000	-	-	-	-
-	-	-	-	-	-	-	12,000	-	-	-	-
-	-	-	-	-	-	-	-	2,900	-	-	-
-	-	-	-	-	-	-	-	59,000	-	-	-
-	-	-	-	-	-	-	-	68,000	-	-	-
-	-	-	-	-	-	-	-	7,200	-	-	-
-	-	-	-	-	-	-	-	-	64,000	-	-
-	-	-	-	-	-	-	-	-	59,000	-	-
-	-	-	-	-	-	-	-	-	85,000	-	-
-	-	-	-	-	-	-	-	-	-	50,000	-
-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-
1,157,700	877,000	1,145,000	1,805,500	6,074,976	4,933,300	99,000	27,000	137,100	208,000	50,000	-

Average Daily Traffic (ADT) Forecast for 2040 for Oak Grove

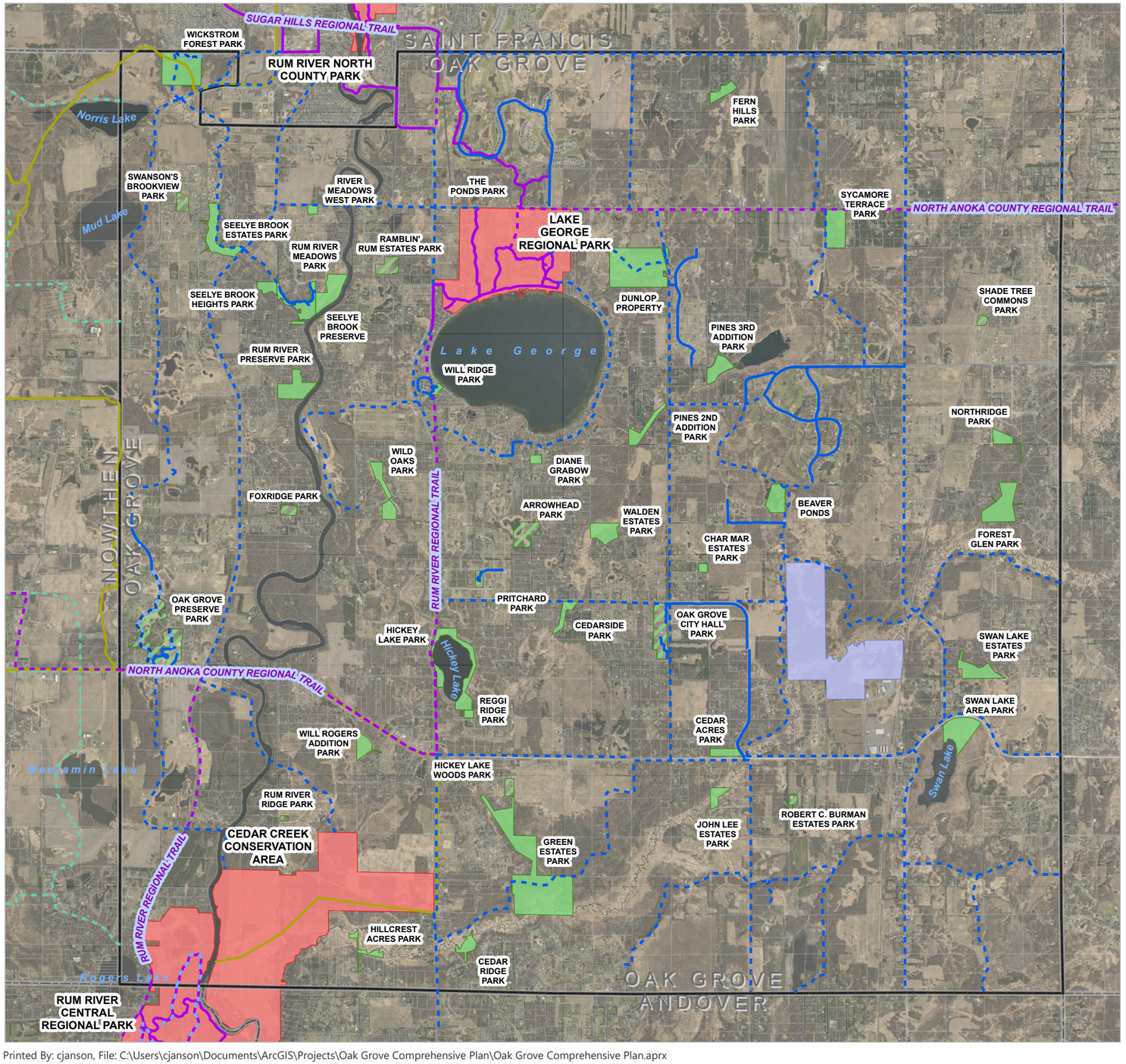


2040 Traffic Forecast for A-Minor Arterials

Below are the forecasted Average Daily Traffic (ADT) rates for Oak Grove's A-Minor Arterials for 2040 according to the Anoka County 2040 Transportation Plan:

- Lake George Boulevard: Between Viking Boulevard and Bridge Street **- 8,200 to 9,300 ADT**
- Cedar Drive: Between Viking Boulevard and 229th Avenue **- 2,400 to 1,200 ADT**
- Viking Boulevard: West of Lake George Boulevard **- 9,900 to 8,000 ADT**
- Viking Boulevard: Between Lake George Boulevard and Cedar Drive **- 9,600 to 9,400 ADT**
- Viking Boulevard: East of Cedar Drive **- 8,600 ADT**
- Flamingo Street: Between Viking Boulevard and the City Boundary **- 5,200 ADT**

Source: Anoka County 2040 Transportation Plan https://www.anokacounty.us/379/Transportation-Plans-Studies



Parks and Trails Network

City of Oak Grove Comprehensive Plan

- City of Oak Grove
- Municipal Boundary
- Proposed Local Trails
- Existing Local Trails (soft)
- Existing Local Trails (hard)
- Proposed County Trails
- Existing County Trails (soft)
- Existing County Trails (hard)
- Snowmobile Trails
- Proposed Bikeways
- County Parks

City Parks

- Undeveloped
- Developed
- MN DNR WMA

Base data provided by Anoka County, MN DNR.
Bikeways data posted by Met. Council on MN Geospatial Commons.

City of Oak Grove
Anoka County, MN

N

0 0.25 0.5 Miles

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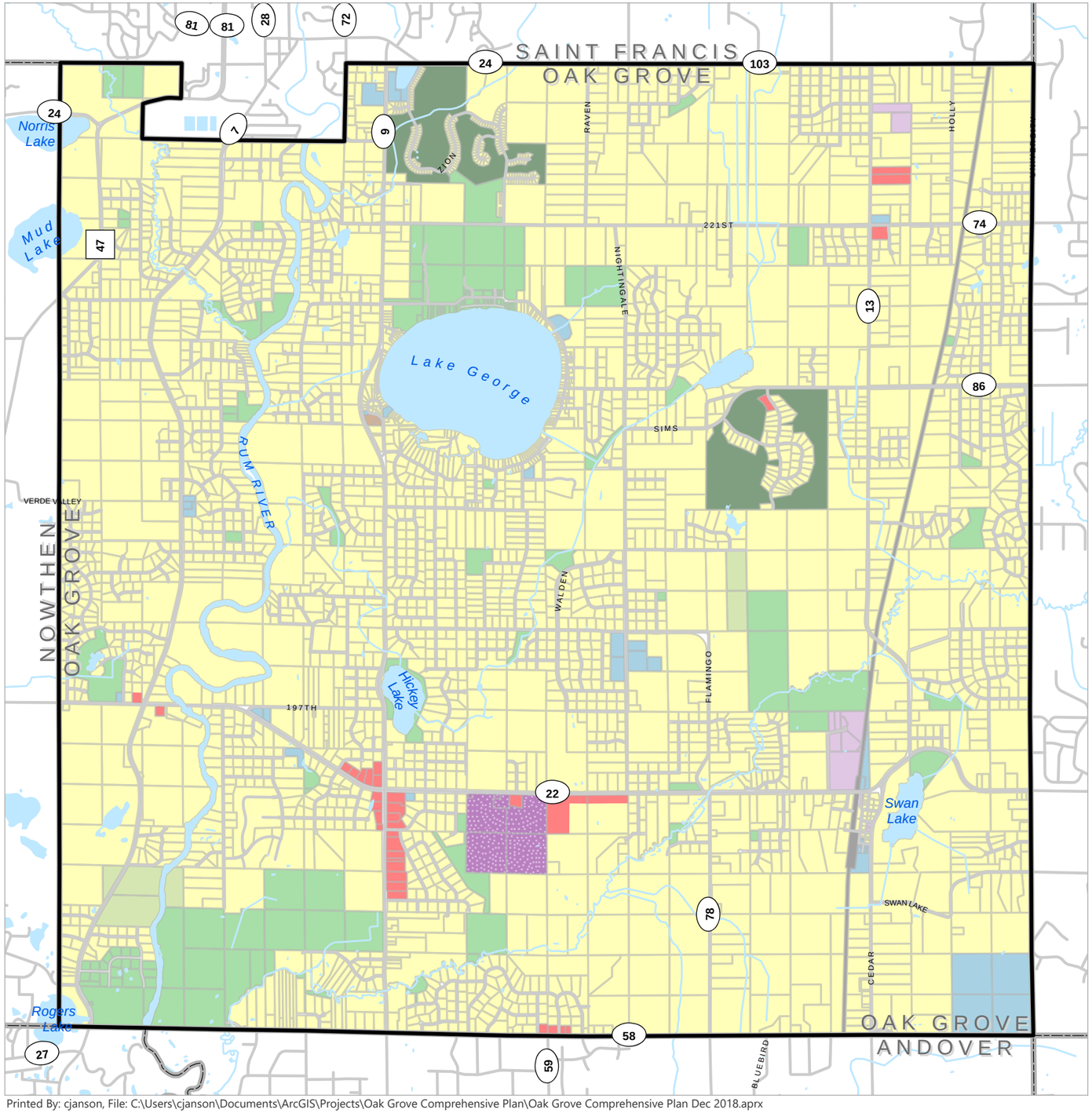
Print Date: 8/14/2018



2040 Future Land Use Map

City of Oak Grove
Comprehensive Plan

- Open Water
- Agricultural Preserves
- Rural Residential
- Multifamily Residential
- Commercial
- Utility (Closed Landfill)
- Industrial
- Institutional
- Parks and Recreational Areas
- Golf Course
- Railway Corridor
- Municipal Boundaries
- City
- Parcels

City of Oak Grove
Anoka County, MN

City of OAK GROVE

MSA

Base data provided by Anoka County, Metropolitan Council.

N 0 0.25 0.5 Miles

Printed By: cjanson, File: C:\Users\cjanson\Documents\ArcGIS\Projects\Oak Grove Comprehensive Plan\Oak Grove Comprehensive Plan Dec 2018.aprx

Print Date: 1/16/2019

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: March 22, 2022 **RESOLUTION #2022-38**

OFFERED BY COMMISSIONER: Look

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE CSAH 9 RECONSTRUCTION PROJECT

WHEREAS, CSAH 9 (Lake George Boulevard NW) is an "A" Minor Arterial Connector route that provides an important north-south transportation connection in Anoka County; and,

WHEREAS, traffic volumes on CSAH 9 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, Anoka County, the City of Oak Grove, and the City of Andover have worked together in the past to make travel mobility and safety improvements along the corridor; and,

WHEREAS, the Anoka County Highway Department is proposing to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2022 Regional Solicitation program to receive federal transportation funds to reconstruct CSAH 9 from CR 58 (181st Avenue NW) to CSAH 22 (Viking Boulevard NW) as a 2-lane roadway with widened shoulders, dedicated turn-lanes, and intersection improvements at CSAH 9 / CR 58; 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 Anoka County, by and through its Board of Commissioners, hereby authorizes the Anoka County Highway Department to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2022 Regional Solicitation program in the Roadway Reconstruction / Modernization category, to receive federal transportation funds to make capacity and safety improvements on CSAH 9 from CR 58 to CSAH 22, including the intersection of CSAH 9 / CR 58, in the cities of Oak Grove and Andover.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

I, Dee Guthman, Deputy 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 March 22, 2022, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 22nd day of March 2022.

DEE GUTHMAN
DEPUTY COUNTY ADMINISTRATOR

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