



Application

17063 - 2022 Roadway Modernization

17521 - e. CSAH 17 (Lexington Avenue) Reconstruction as an urban 2-lane divided arterial with 8' shoulders and turn-lanes in Ham Lake

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 04/14/2022 2:13 PM

Primary Contact

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Pronouns First Name Middle Name Last Name

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

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

Organization Information

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

* **City:** ANDOVER **State/Province:** Minnesota **Postal Code/Zip:** 55304
County: Anoka
Phone:* 763-324-3100 **Ext.:**
Fax: 763-324-3020
PeopleSoft Vendor Number: 0000003633A15

Project Information

Project Name: Anoka CSAH 17 (Lexington Ave) Reconstruction Project
Primary County where the Project is Located: Anoka
Cities or Townships where the Project is Located: Ham Lake
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 2.9-mile section of CSAH 17 (Lexington Ave) from CSAH 116 (Bunker Lake Blvd) to CR 60 (Constance Blvd E) as a 2-lane divided roadway in Ham Lake. CSAH 17, an A-Minor Expander roadway, is currently a two-lane undivided roadway that has experienced high crash rates and safety concerns. In the past 5 years, there have been 3 fatal crashes reported and 4 intersections exceed the fatal (F) and incapacitating injury (A) crash rates (FAR). The proposed improvements will address the crash patterns and safety concerns by separating the directions of traffic with a raised center median, providing dedicated turn lanes at several key intersections, and constructing 8-ft wide shoulders. The 8-ft wide paved shoulders will function as bicycle facilities adjacent to CSAH 17.

(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 17 (LEXINGTON AVE) FROM CSAH 116 (BUNKER LAKE BLVD) TO CR 60 (CONSTANCE BLVD) IN HAM LAKE; CENTER RAISED MEDIAN, TURN LANES, 8-FT SHOULDERS.

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) 2.9

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 \$7,000,000.00

Match Amount \$6,273,600.00

Minimum of 20% of project total

Project Total \$13,273,600.00

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

Match Percentage 47.26%

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:

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

Project Information-Roadways

County, City, or Lead Agency Anoka County

Functional Class of Road A-Minor Arterial Expander

Road System CSAH

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

Road/Route No. 17

i.e., 53 for CSAH 53

Name of Road	Lexington Avenue
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55304
(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 116 (Bunker Lake Boulevard)
To: (Intersection or Address)	County Road 60 (Constance Boulevard)
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	
Miles of Sidewalk (nearest 0.1 miles)	0
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 ROADWAY WIDENING, GRADING, 8-FT PAVED SHOULDER, AGGREGATE BASE, BIT BASE, BIT SURFACE, CENTER MEDIAN, CURB AND GUTTER
<i>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.</i>	
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.

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

- Goal B: Safety and Security, Objectives A & B, Strategies B1, B2 & B6 (pages 2.5, 2.6 & 2.8)

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

- Goal C: Access to Destinations, Objectives A, B, D & E, Strategies C1, C2, & C3 (pages 2.10, 2.11, & 2.13)

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

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 (November 2019): Pages 1, 17, Figure 3, 90, 91, I-1, I-5, Figure B1, & Figure B2 (See Attachment)

- Ham Lake 2008 Comprehensive Plan Update: Pages 6-12, 6-19, 6-21, Figure 8.1, & 8-4 (See Attachment)

Limit 2,800 characters, approximately 400 words

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible. 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 MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

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

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

Bridge Rehabilitation/Replacement projects only:

5. The length of the bridge 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. Yes

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$510,500.00
Removals (approx. 5% of total cost)	\$343,300.00
Roadway (grading, borrow, etc.)	\$1,613,000.00
Roadway (aggregates and paving)	\$2,550,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,372,900.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$2,601,500.00
Traffic Control	\$510,500.00
Striping	\$171,650.00
Signing	\$171,650.00
Lighting	\$600,000.00
Turf - Erosion & Landscaping	\$343,300.00
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	\$2,042,000.00
Other Roadway Elements	\$343,300.00
Totals	\$13,173,600.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$0.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$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	\$0.00
Other Bicycle and Pedestrian Elements	\$100,000.00
Totals	\$100,000.00

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	\$13,273,600.00
Construction Cost Total	\$13,273,600.00
Transit Operating Cost Total	\$0.00

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

Existing Employment within 1 Mile:	223
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	31
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1649880773336_AnokaCSAH17_RegnlEconomyMap_April2022.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	CSAH 17 North of CSAH 116 (Bunker Lake Boulevard)
Current AADT Volume	8600
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	1649880906214_AnokaCSAH17_TransitConnectnsMap_April2022.pdf
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Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	11180.0

Measure B: 2040 Forecast ADT

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

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

Forecast (2040) ADT volume

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:

The % of residents younger than 17 within the project area is greater than the County average (27% vs 23.7%). The project area has a slightly higher % of residents with low-income than the County average (8% vs 7.1%). The % of residents older than 65 within the project area is less than the County average (8% vs 14.5%). The % of residents of color (BIPOC) within the project area is less than the County average (13% vs 16.2%).

The project was identified through outreach related to the County's 2040 Transportation Plan. Throughout this process, the County sought input from the public and transportation partners. This effort included a meeting with Ham Lake staff (see attachment). A public meeting was held on 3/28/2018 and a public hearing was held on 12/18/2018 to get community input. A webpage devoted to the Plan was developed and updated periodically, which provided the opportunity to comment on the Plan. All meeting notices were published in the Anoka County Union Herald and posted on the County's website.

Response:

Guided by NEPA and Title VI regulations, the County hosted an online engagement opportunity for the project from 3/24-4/8/2022. The website and virtual open house were advertised through press releases, social media, and targeted posting of notices within or near the project area. The virtual open house 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. While on the website, residents were also invited to fill out a project survey. As of April 8th, over 300 people have visited the site to view the project and offer feedback (see attached summary).

The County has a history of employing a robust public involvement plan with all major projects which incorporates collaboration from city staff, policymakers and directly with residents, business owners and commuters. For residents and businesses adjacent to the project, our design team will meet with them early in the process and provide them a project folder containing information on the project as well as information for their own use (e.g., plats, ROW limits). Throughout the project we also hold several public meetings at accessible locations as well as organize and attend stakeholder meetings with groups ranging from citizen advocacy groups to chambers of commerce. Additional outreach efforts include the use of social media, newsletters, local cable access TV stations and variable message boards to alert the public of upcoming meetings. Additionally, our website contains links for people to contact us for general information or requests, project specifics and even grievances. All of these efforts are put forth to ensure a successful project in the eyes of the community.

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

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 project benefits equity populations through improvements to and prioritization of multimodal transportation facilities, on which these populations heavily rely. The lack of non-motorized connections along CSAH 17 expose pedestrians and cyclists to traffic, which is even more problematic to those with mobility limitations. Upon project completion, the 2.9-mile project corridor will have a raised center median, turn lanes, and continuous 8-ft wide paved shoulders on both sides of the roadway that will provide width for pedestrian and bicycle activity. The widened paved shoulder will provide separated facilities that will improve the safety for all users. The County's practice of constructing non-motorized connections on reconstructed roadways has its origins in active community engagement with all populations.

Response:

The project will help improve connectivity between residential, commercial, and recreational areas along and adjacent to CSAH 17. The project will fill in existing network gap and add new facilities in a developing area, which will benefit all users.

The project will urbanize the existing roadway and integrate critical safety improvements to reduce crash risk exposure, while also improving safety and comfort for all users. The project will provide roadway users with reliable travel times at reasonable travel speeds, including emergency vehicles.

The project does not impose adverse human 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.

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within 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:

According to the Socio-Economic Conditions map, there are no existing subsidized units within ½ mile of the project. Based on HousingLink data, the closest officially subsidized affordable housing units are located approximately 3 miles away from the project corridor.

(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.

1649881275987_AnokaCSAH17_SocioEconomicMap_April2022.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1956	2.9	5672.4	1956.0
	3	5672	1956

Total Project Length

Total Project Length (as entered in "Project Information" form) 2.9

Average Construction Year

Weighted Year 1956

Total Segment Length (Miles)

Total Segment Length 2.9

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

The addition of turn lanes at public intersections will remove traffic from thru lanes for higher efficiency freight movement. This will also enhance safety by providing delineation between travel lanes which benefits heavy truck operations. The pavement section will be upgraded from a 9-ton to a 10-ton standards to improve long-term reliability for truck freight. Current pavement condition is poor with last reconstruction in 1956.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response:

The project will improve clear zones and sight lines by introducing designated turn lanes on CSAH 17 and installing raised center medians. This provides more explicit guidance to drivers about safe and expected vehicle movements and slows turning movements from CSAH 17 for greater visibility and processing time. 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 skewed intersection at Lever St NE an 152nd Ave will be redesigned to improve sight lines from Lever St NE.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics: Yes

Response:

The reconstruction will upgrade the existing typical section from a rural two-lane with minimal shoulders to a two-lane urban section with raised median, dedicated turn lanes, 8-ft wide shoulders and curb and gutter. Safety along CSAH 17 is a primary concern with four intersections within this segment exceeding the fatal (F) and incapacitating injury (A) crash rates (FAR). To address safety concerns, turn lanes will be added to reduce rear-end crashes by eliminating weaving movements around turning vehicles. The raised center median will better separate opposing vehicles, reducing the risk of head-on crashes and slowing speeds due to tunneling effect.

(Limit 700 characters; approximately 100 words)

Access management enhancements:

Yes

The proposed two-lane divided roadway will implement access management practices by converting direct driveways to right-in/right-outs. This will reduce conflict points at these locations. Drivers will be able to make left turn movements by making U-turns at the nearest local road intersection. This will reduce impact to property owners and increase roadway capacity and safety on CSAH 17.

Response:

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Yes

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. The skewed intersection at Lever St NE an 152nd Ave will be redesigned to improve the angle of the eastern leg. The design will explore opportunities to minimize grade change while tying into existing intersections. Minimized grade changes will provide benefits for people walking and biking in the expanded shoulders and, in the future, if the route is chosen as a Regional Trail (currently a Regional Trail Search Corridor).

Response:

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Yes

There are several areas along CSAH 17 that are high risk for flooding as identified by Met Council's Localized Flood Map Screening Tool. The project will evaluate mitigation strategies and sustainable practices to address stormwater concerns. The project will introduce storm sewer and curb and gutter to properly manage stormwater runoff and drainage. The project will meet all required stormwater standards (e.g., 2020 Minnesota Pollution Control Agency and Small Municipal Separate Storm Sewer Systems (MS4)), which is an improvement over the existing rural typical sections. The contractor will follow the Stormwater Pollution Prevention Plan to ensure proper sediment and erosion control.

Response:

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades:

Yes

The corridor currently does not have any street lighting. With the enhancement from the existing rural section to an urban section, the design will complete a photometric evaluation to identify the correct lighting improvements to achieve a safer environment for all users. Lighting will be enhanced at intersections and locations with high-crash histories to improve visibility and safety. No existing or planned traffic signals exist along this stretch of CSAH 17.

Response:

(Limit 700 characters; approximately 100 words)

Other Improvements

Yes

The addition of the 8-ft wide paved shoulders and turn lanes will provide space for pedestrians and bicyclists to make use of the public right-of-way while also providing space for stalled and emergency vehicles.

Response:

(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
5.5	4.5	1.0	1283	1283	1283.0	1283.0	Not applicable	1649881589583_AnokaCSAH17_SynchroReports_April2022.pdf
						1283		

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	1283.0
Total Peak Hour Delay Reduced	1283.0

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

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
2.16	1.71	0.45
2	2	0

Total

Total Emissions Reduced:	0.45
Upload Synchro Report	1649881657943_AnokaCSAH17_SynchroReports_April2022.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):

0

Total (CO, NOX, and VOC)
Peak Hour Emissions with
the Project (Kilograms):

0

Total (CO, NOX, and VOC)
Peak Hour Emissions
Reduced by the Project
(Kilograms):

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

CMF 268- Provide a Left-Turn Lane on Both Major-Road Approaches

CMF 289- Provide a Right-Turn Lane on Both Major-Road Approaches

Crash Modification Factor Used:

CMF 6659- Widen Shoulder

CMF 7793- Install Raised Median (Property Damage Only Crashes)

CMF 10985- Install Raised Median (Fatal and Injury Crashes)

(Limit 700 Characters; approximately 100 words)

CMF 268- Left turn lanes will be provided on CSAH 17 in both directions at all major intersections.

CMF 289- Right turn lanes will be provided on CSAH 17 in both directions at all major intersections.

Rationale for Crash Modification Selected:

CMF 6659- The currently narrow shoulder along CSAH 17 will be widened as part of this project.

CMFs 7793 & 10985- CSAH 17 is currently an undivided roadway. As part of this project a raised median will be installed on CSAH 17 throughout the project area.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio \$9,691,814.00

Total Fatal (K) Crashes: 0

Total Serious Injury (A) Crashes: 1

Total Non-Motorized Fatal and Serious Injury Crashes: 0

Total Crashes:	10
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	1
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	7
Worksheet Attachment	1649881772750_AnokaCSAH17_BCworksheet_April2022.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.

This project will enhance the existing narrow, gravel shoulders along CSAH 17 to be paved, 8-ft wide shoulders on both sides. These facilities will be accessible for pedestrians and bicyclists to travel with improved safety and comfort along CSAH 17.

This section of CSAH 17 has a history of head-on collisions and left-turning collisions. The 2019-2021 crash data shows two intersections in the study area exceeding the MnDOT Average Crash Rate (CSAH 17 intersection with Constance Blvd and 146th Ave) and one intersection exceeding the MnDOT Average fatal (F) and incapacity injury (A) crash rate (FAR) (CSAH 17 and Constance Blvd). A review of the crash modification factors show that over 7 crashes could be reduced by the project with the proposed improvements, including dedicated left and right turn lanes on major-road approaches, widened shoulder, and a raised center median. These significant safety improvements will address the safety needs of all users, including pedestrians and bicyclists, since visibility will be enhanced and dangerous turning maneuvers will be mitigated.

Response:

(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: No

*If yes,
How many intersections will likely be affected?*

Response:

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

Response: No, crossing locations are not increased.

(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 doesn't 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).

Designated mid-block crossing locations are not included in the project improvements due to the context of the roadway being a 2-lane divided A-minor arterial. The roadway's higher volume and travel speeds create complex conditions for pedestrians to cross the street without being at a controlled location. Additionally, the crossing demand for pedestrians and bicyclists along this segment of the corridor is low due to the existing land use and low amount of pedestrian generators on the east side of CSAH 17. The intersection of CSAH 17 (Lexington Ave) and CSAH 116 (Bunker Lake Blvd) is a signal controlled intersection with high-visibility crosswalk markings, ADA compliant ramps and pedestrian activated push buttons. This intersection allows non-motorized users to cross the west and south legs of the intersection safely and comfortably. To maintain the safety along the corridor for all travel modes, crossing activity is encouraged only at this signalized intersection.

Response:

(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:

The proposed project on CSAH 17 will introduce several geometric elements that will manage speeds in the project area. The new raised center median will separate opposing traffic flows, restrict turning movements at undesired locations, and calm traffic. Speed management will also be improved by introducing 8-ft wide paved shoulders to accommodate pedestrians and bicyclists parallel to CSAH 17 on both sides of the roadway. These facilities will allow non-motorized users to travel safely and separately from the vehicle travel lanes.

Dedicated right and left-turn lanes are added to several intersections to mitigate safety concerns and alleviate peak hour congestion. These elements are substantial improvements to enhance travel mobility, safety for all users, and connectivity within the region.

(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, operation, and posted speed limit will remain unchanged at 55 MPH.

(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

At the intersection of CSAH 17 and 161st St is a convenience store and gas station that provide quick service dining and grocery items. It is the only market within a 4-mile radius of the north end of the corridor. Birchbury Farms located on CSAH 17 south of 161st St is a dressage and horse jumping school that hosts events and trail rides for the public, indicating intermittent traffic influx based on events with a heavy youth presence.

If checked, please describe:

(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

Directly adjacent to CSAH 17, at the intersection of Constance Blvd NE is the White Pine Childcare Center, a 5-classroom facility licensed to care for 80 children. Within the project area is also Wildwood Park on the south end of the corridor. Just beyond the project area to the north (approx. 2 miles) are a series of lakes and wildlife management areas, providing the opportunity for walking or biking to outdoor recreate areas and public beaches.

If checked, please describe:

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

This project will enhance the existing narrow, gravel shoulders along CSAH 17 to be paved, 8-ft wide shoulders on both sides. These facilities will be accessible for pedestrians and bicyclists to travel with improved safety and comfort along CSAH 17. Minimized grade changes will provide benefits for people walking and biking in the expanded shoulders and, in the future, if the route is chosen as a Regional Trail (currently a Regional Trail Search Corridor).

Response:

The County's ADA Transition Plan did not identify any deficient locations within the project limits (see attachment).

The project is located within Transit Market Area V; this market area has very low population and employment densities and tends to be primarily Rural communities and Agricultural uses. Publicly-provided, demand response service (e.g., dial-a-ride) is provided throughout Anoka County.

(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.

Residents were invited to learn about the CSAH 17 (Lexington Avenue) improvement project, provide input and connect with County staff at <http://anokastpprojects.com> (see attached website project summary). The website was advertised through press releases and social media. The website included an online survey, web-based mapping interface, and staff contact information. Residents could also connect with County staff via the Live Chat feature on March 30th from 11am to 2pm and March 31st to April 1st from 11am-1pm. The concept layout of the project was available for viewing/download on the website. 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 have visited the site to view the project and offer feedback.

Response:

Throughout the entire 2040 transportation plan update process, the County sought input from the public and transportation partners. This effort included an individual meeting with City of Ham Lake staff at the onset of the planning process to discuss planned development activities and to gain a better understanding of the priorities of the city as it relates to this planning process (see the City's input on this project in attachment). A public meeting was held to introduce the planning effort, the purpose and goal, and the results of the technical analyses completed as part of the process. A webpage devoted to the Plan was developed and updated periodically, which provided the opportunity to comment on the Plan. The County also circulated a draft of the plan for review and comment by partnering agencies. Additional coordination occurred and revisions to the plan were made, as deemed appropriate. A public hearing was conducted on December 18, 2018 to receive public comment on the Plan. Those attending had the right to provide comments on the

Plan. All meeting notices were published in the Anoka County Union Herald and also posted on the County's website.

The County will continue to utilize both traditional meetings and web-based content to ensure all interested populations have the opportunity to provide input on this important project.

(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

1649882733717_AnokaCSAH17_ConceptLayout_April2022.pdf

Please upload attachment in PDF form.

Additional Attachments

1649897830811_AnokaCSAH17_HamLakeSupportLtr_April2022.pdf

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

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 Yes

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):	\$13,273,600.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$13,273,600.00
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
AnokaCSAH17_1PgProjectSumm_April2022.pdf	One Page Project Summary	324 KB
AnokaCSAH17_ACHD2040TransportationPlanUpdateExcerpt_April2022.pdf	Anoka County 2040 Transportation Plan Update Excerpt	2.6 MB
AnokaCSAH17_ACHDTransitionPlanExcerpt_April2022.pdf	Anoka County Highway System ADA Transition Plan Excerpt	3.3 MB
AnokaCSAH17_AnokaCoResolution_April2022.pdf	Anoka County Resolution	404 KB
AnokaCSAH17_EJSCREEN2015-2019ACSSummaryReport_April2022.pdf	EJSCREEN ACS Summary Report	1.4 MB
AnokaCSAH17_EquityDestinationsMap_April2022.pdf	Equity Destinations Map	5.8 MB
AnokaCSAH17_ExistingPhotos_April2022.pdf	Existing Photos	390 KB
AnokaCSAH17_HamLakeComp2008Excerpt_April2022.pdf	Ham Lake Comprehensive Plan Excerpt (2008)	3.1 MB
AnokaCSAH17_LvlOfCongestionMap_April2022.pdf	Level of Congestion Map	5.2 MB
AnokaCSAH17_WebEngSumm_April2022.pdf	Website Engagement Project Summary	658 KB

Regional Economy

Roadway Reconstruction/Modernization Project: CSAH 17 from CSAH 116 to CR 60 | Map ID: 1646932975295

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

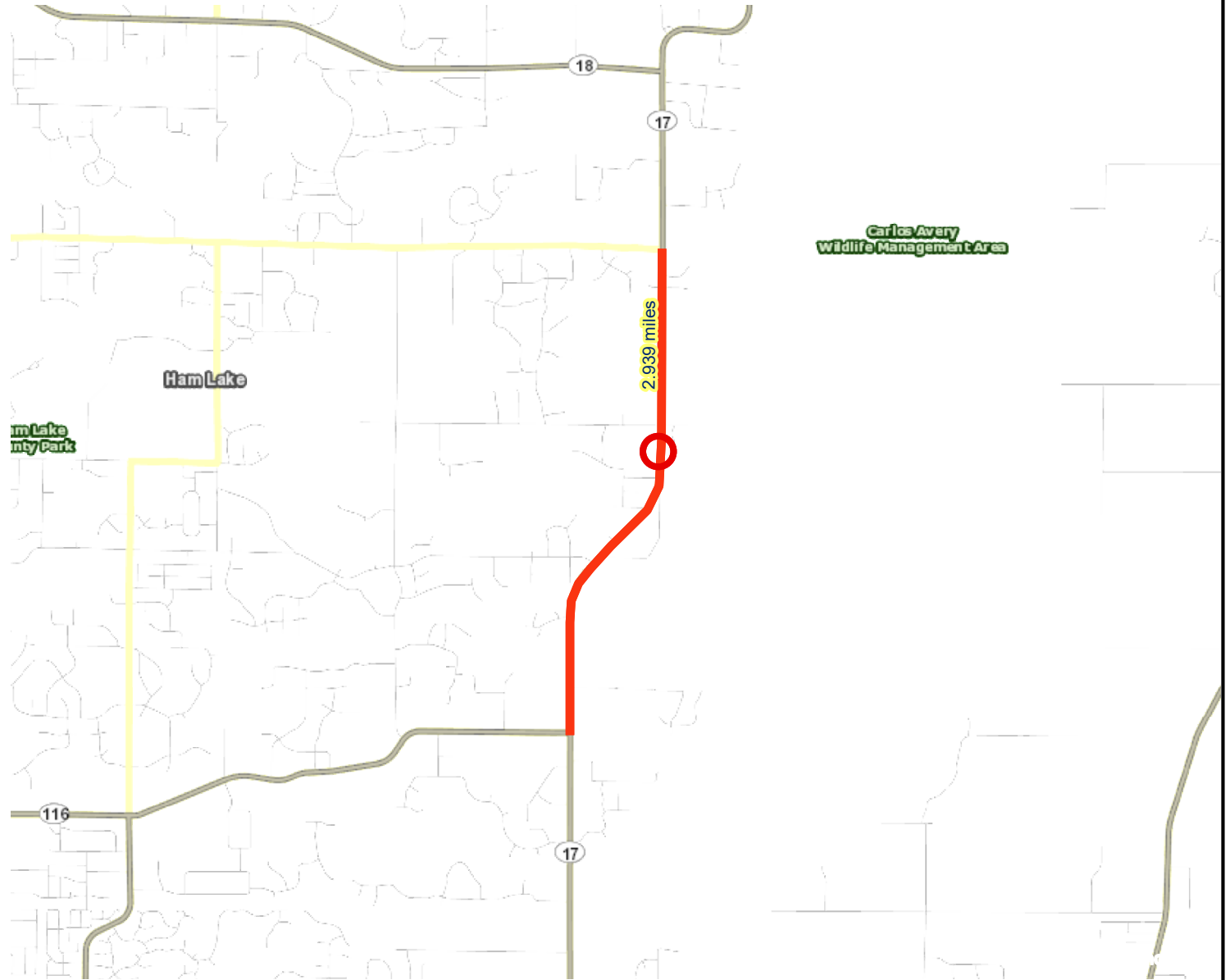
Totals by City:





Columbus

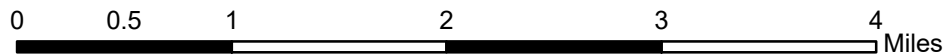
Population: 830
Employment: 106
Mfg and Dist Employment: 20

Ham Lake

Population: 1774
Employment: 117
Mfg and Dist Employment: 11



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



Created: 3/10/2022
LandscapeRSA5

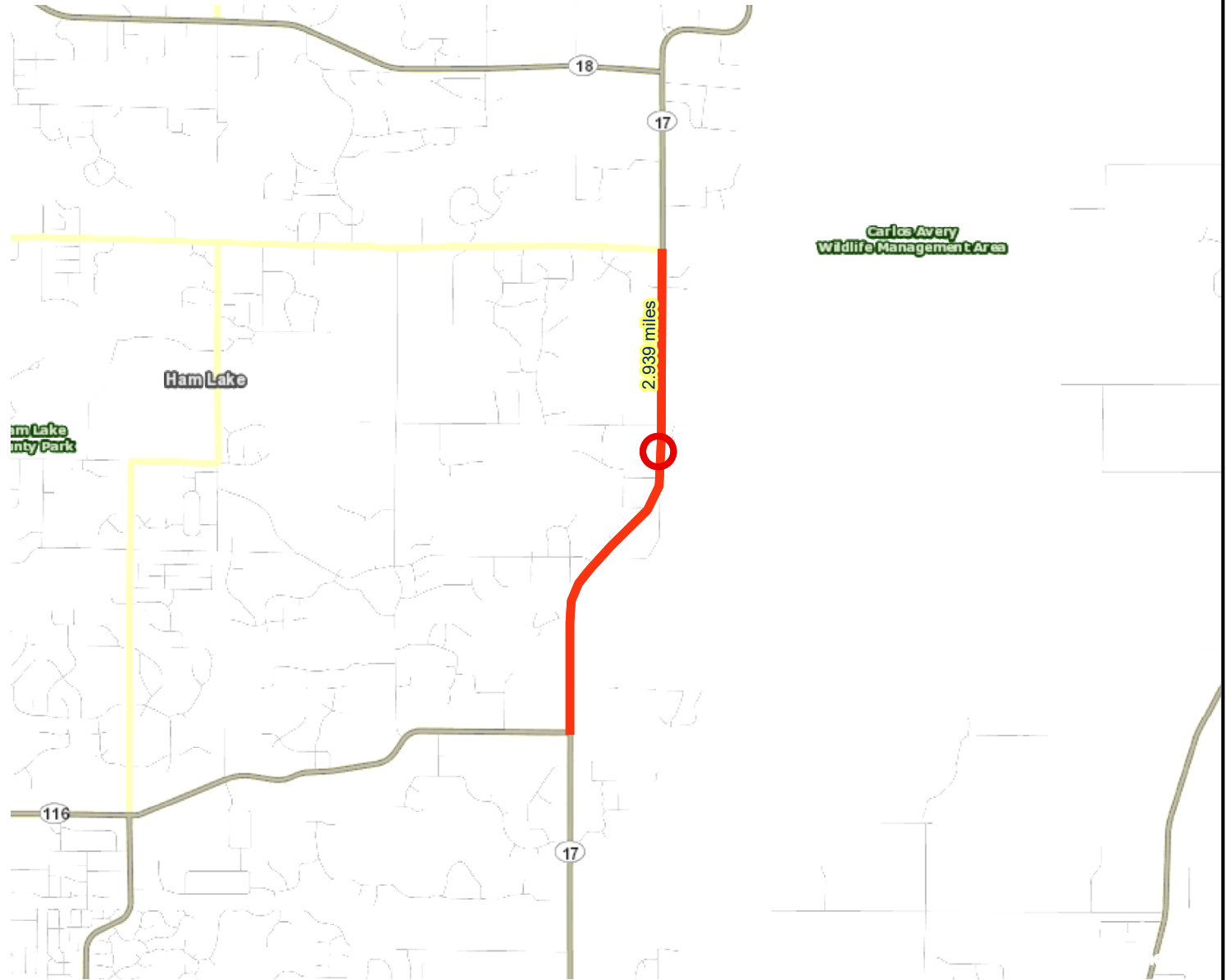


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



Transit Connections

Roadway Reconstruction/Modernization Project: CSAH 17 from CSAH 116 to CR 60 | Map ID: 1646932975295



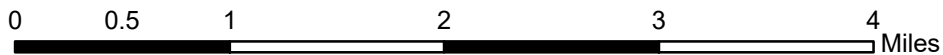
Results

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

**indicates Planned Alignments*

Transit Market areas: 5

-  Project Points
-  Project
-  Project Area



Created: 3/10/2022
LandscapeRSA3



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



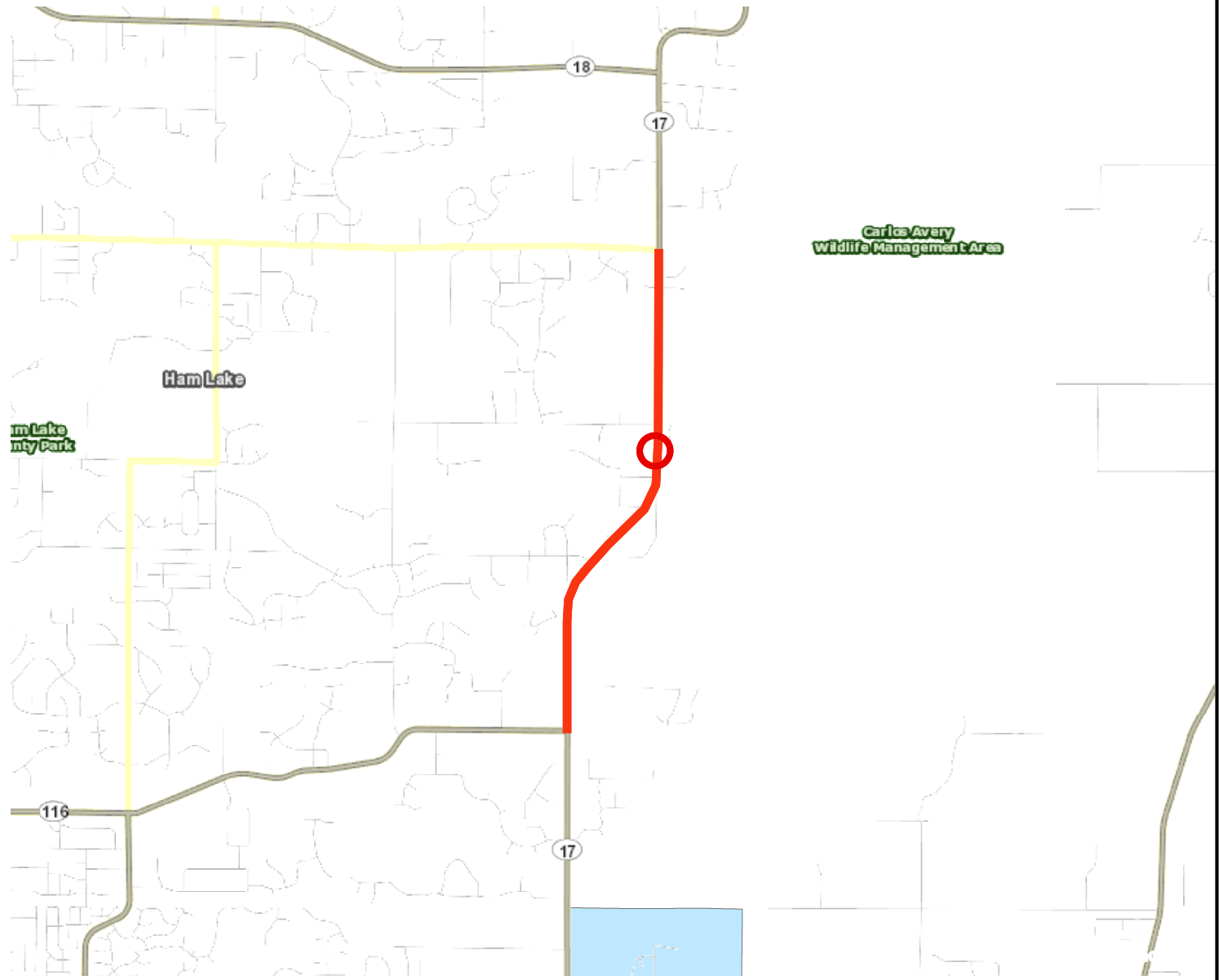
Socio-Economic Conditions





Roadway Reconstruction/Modernization Project: CSAH 17 from CSAH 116 to CR 60 | Map ID: 1646932975295

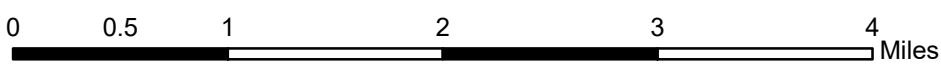
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 0

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
-  Regional Environmental Justice Area



Created: 3/10/2022
LandscapeRSA2



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



CSAH 17 Modernization Project**Existing vs. Build Analysis - CSAH 17 (Lexington Ave) at CSAH 60 (Constance Blvd)****Existing Conditions**

Intersection #	NB	SB	EB	WB	Total
Volumes (vph)	868	269	146		1283
Delay (sec/veh)	1.2	0.0	41.5		5.5
Total Delay (seconds)	1042	0	6059		7101

Emissions

CO (kg)	1.05	0.13	0.34		1.52
NOx (kg)	0.20	0.02	0.07		0.29
VOC (kg)	0.24	0.03	0.08		0.35
Emissions Total					2.16

Proposed Build Conditions

Intersection #	NB	SB	EB	WB	Total
Volumes (vph)	869	268	146		1283
Delay (sec/veh)	1.2	0.0	32.7		4.5
Total Delay (seconds)	1042.8	0	4774.2		5817

Emissions

CO (kg)	0.74	0.13	0.33		1.2
NOx (kg)	0.14	0.02	0.07		0.23
VOC (kg)	0.17	0.03	0.08		0.28
Emissions Total					1.71

Delay Reduction (seconds)	1284
Emissions Reduction (kg)	0.45

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷		↶	↷	
Traffic Vol, veh/h	77	69	130	739	214	54
Future Vol, veh/h	77	69	130	739	214	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	330	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	75	141	803	233	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1348	263	292	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	1085	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	166	776	1270	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	776	1270	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	324	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.5	1.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1270	-	133	776	-	-
HCM Lane V/C Ratio	0.111	-	0.629	0.097	-	-
HCM Control Delay (s)	8.2	0	69.6	10.1	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.3	0.3	-	-

3: CSAH 17 & CSAH 60

Direction	EB	NB	SB	All
Future Volume (vph)	146	868	269	1283
Total Delay / Veh (s/v)	35	3	0	6
CO Emissions (kg)	0.34	1.05	0.13	1.52
NOx Emissions (kg)	0.07	0.20	0.02	0.29
VOC Emissions (kg)	0.08	0.24	0.03	0.35

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	77	69	130	739	214	54
Future Vol, veh/h	77	69	130	739	214	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	330	500	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	75	141	803	233	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1318	233	292	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	1085	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	173	806	1270	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	806	1270	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	324	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.7	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1270	-	154	806	-	-
HCM Lane V/C Ratio	0.111	-	0.543	0.093	-	-
HCM Control Delay (s)	8.2	-	53.2	9.9	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	2.7	0.3	-	-

3: CSAH 17 & CSAH 60

Direction	EB	NB	SB	All
Future Volume (vph)	146	869	268	1283
Total Delay / Veh (s/v)	33	1	0	5
CO Emissions (kg)	0.33	0.74	0.13	1.20
NOx Emissions (kg)	0.07	0.14	0.02	0.23
VOC Emissions (kg)	0.08	0.17	0.03	0.28

CSAH 17 Modernization Project**Existing vs. Build Analysis - CSAH 17 (Lexington Ave) at CSAH 60 (Constance Blvd)****Existing Conditions**

Intersection #	NB	SB	EB	WB	Total
Volumes (vph)	868	269	146		1283
Delay (sec/veh)	1.2	0.0	41.5		5.5
Total Delay (seconds)	1042	0	6059		7101

Emissions

CO (kg)	1.05	0.13	0.34		1.52
NOx (kg)	0.20	0.02	0.07		0.29
VOC (kg)	0.24	0.03	0.08		0.35
Emissions Total					2.16

Proposed Build Conditions

Intersection #	NB	SB	EB	WB	Total
Volumes (vph)	869	268	146		1283
Delay (sec/veh)	1.2	0.0	32.7		4.5
Total Delay (seconds)	1042.8	0	4774.2		5817

Emissions

CO (kg)	0.74	0.13	0.33		1.2
NOx (kg)	0.14	0.02	0.07		0.23
VOC (kg)	0.17	0.03	0.08		0.28
Emissions Total					1.71

Delay Reduction (seconds)	1284
Emissions Reduction (kg)	0.45

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	77	69	130	739	214	54
Future Vol, veh/h	77	69	130	739	214	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	330	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	75	141	803	233	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1348	263	292	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	1085	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	166	776	1270	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	133	776	1270	-	-	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	324	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.5	1.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1270	-	133	776	-	-
HCM Lane V/C Ratio	0.111	-	0.629	0.097	-	-
HCM Control Delay (s)	8.2	0	69.6	10.1	-	-
HCM Lane LOS	A	A	F	B	-	-
HCM 95th %tile Q(veh)	0.4	-	3.3	0.3	-	-

3: CSAH 17 & CSAH 60

Direction	EB	NB	SB	All
Future Volume (vph)	146	868	269	1283
Total Delay / Veh (s/v)	35	3	0	6
CO Emissions (kg)	0.34	1.05	0.13	1.52
NOx Emissions (kg)	0.07	0.20	0.02	0.29
VOC Emissions (kg)	0.08	0.24	0.03	0.35

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗	↘	↗	↗	↗
Traffic Vol, veh/h	77	69	130	739	214	54
Future Vol, veh/h	77	69	130	739	214	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	330	500	-	-	300
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	75	141	803	233	59

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1318	233	292	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	1085	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	173	806	1270	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	806	1270	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	324	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.7	1.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1270	-	154	806	-	-
HCM Lane V/C Ratio	0.111	-	0.543	0.093	-	-
HCM Control Delay (s)	8.2	-	53.2	9.9	-	-
HCM Lane LOS	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	2.7	0.3	-	-

3: CSAH 17 & CSAH 60

Direction	EB	NB	SB	All
Future Volume (vph)	146	869	268	1283
Total Delay / Veh (s/v)	33	1	0	5
CO Emissions (kg)	0.33	0.74	0.13	1.20
NOx Emissions (kg)	0.07	0.14	0.02	0.23
VOC Emissions (kg)	0.08	0.17	0.03	0.28

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 17 (Lexington Ave)	District	Metro	County	Anoka
Begin RP		End RP		Miles	
Location	CSAH 116 (Bunker Lake Blvd) to CSAH 60 (Constance Blvd)				

B. Project Description

Proposed Work	Add left and right turn lanes on CSAH 17 at the major intersections and access points		
Project Cost*	\$13,273,700	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	0.0%

* exclude Right of Way from Project Cost 2040 Anoka County Transportation Plan

C. Crash Modification Factor

0.352	Fatal (K) Crashes	Reference	Multiple CMFs (6659, 7793, & 10985) - See Page 3
0.352	Serious Injury (A) Crashes		
0.352	Moderate Injury (B) Crashes	Crash Type	Single Vehicle, Ran off Road Crashes
0.352	Possible Injury (C) Crashes		
0.455	Property Damage Only Crashes		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

0.223	Fatal (K) Crashes	Reference	Multiple CMFs (268, 289, 7793, & 10985) - See page 4
0.223	Serious Injury (A) Crashes		
0.223	Moderate Injury (B) Crashes	Crash Type	All Intersection Crashes
0.223	Possible Injury (C) Crashes		
0.289	Property Damage Only Crashes		www.CMFclearinghouse.org

E. Crash Data

Begin Date	1/1/2019	End Date	12/31/2021	3 years
Data Source	MnCMAT2			
Crash Severity	Single Vehicle, Ran off Road Crashes	All Intersection Crashes		
K crashes	0	0		
A crashes	0	1		
B crashes	1	4		
C crashes	1	0		
PDO crashes	0	3		

F. Benefit-Cost Calculation

\$9,691,814	Benefit (present value)	B/C Ratio = 0.74
\$13,273,700	Cost	

Proposed project expected to reduce 3 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%	Revised
Traffic Growth Rate:	0.0%	Default
Project Service Life:	20 years	Revised

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.78	0.26	\$194,250
B crashes	3.76	1.25	\$287,960
C crashes	0.65	0.22	\$25,920
PDO crashes	2.13	0.71	\$9,243
			\$517,373

H. Amortized Benefit

Year	Crash Benefits	Present Value	Total = \$9,691,814
2026	\$517,373	\$517,373	
2027	\$517,373	\$513,777	
2028	\$517,373	\$510,205	
2029	\$517,373	\$506,659	
2030	\$517,373	\$503,137	
2031	\$517,373	\$499,639	
2032	\$517,373	\$496,166	
2033	\$517,373	\$492,717	
2034	\$517,373	\$489,292	
2035	\$517,373	\$485,891	
2036	\$517,373	\$482,513	
2037	\$517,373	\$479,159	
2038	\$517,373	\$475,828	
2039	\$517,373	\$472,520	
2040	\$517,373	\$469,236	
2041	\$517,373	\$465,974	
2042	\$517,373	\$462,735	
2043	\$517,373	\$459,518	
2044	\$517,373	\$456,324	
2045	\$517,373	\$453,152	
0	\$0	\$0	
0	\$0	\$0	
0	\$0	\$0	

0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

*NOTE:
This calculation relies on the real discount rate, which accounts for inflation. No further discounting is necessary.*

I. Multiple CMF Calculation - Widen Shoulder & Install a Raised Median

Crash Modification Factor - Widen Shoulder

0.607	Fatal (K) Crashes	Reference	CMF 6659 - Widen Shoulder
0.607	Serious Injury (A) Crashes		
0.607	Moderate Injury (B) Crashes	Crash Type	Single Vehicle, Ran off Road Crashes
0.607	Possible Injury (C) Crashes		
0.607	Property Damage Only Crashes		www.CMFclearinghouse.org

Crash Modification Factor - Install Raised Median

0.58	Fatal (K) Crashes	Reference	CMFs 7793 & 10985 - Install Raised Median
0.58	Serious Injury (A) Crashes		
0.58	Moderate Injury (B) Crashes	Crash Type	Single Vehicle, Ran off Road Crashes
0.58	Possible Injury (C) Crashes		
0.75	Property Damage Only Crashes		www.CMFclearinghouse.org

Multiple CMF Calculation

CMF (K) = CMF 1 * CMF 2 = 0.607 * 0.58 = 0.352	0.352	Fatal (K) Crashes
CMF (A) = CMF 1 * CMF 2 = 0.607 * 0.58 = 0.352	0.352	Serious Injury (A) Crashes
CMF (B) = CMF 1 * CMF 2 = 0.607 * 0.58 = 0.352	0.352	Moderate Injury (B) Crashes
CMF (C) = CMF 1 * CMF 2 = 0.607 * 0.58 = 0.352	0.352	Possible Injury (C) Crashes
CMF (PDO) = CMF 1 * CMF 2 = 0.607 * 0.75 = 0.3848	0.455	Property Damage Only Crashes

J. Multiple CMF Calculation - Add Left Turn Lanes, Add Right Turn Lanes, & Install a Raised Median

Crash Modification Factor - Add a Left Turn Lane

0.52	Fatal (K) Crashes	Reference	CMF 268 - Add Left Turn Lanes
0.52	Serious Injury (A) Crashes		
0.52	Moderate Injury (B) Crashes	Crash Type	All Intersection Crashes
0.52	Possible Injury (C) Crashes		
0.52	Property Damage Only Crashes		www.CMFclearinghouse.org

Crash Modification Factor - Add Right Turn Lanes

0.74	Fatal (K) Crashes	Reference	CMF 289 - Add Right Turn Lanes
0.74	Serious Injury (A) Crashes		
0.74	Moderate Injury (B) Crashes	Crash Type	All Intersection Crashes
0.74	Possible Injury (C) Crashes		
0.74	Property Damage Only Crashes		www.CMFclearinghouse.org

Crash Modification Factor - Install Raised Median

0.58	Fatal (K) Crashes	Reference	CMFs 7793 & 10985 - Install Raised Median
0.58	Serious Injury (A) Crashes		
0.58	Moderate Injury (B) Crashes	Crash Type	All Intersection Crashes
0.58	Possible Injury (C) Crashes		
0.75	Property Damage Only Crashes		www.CMFclearinghouse.org

Multiple CMF Calculation

$CMF (K) = CMF 1 * CMF 2 * CMF 3 = 0.52 * 0.74 * 0.58 = 0.223$	0.223	Fatal (K) Crashes
$CMF (A) = CMF 1 * CMF 2 * CMF 3 = 0.52 * 0.74 * 0.58 = 0.223$	0.223	Serious Injury (A) Crashes
$CMF (B) = CMF 1 * CMF 2 * CMF 3 = 0.52 * 0.74 * 0.58 = 0.223$	0.223	Moderate Injury (B) Crashes
$CMF (C) = CMF 1 * CMF 2 * CMF 3 = 0.52 * 0.74 * 0.58 = 0.223$	0.223	Possible Injury (C) Crashes
$CMF (PDO) = CMF 1 * CMF 2 * CMF 3 = 0.52 * 0.74 * 0.75 = 0.289$	0.289	Property Damage Only Crashes



CMF / CRF Details

CMF ID: 268

Provide a left-turn lane on both major-road approaches

Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection geometry

Study: [*Safety Effectiveness of Intersection Left- and Right-Turn Lanes, Harwood et al., 2002*](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.52

Adjusted Standard Error: 0.04

Unadjusted Standard Error: 0.03

Crash Reduction Factor (CRF)

Value: 48 (This value indicates a **decrease** in crashes)

Adjusted Standard Error: 4

Unadjusted Standard Error:	3
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Applicability	
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Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Rural
Traffic Volume:	
Time of Day:	

<i>If countermeasure is intersection-based</i>	
---	--

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	1500 to 32400 Average Daily Traffic (ADT)
Minor Road Traffic Volume:	50 to 11800 Average Daily Traffic (ADT)

Development Details	
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Date Range of Data Used:	
Municipality:	
State:	

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	Yes. HSM lists this CMF in bold font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed to match HSM The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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CMF / CRF Details

CMF ID: 289

Provide a right-turn lane on both major-road approaches

Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection geometry

Study: [*Safety Effectiveness of Intersection Left- and Right-Turn Lanes, Harwood et al., 2002*](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.74

Adjusted Standard Error: 0.08

Unadjusted Standard Error: 0.07

Crash Reduction Factor (CRF)

Value: 26 (This value indicates a **decrease** in crashes)

Adjusted Standard Error: 8

Unadjusted Standard Error:

7

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Not Specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

All

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

Not Specified

Traffic Control:

Stop-controlled

Major Road Traffic Volume:

1500 to 40600 Average Daily Traffic (ADT)

Minor Road Traffic Volume:

25 to 26000 Average Daily Traffic (ADT)

Development Details

Date Range of Data Used:

Municipality:

State:

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	Yes. HSM lists this CMF in bold font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name changed to match HSM The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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CMF / CRF Details

CMF ID: 6659

Widen shoulder

Description:

Prior Condition: Original shoulder width 4-12 ft

Category: Shoulder treatments

Study: [*Exploration and comparison of crash modification factors for multiple treatments on rural multilane roadways, Park et al., 2014*](#)

Star Quality Rating:



[\[View score details\]](#)

Crash Modification Factor (CMF)

Value: 0.607

Adjusted Standard Error:

Unadjusted Standard Error: 0.164

Crash Reduction Factor (CRF)

Value: 39.3 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	16.4
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Applicability

Crash Type:	Run off road,Single vehicle
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Crash Severity:	All
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Roadway Types:	Not specified
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Number of Lanes:	multi
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Road Division Type:	
----------------------------	--

Speed Limit:	
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Area Type:	Rural
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Traffic Volume:	2000 to 50000 <i>Annual Average Daily Traffic (AADT)</i>
------------------------	--

Time of Day:	
---------------------	--

If countermeasure is intersection-based

Intersection Type:	
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Intersection Geometry:	
-------------------------------	--

Traffic Control:	
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Major Road Traffic Volume:	
-----------------------------------	--

Minor Road Traffic Volume:	
-----------------------------------	--

Development Details

Date Range of Data Used:	2003 to 2012
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Municipality:	
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State:	FL
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Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun-22-2015
Comments:	Before condition shoulder width between 4-12 ft The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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CMF / CRF Details

CMF ID: 7793

Install raised median

Description:

Prior Condition: Roadways without raised medians

Category: Access management

Study: [Validation and Application of Highway Safety Manual \(Part D\) in Florida, Abdel-Aty et al., 2014](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.75

Adjusted Standard Error:

Unadjusted Standard Error: 0.11

Crash Reduction Factor (CRF)

Value: 25 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	11
-----------------------------------	----

Applicability

Crash Type:	All
Crash Severity:	0 (property damage only)
Roadway Types:	Not specified
Number of Lanes:	>2
Road Division Type:	
Speed Limit:	
Area Type:	Rural
Traffic Volume:	1547 to 139000 <i>Annual Average Daily Traffic (AADT)</i>
Time of Day:	All

If countermeasure is intersection-based

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

Development Details

Date Range of Data Used:	2010 to 2012
Municipality:	
State:	FL

Country:	USA
Type of Methodology Used:	7
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	Crashes at intersections are excluded for developing CMFs.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.



CMF / CRF Details

CMF ID: 10985

Install raised median

Description:

Prior Condition: No median island

Category: Access management

Study: [*Development of Crash Modification Factors for Intersections in Toowoomba city, Al-Marafi et al., 2020*](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.58

Adjusted Standard Error:

Unadjusted Standard Error: 0.132

Crash Reduction Factor (CRF)

Value: 42 (This value indicates a **decrease** in crashes)

Adjusted Standard Error:

Unadjusted Standard Error:	13.2
-----------------------------------	------

Applicability

Crash Type:	All
--------------------	-----

Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
------------------------	---

Roadway Types:	All
-----------------------	-----

Number of Lanes:	2 - 5
-------------------------	-------

Road Division Type:	All
----------------------------	-----

Speed Limit:	
---------------------	--

Area Type:	All
-------------------	-----

Traffic Volume:	
------------------------	--

Time of Day:	All
---------------------	-----

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
---------------------------	---

Intersection Geometry:	3-leg,4-leg
-------------------------------	-------------

Traffic Control:	Other
-------------------------	-------

Major Road Traffic Volume:	4500 to 21784 Annual Average Daily Traffic (AADT)
-----------------------------------	---

Minor Road Traffic Volume:	1600 to 14837 Annual Average Daily Traffic (AADT)
-----------------------------------	---

Development Details

Date Range of Data Used:	2008 to 2015
---------------------------------	--------------

Municipality:	Toowoomba City
----------------------	----------------

State:	
---------------	--

Country:	Australia
Type of Methodology Used:	7
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Aug-11-2021
Comments:	This CMF is for installing a raised median island on major road approaches. Intersections are a combination of signalized and un-signalized.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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Crash Case Listing

CSAH 17 Crashes

Report Version 1.0
February 2020

Route System	Route Number	Measure	Co	City	Incident Number	Date	Time Day of Week	Basic Type	Num Veh	Sev
04-CSAH	17	7.673	02	Ham Lake	00766889	11/30/19	1054 SAT	SVROR	1	B
04-CSAH	17	7.680	02	Ham Lake	00894391	03/05/21	1446 FRI	Rear End	2	B
04-CSAH	17	7.683	02	Ham Lake	00931365	07/17/21	2109 SAT	Angle	2	N
04-CSAH	17	7.686	02	Ham Lake	00905953	05/16/21	0820 SUN	SVROR	1	B
04-CSAH	17	7.992	02	Ham Lake	00973859	11/14/21	0023 SUN	Head On	2	B
Wild Animal Hit	17	8.486	02	Ham Lake	00841871	09/20/20	2002 SUN	Other	1	N
04-CSAH	17	8.955	02	Ham Lake	00690232	02/20/19	1825 WED	SVROR	1	C
Wild Animal Hit	17	9.320	02	Ham Lake	00865988	11/30/20	0548 MON	Other	1	N
04-CSAH	17	9.928	02	Ham Lake	00867334	12/09/20	1619 WED	Rear End	2	N
04-CSAH	17	9.966	02	Ham Lake	00937007	08/26/21	1720 THU	Head On	2	A
07-CR	60	6.573	02	Ham Lake	00678647	01/24/19	0627 THU	Angle	2	N
07-CR	60	6.576	02	Ham Lake	00752835	10/07/19	1424 MON	Angle	2	B

Selection Filter:

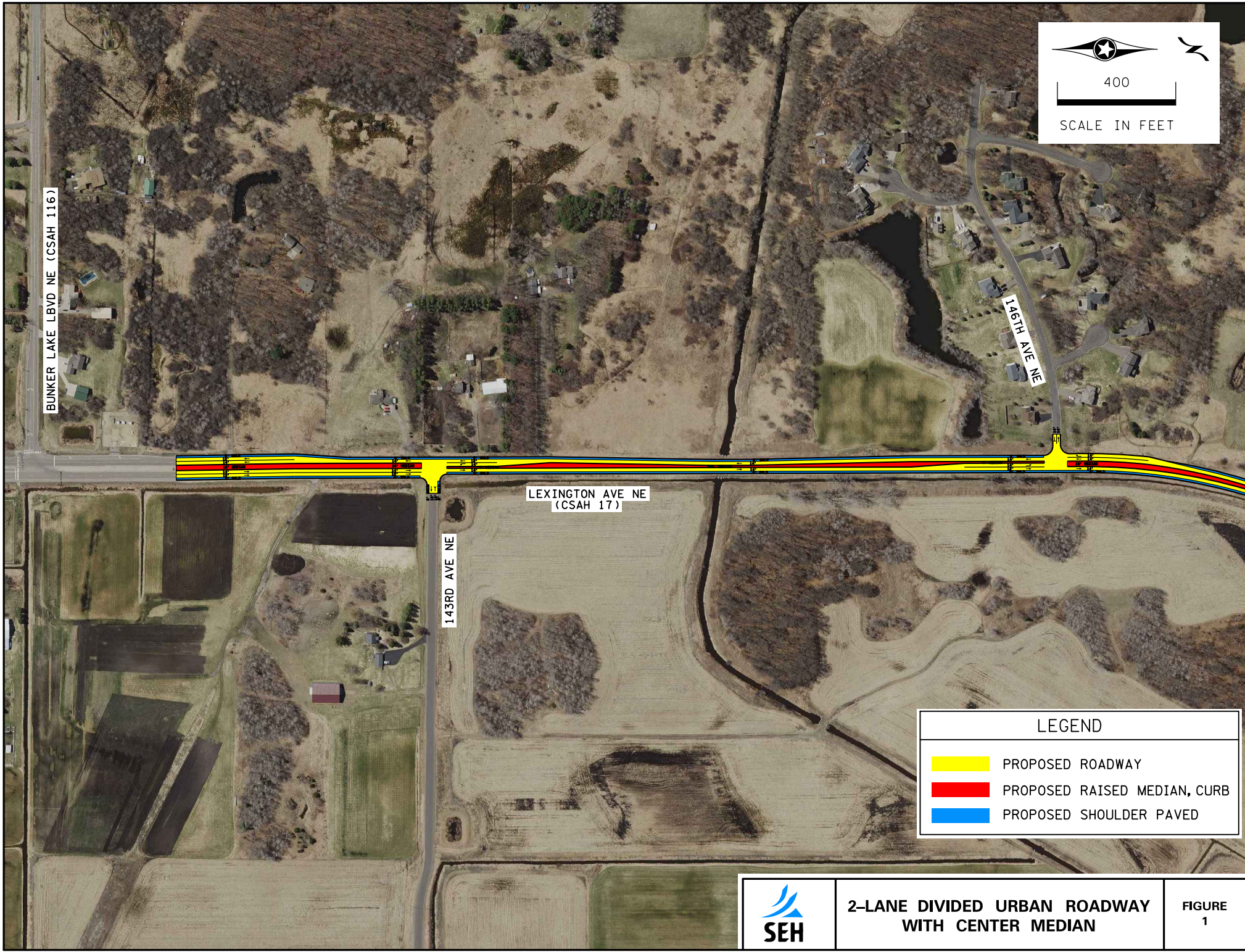
WORK AREA: State - FILTER: Year('2019','2020','2021') - SPATIAL FILTER APPLIED

Analyst:

Notes:

Justin Anibas

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400
SCALE IN FEET

LEGEND

- PROPOSED ROADWAY
- PROPOSED RAISED MEDIAN, CURB
- PROPOSED SHOULDER PAVED



2-LANE DIVIDED URBAN ROADWAY
WITH CENTER MEDIAN

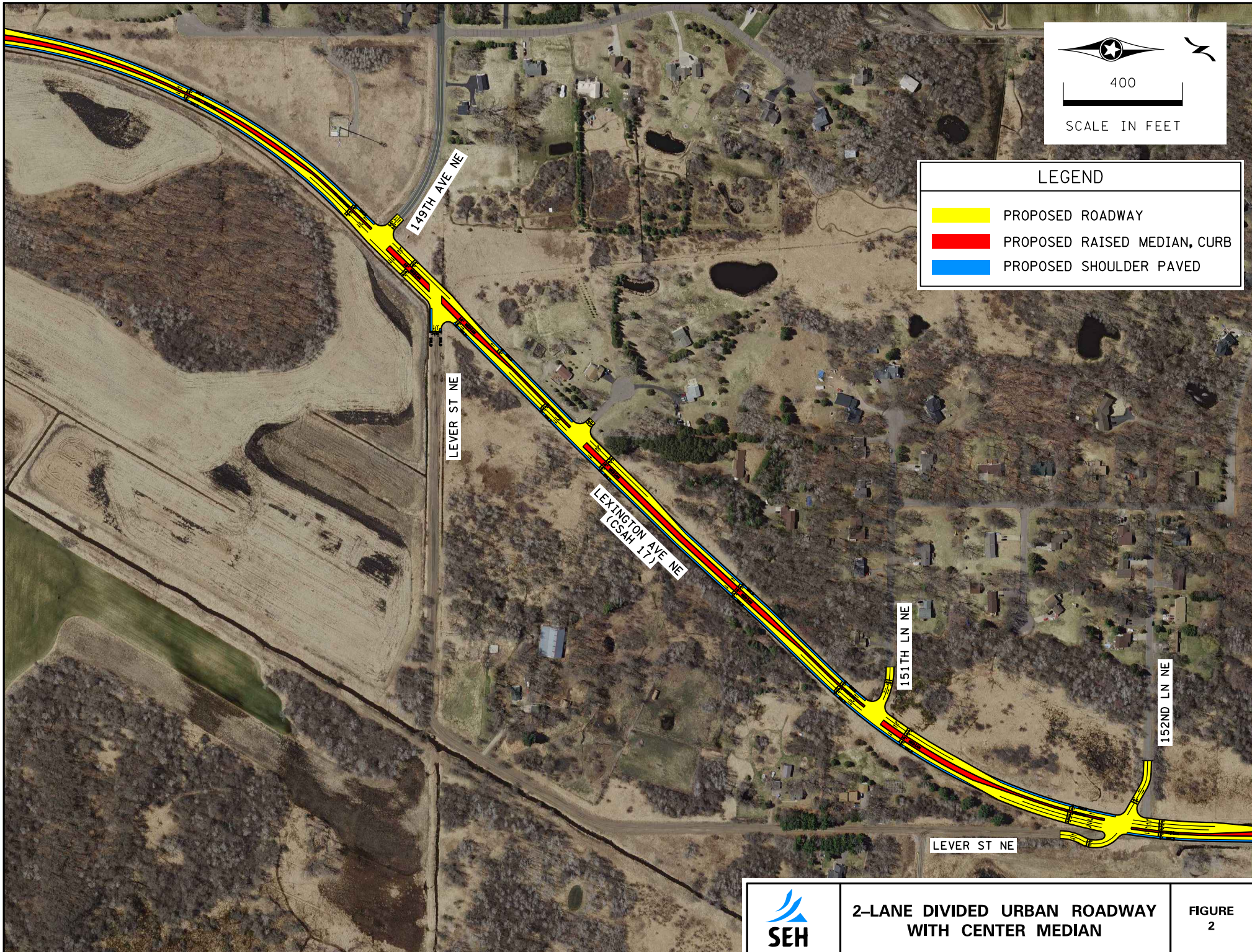
FIGURE
1

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3/30/2022
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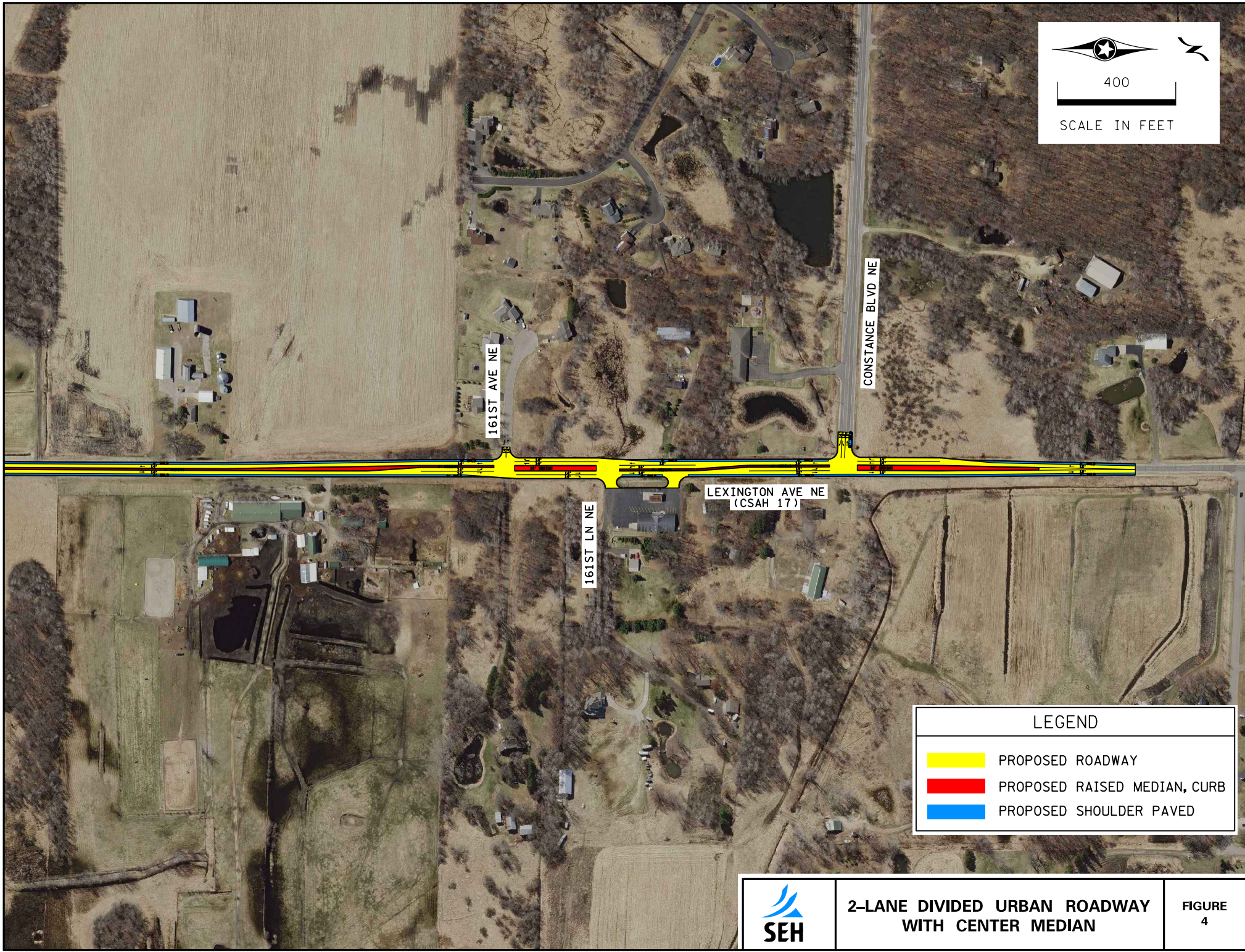
LEGEND

- PROPOSED ROADWAY
- PROPOSED RAISED MEDIAN, CURB
- PROPOSED SHOULDER PAVED



**2-LANE DIVIDED URBAN ROADWAY
WITH CENTER MEDIAN**

**FIGURE
2**

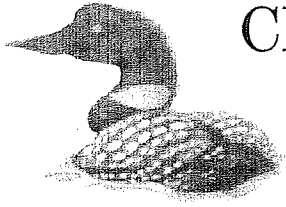


400
SCALE IN FEET

LEGEND

- PROPOSED ROADWAY
- PROPOSED RAISED MEDIAN, CURB
- PROPOSED SHOULDER PAVED

 **2-LANE DIVIDED URBAN ROADWAY WITH CENTER MEDIAN** **FIGURE 4**



CITY OF HAM LAKE

15544 Central Avenue NE
Ham Lake, Minnesota 55304
(763) 434-9555
Fax: (763) 434-9599

April 11, 2022

Joe MacPherson, P.E.
County Engineer
Anoka County Highway Department
1440 Bunker Lake Boulevard NW
Andover, Minnesota 55304

RE: Letter of Support for CSAH 17 Corridor Improvements

Dear Mr. MacPherson,

This letter documents the City of Ham Lake's support for Anoka County's funding request to the Metropolitan Council for the 2022 Regional Solicitation for 2026-2027 funding for the reconstruction of CSAH 17 (Lexington Avenue NE) from CSAH 116 (Bunker Lake Blvd. NE) to CR 60 (Constance Blvd. NE) as a 2-lane divided roadway with turn-lanes.

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

If you have any questions or require additional information, please reach out to me at (763)-434-9555.

Sincerely,

Denise Webster
City Administrator



Project Name: CSAH 17 (Lexington Avenue) Reconstruction Project

Project Location: City of Ham Lake, Anoka County

Geographic Limits: 2.9 miles – CSAH 116 (Bunker Lake Blvd) to CR 60 (Constance Blvd E)

Applicant: Anoka County Highway Department

Funding Category: Roadway Modernization

Estimated Project Total: \$13.3 Million

Requested Amount: \$7 Million

Existing Conditions

Traffic volumes on CSAH 17 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,600 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor. Non-motorized facilities in the project area are non-existent.

Project Description

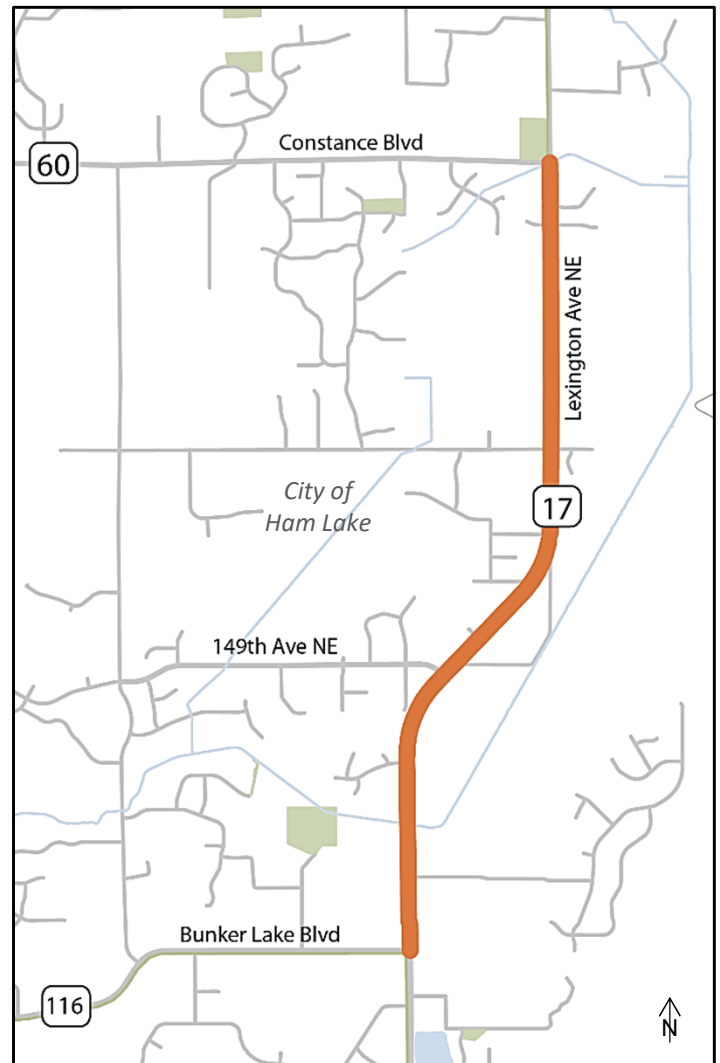
The project will reconstruct a 2.9-mile section of CSAH 17 (Lexington Avenue) from CSAH 116 (Bunker Lake Boulevard) to CR 60 (Constance Boulevard E) as a 2-lane divided roadway in the City of Ham Lake. The project will convert the rural section of CSAH 17 to an urban section with curb/gutter and improved stormwater elements.

The proposed improvements would address the crash patterns and safety concerns by separating the directions of traffic with a raised center median, provide dedicated turn lanes at several key intersections, and construct 8-ft shoulders. The 8-ft paved shoulders will be available for multimodal trips, including bicycling and walking.

! Issues to be Addressed

- Narrow shoulders
- High crash rates and crash severity
- Vehicle, pedestrian, and bicycle safety
- Inadequate bicycle and pedestrian facilities

CSAH 17 (Lexington Ave) Project Location City of Ham Lake, Anoka County



✓ Proposed Improvements

- Reconstruct into a 2-lane divided highway
- Improved turn lanes
- 8-ft paved shoulders – improved pedestrian/bicycle facilities

✓ Project Benefits

- Improved mobility and connectivity
- Improved travel safety for motorists, pedestrians, and bicyclists

ANOKA COUNTY

2040 TRANSPORTATION PLAN UPDATE

FINAL REPORT - November 2019



Anoka County
MINNESOTA



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.

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.



Roadway in Anoka County (Source: Anoka County)

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.

This chapter describes the existing transportation system within the County, its use, and condition, and how each type of transportation element is funded.

3.1 EXISTING TRANSPORTATION SYSTEM

The existing transportation system in Anoka County is comprised of various modes (roadways, transit, bicycling and walking, aviation, commuter rail and freight), which are described in greater detail in the following sections.



Anoka County intersection (Source: Anoka County)

Roadways

The roadway system is well developed and classified into categories based on function, with some roads designed primarily for mobility, or carrying longer-distance trips at higher speeds, while some roads function mainly to provide access at low speeds to adjacent properties.

Functional Roadway Classification

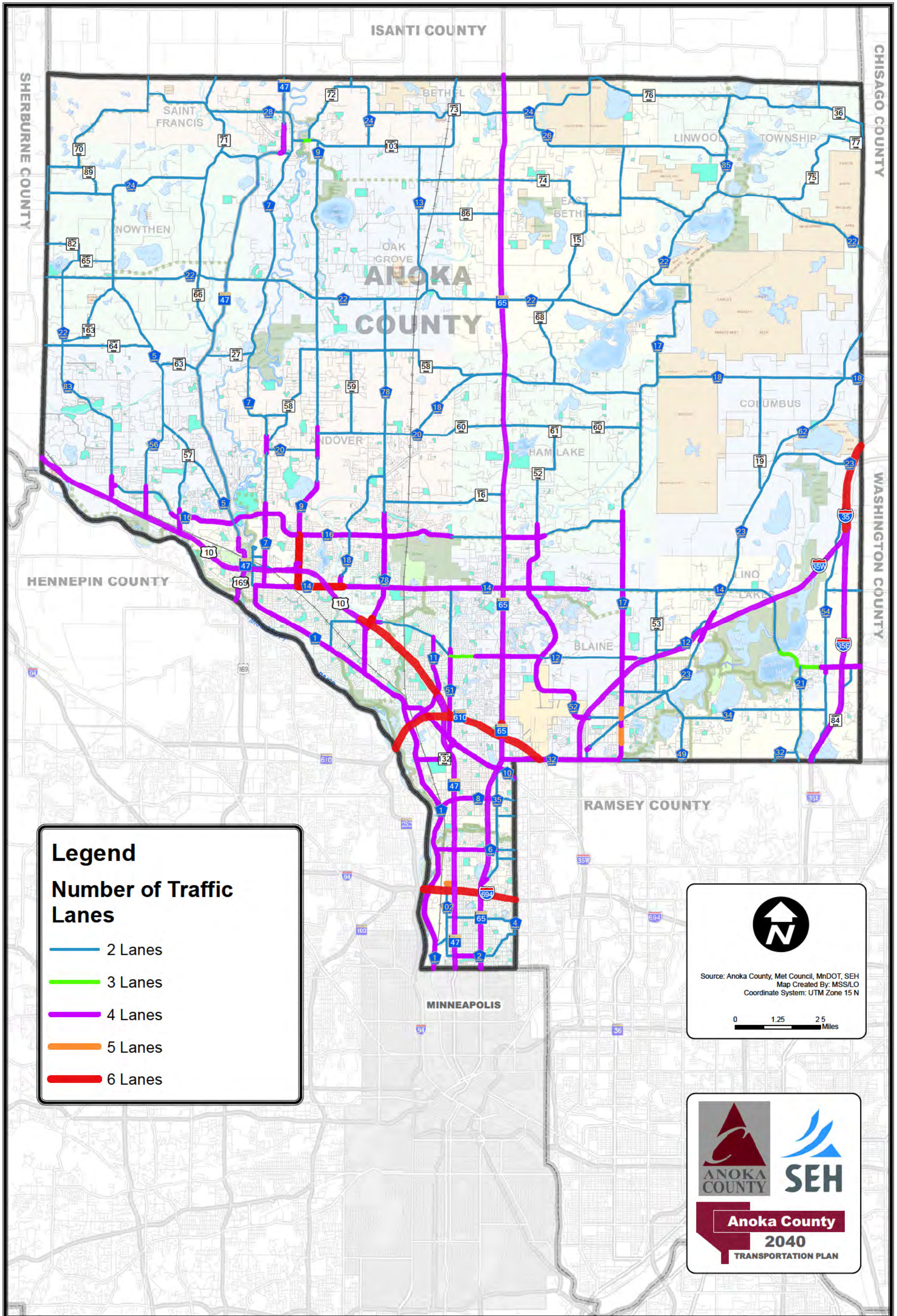
The functional roadway classification system, which is described in greater detail in Appendix A, consists of four classes of roadways: principal arterials (which include Interstate freeways), minor arterials, collector streets, and local streets. Figure 2 depicts the functional classification of roadways in Anoka County. The current distribution of functional classification for highways in Anoka County is shown in Table 4. Most of the county system is classified as either minor arterials (79.2 percent) or collectors (17.3 percent).

Figure 3 depicts the number of through lanes for all State and County roadways in Anoka County including all principal arterials and a minor arterial. Appendix B includes additional details for the county road system including which roads have a raised center median (divided) and those without (undivided). In addition, roadways with curb and gutter (urban cross section) and those without (rural cross section) are also depicted.

Table 4 - Centerline Mileage of Highways in Anoka County by Functional Classification, 2016

Functional Class	Miles	Percent of Roadways
Principal Arterials	82	3.5
Minor Arterials	310	13.2
Collectors	258	11.0
Local	1,706	72.4

Source: MnDOT Statewide Mileage and Lane Miles by Route System within Each County Report, 2016.



EXISTING NUMBER OF TRAFFIC LANES

FIGURE 3

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)

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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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
Lexington [Bill Petracek (City Administrator) and Steve Winter (Engineer)]	--	<ul style="list-style-type: none"> CSAH 17/CSAH 52 intersection is primary issue area. A 180-unit senior living facility is being developed in the NW quadrant. The County will be involved in reviewing the plans. City believes turn lanes are needed on CSAH 17. Improvements to CSAH 23 planned for next year will be beneficial. Business owner concerns related to parking and access have been mostly resolved. City Council still needs to approve the plans (some concerns about costs). Pedestrian/bicyclist improvements along CSAH 23, CSAH 52, and CSAH 17 between 23 and 52 would improve safety and circulation. However, they are too costly for the City. The City is interested in partnering with the County to pursue grant funding. Improvements along I-35W are a major priority for the City.
Bethel [Ginger Berg (City Clerk)]	--	<ul style="list-style-type: none"> City continues to get calls about the need for and timing of the resurfacing of CSAH 24 east to TH 65. There have been some questions asked and concerns expressed about the amount of tree clearing in advance of the resurfacing. Residents were asking if the road was being widened. Ginger requested that the County follow-up with her as soon as possible if the CSAH 24 resurfacing is more than 2 to 3 weeks out because she is getting a lot of calls.
Circle Pines [Patrick Antonen (City Administrator)]	--	<ul style="list-style-type: none"> County Road 49 (North Road) is a key issue regarding access to Centennial High School. Primary ongoing concern is commuting students in the morning use Pointcross Drive as a short-cut between CSAH 49 (Hodgson Road) and the High School. The City has Police monitor the problem and the School District is aware as well. City is interested in investigating the feasibility, effectiveness, and cost of adding flashing yellow left turn arrows at the CSAH 23/CSAH 49 intersection. City is aware and very supportive of improvements to CSAH 23 next year in Lexington. A pedestrian/bicyclist trail along CSAH 23 would improve safety.
Ham Lake [Tom Collins (Engineer)]	--	<ul style="list-style-type: none"> City has initiated their Comp Plan update process. Would like to see CSAH 116 conversion from two to four-lane divided extended east to TH 65. The County has some funds identified but will likely require federal funding assistance to make the project happen. Would like the flashing left-turn arrows added at CSAH 116 at Jefferson Street. The County CIP includes installing a traffic signal at CSAH 17 at CSAH 18. The primary residential concerns are associated with issues along the CSAH 17 corridor.
Hilltop [Ruth Nelsen (City Clerk)]	--	<ul style="list-style-type: none"> CSAH 4 is the only county road within city limits. The City echoes Columbia Heights input regarding CSAH 4 including: <ul style="list-style-type: none"> Needs resurfacing Schools present pedestrian safety challenges as well as traffic issues associated with the start and end of each class day City's primary transportation issues are associated with access to/from TH 65 south of CSAH 4.
Linwood Township	--	--

Appendix L

Public Notice Affidavit
Jurisdictional Review Distribution list
Initial Jurisdictional Review Comments Final
Jurisdictional Review Comments

AFFIDAVIT OF PUBLICATION

STATE OF MINNESOTA) ss
COUNTY OF ANOKA

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



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 Blernat, 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.Blernat@co.anoka.mn.us.

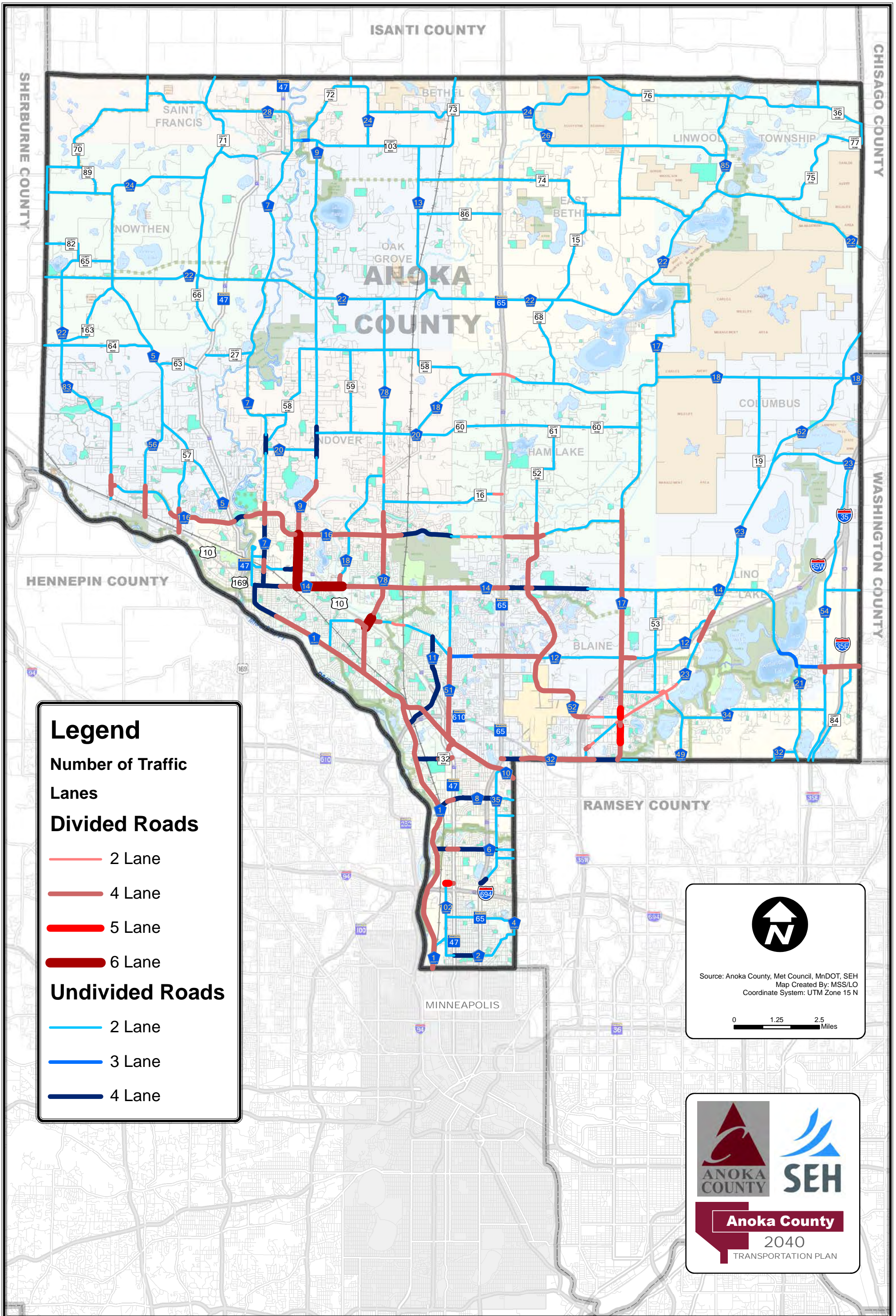
If you need an accommodation due to a disability, or printed material in an alternative format, please contact the Anoka County Administration Office at 763-324-4000 (TDD/TTY # 1-800-877-8339).

Dan Kilnt
Jerry Soma
Assistant County Attorney
County Administrator

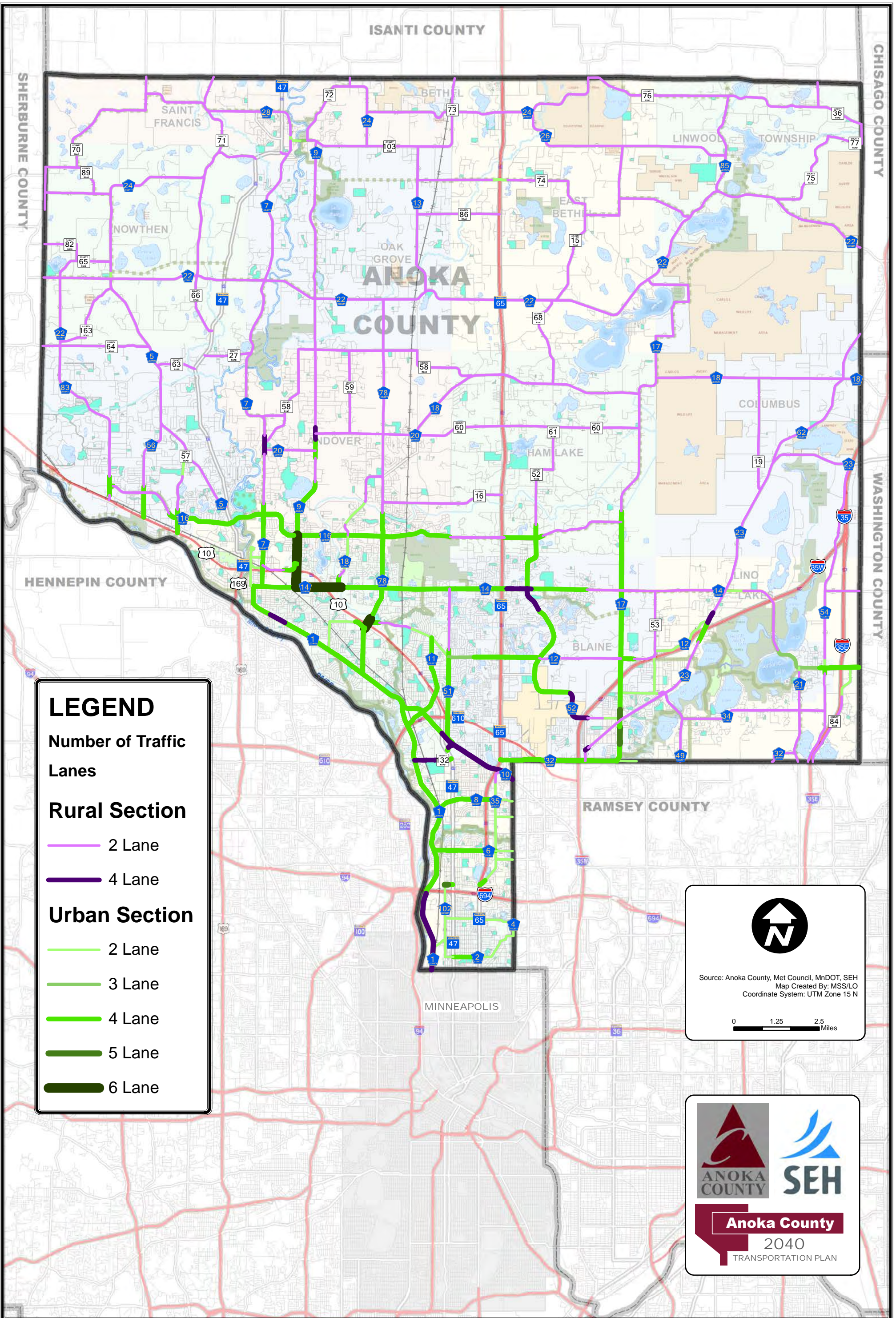
Published in the
Anoka County Union Herald
December 7, 14, 2018
886106

Appendix B

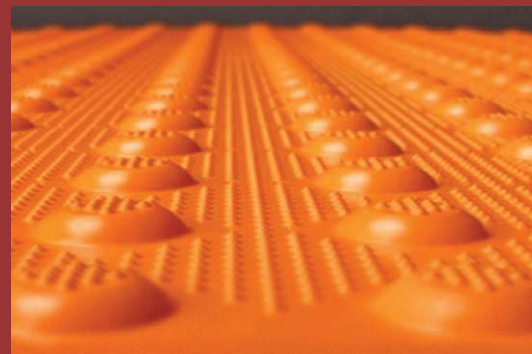
Number of Lanes Detailed County System Maps



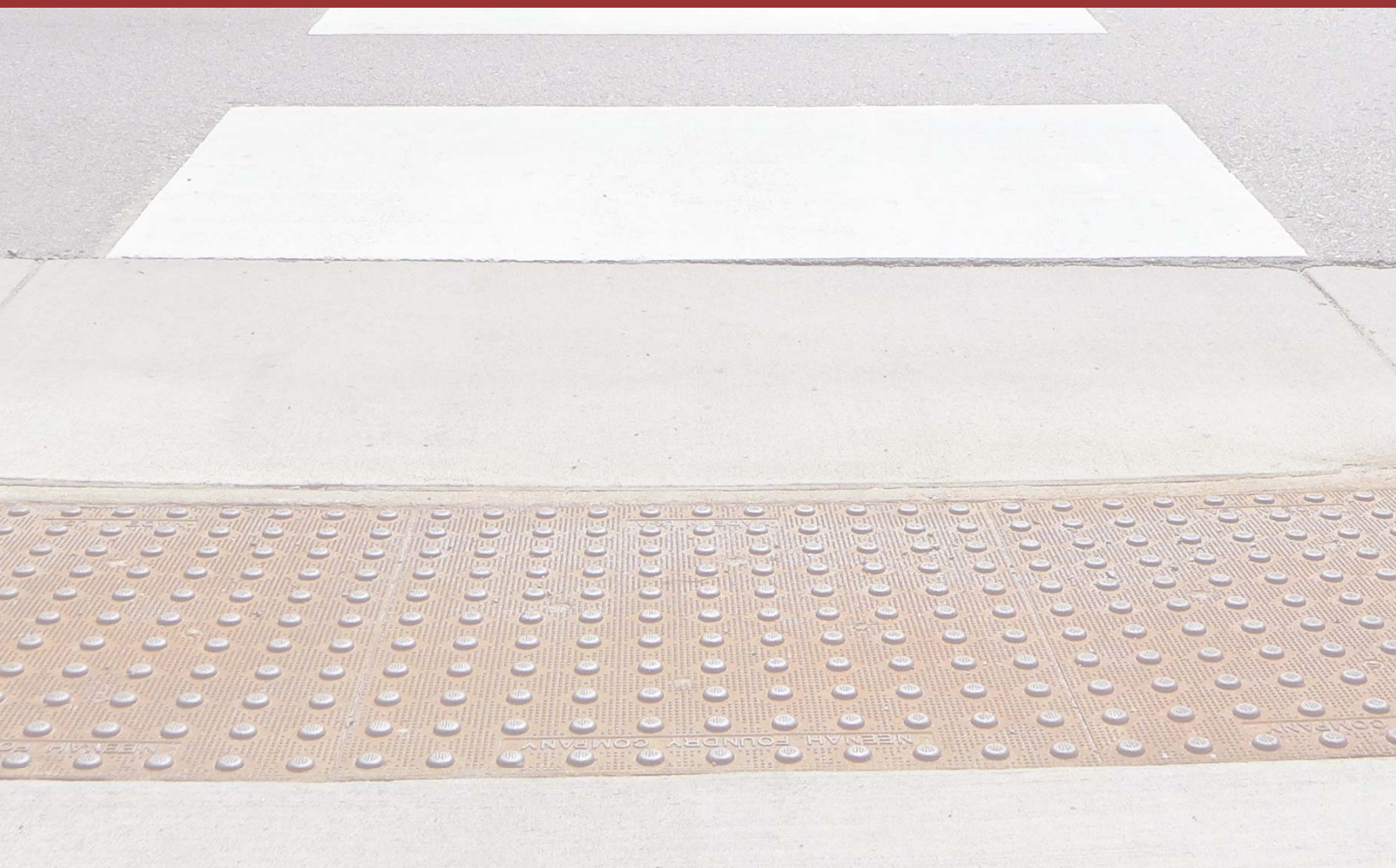
EXISTING NUMBER
 OF TRAFFIC LANES
 (DIVIDED / UNDIVIDED SECTION)



EXISTING NUMBER OF TRAFFIC LANES (RURAL / URBAN SECTION)



Anoka County Highway System ADA Transition Plan



March 2018



Anoka County
MINNESOTA

Respectful, Innovative, Fiscally Responsible

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.



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ADA Transition Plan for ACHD Public Rights of Way



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Anoka County

ADA Transition Plan

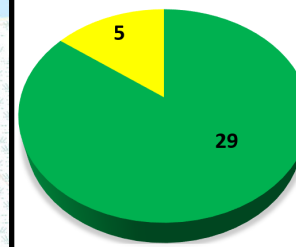
Pedestrian Curb Ramps



Legend

- Trail
 - County Road
 - Boundary
- Curb Ramp Tier Ratings:
- 1 - Good
 - 2 - Fair
 - Unverified

Source: MnDOT, Anoka County, ESRI



- Tier 1 - Good
- Tier 2 - Fair
- Tier 3 - Poor

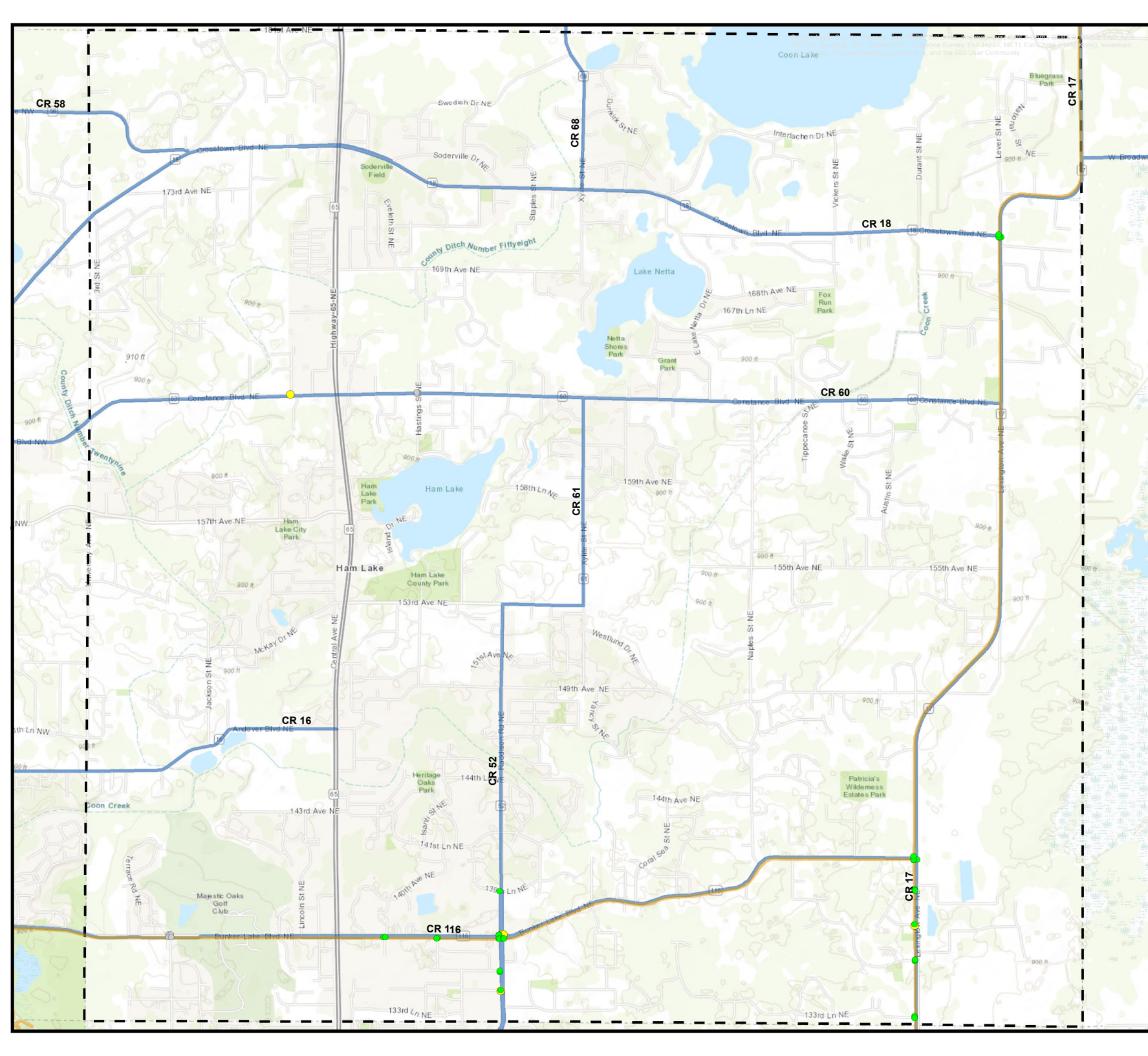


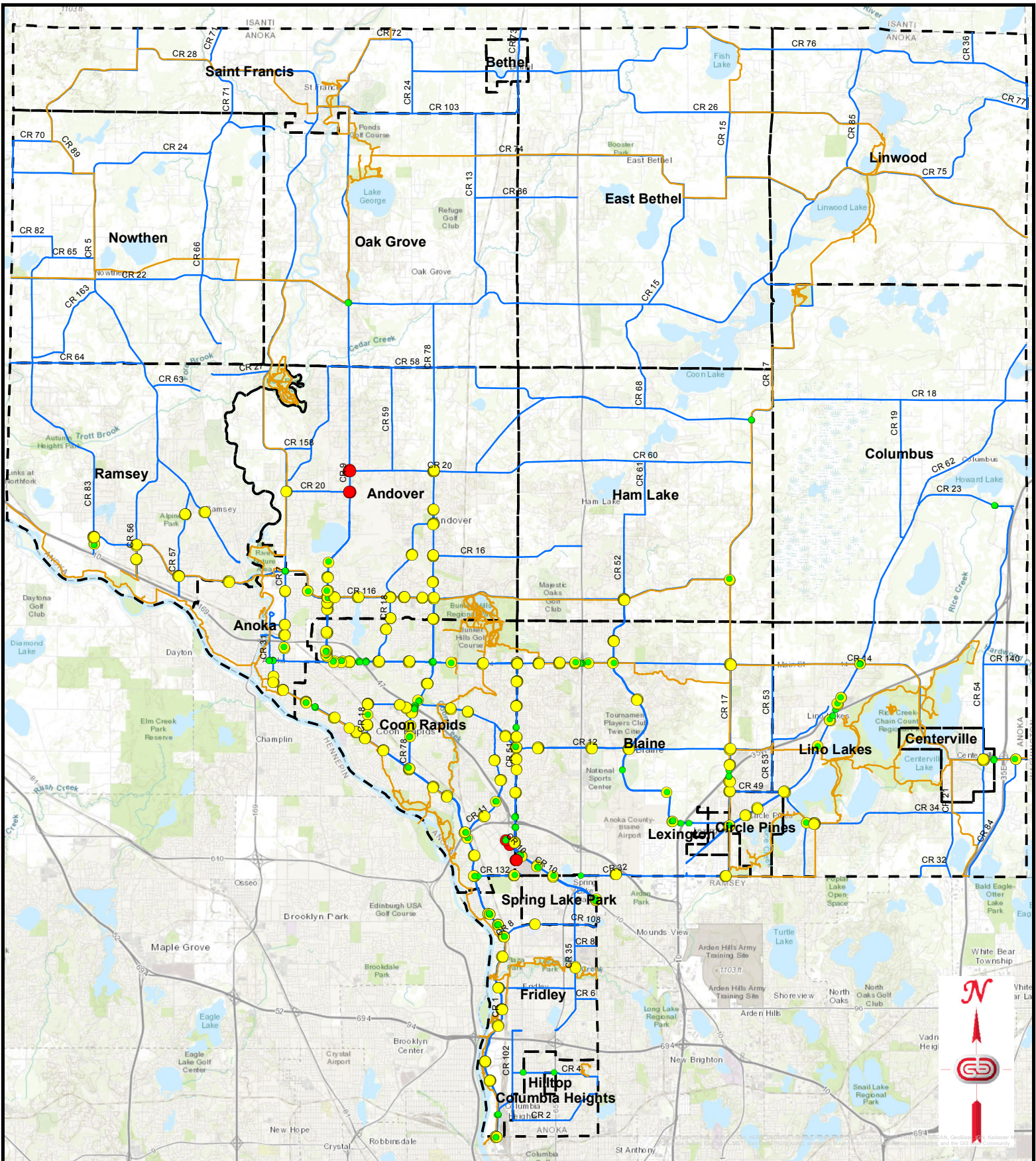
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Stonebrooke
Engineering Responsible Solutions™

City of Ham Lake

Figure 11
Mar, 2018





Legend

Signalized Intersection — Trails

Corner Tiers : — County Roads

— — Boundary

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

Anoka County
ADA Transition Plan
Signalized Intersection
Corner Tiers

Figure 19
 Mar, 2018

0 1.5 3 Miles

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Source: MnDOT, Anoka County, ESRI

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.



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ADA Transition Plan for ACHD Public Rights of Way



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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

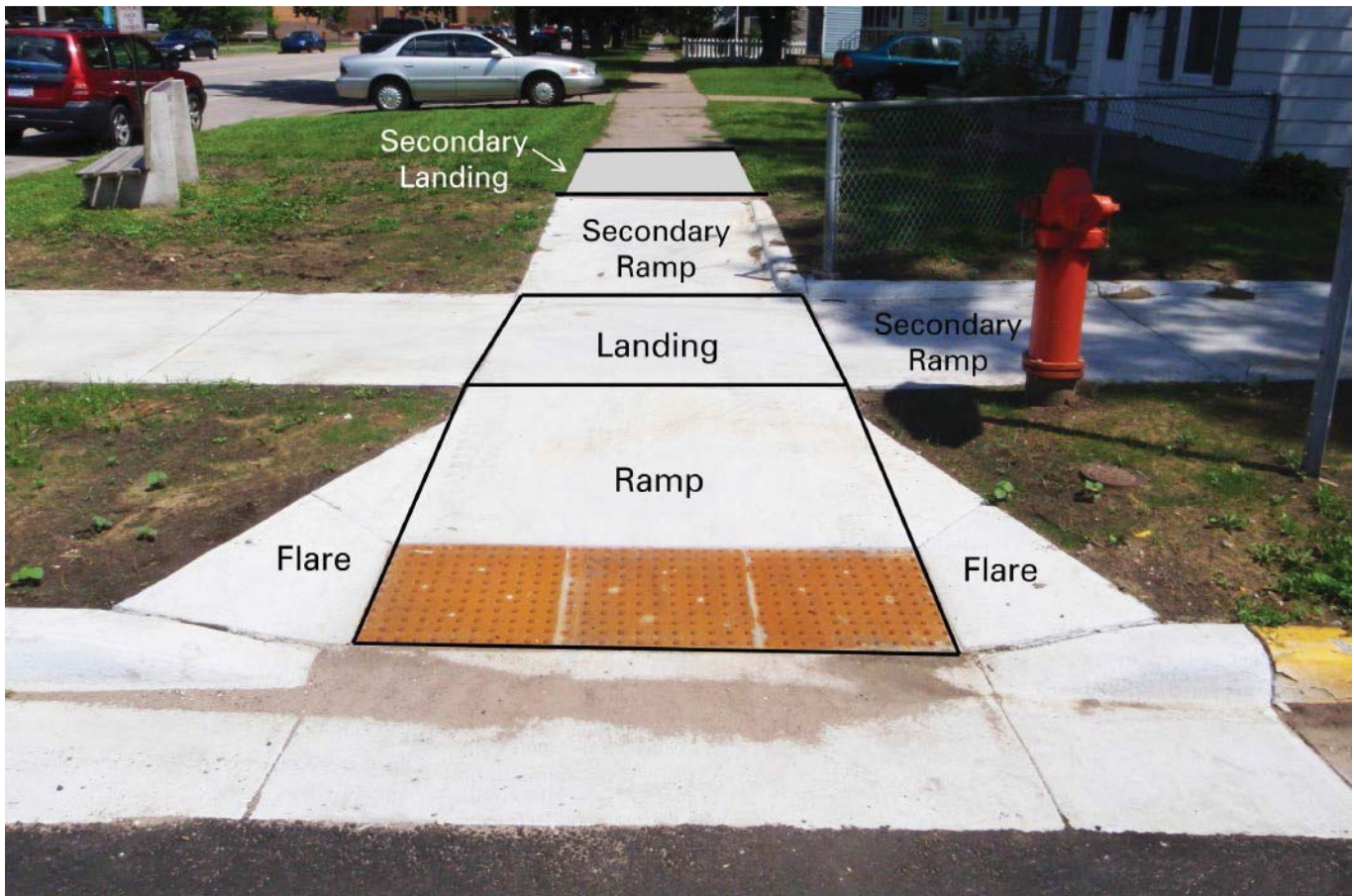
The Anoka County Highway Department's ADA improvements are based on projects identified in the County capital improvement projects (CIP) listing and will be addressed using the following criteria:

- 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.



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ADA Coordinator

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

Jack Forslund

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

Phone: 763-324-3179

Fax: 763-324-3020

E-mail: jack.forslund@co.anoka.mn.us

More information is available at:

www.AnokaCountyADA.com



BOARD OF COUNTY COMMISSIONERS
Anoka County, Minnesota

DATE: March 22, 2022

RESOLUTION #2022-42

OFFERED BY COMMISSIONER: Look

**AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION
 FOR THE CSAH 17 RECONSTRUCTION PROJECT**

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

WHEREAS, traffic volumes on CSAH 17 have been increasing and are expected to continue to increase in the future as the area continues to grow; and,

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

WHEREAS, existing and future traffic volumes are such that safety is a concern along the corridor; and,

WHEREAS, Anoka County and the City of Ham Lake have worked together in the past to complete 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 17 from CSAH 116 (Bunker Lake Boulevard NE) to CR 60 (Constance Boulevard NE); 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 17 from CSAH 116 to CR 60 in the city of Ham Lake.

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

	<u>YES</u>	<u>NO</u>
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	

Location: User-specified linear location
 Ring (buffer): 0.5-miles radius
 Description: Anoka CSAH 17 (Lexington Avenue) Reconstruction Project

Summary of ACS Estimates		2015 - 2019
Population		1,281
Population Density (per sq. mile)		373
People of Color Population		173
% People of Color Population		13%
Households		405
Housing Units		406
Housing Units Built Before 1950		6
Per Capita Income		52,875
Land Area (sq. miles) (Source: SF1)		3.44
% Land Area		98%
Water Area (sq. miles) (Source: SF1)		0.07
% Water Area		2%

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	1,281	100%	333
Population Reporting One Race	1,247	97%	743
White	1,112	87%	253
Black	4	0%	180
American Indian	0	0%	10
Asian	130	10%	278
Pacific Islander	0	0%	9
Some Other Race	0	0%	13
Population Reporting Two or More Races	34	3%	83
Total Hispanic Population	3	0%	42
Total Non-Hispanic Population	1,278		
White Alone	1,108	87%	253
Black Alone	4	0%	180
American Indian Alone	0	0%	10
Non-Hispanic Asian Alone	130	10%	278
Pacific Islander Alone	0	0%	9
Other Race Alone	0	0%	13
Two or More Races Alone	34	3%	83
Population by Sex			
Male	694	54%	265
Female	587	46%	146
Population by Age			
Age 0-4	97	8%	146
Age 0-17	347	27%	176
Age 18+	935	73%	250
Age 65+	100	8%	91

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019

Location: User-specified linear location

Ring (buffer): 0.5-miles radius

Description: Anoka CSAH 17 (Lexington Avenue) Reconstruction Project

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	866	100%	255
Less than 9th Grade	10	1%	26
9th - 12th Grade, No Diploma	15	2%	30
High School Graduate	188	22%	140
Some College, No Degree	210	24%	149
Associate Degree	127	15%	87
Bachelor's Degree or more	317	37%	135
Population Age 5+ Years by Ability to Speak English			
Total	1,184	100%	318
Speak only English	1,037	88%	265
Non-English at Home ¹⁺²⁺³⁺⁴	147	12%	279
¹ Speak English "very well"	40	3%	182
² Speak English "well"	84	7%	224
³ Speak English "not well"	23	2%	62
⁴ Speak English "not at all"	0	0%	9
³⁺⁴ Speak English "less than well"	23	2%	62
²⁺³⁺⁴ Speak English "less than very well"	106	9%	232
Linguistically Isolated Households*			
Total	21	100%	54
Speak Spanish	0	0%	9
Speak Other Indo-European Languages	0	0%	9
Speak Asian-Pacific Island Languages	21	100%	53
Speak Other Languages	0	0%	9
Households by Household Income			
Household Income Base	405	100%	77
< \$15,000	6	2%	23
\$15,000 - \$25,000	12	3%	29
\$25,000 - \$50,000	17	4%	42
\$50,000 - \$75,000	48	12%	71
\$75,000 +	321	79%	131
Occupied Housing Units by Tenure			
Total	405	100%	77
Owner Occupied	402	99%	76
Renter Occupied	3	1%	35
Employed Population Age 16+ Years			
Total	991	100%	282
In Labor Force	781	79%	226
Civilian Unemployed in Labor Force	22	2%	39
Not In Labor Force	209	21%	130

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified linear location

Ring (buffer): 0.5-miles radius

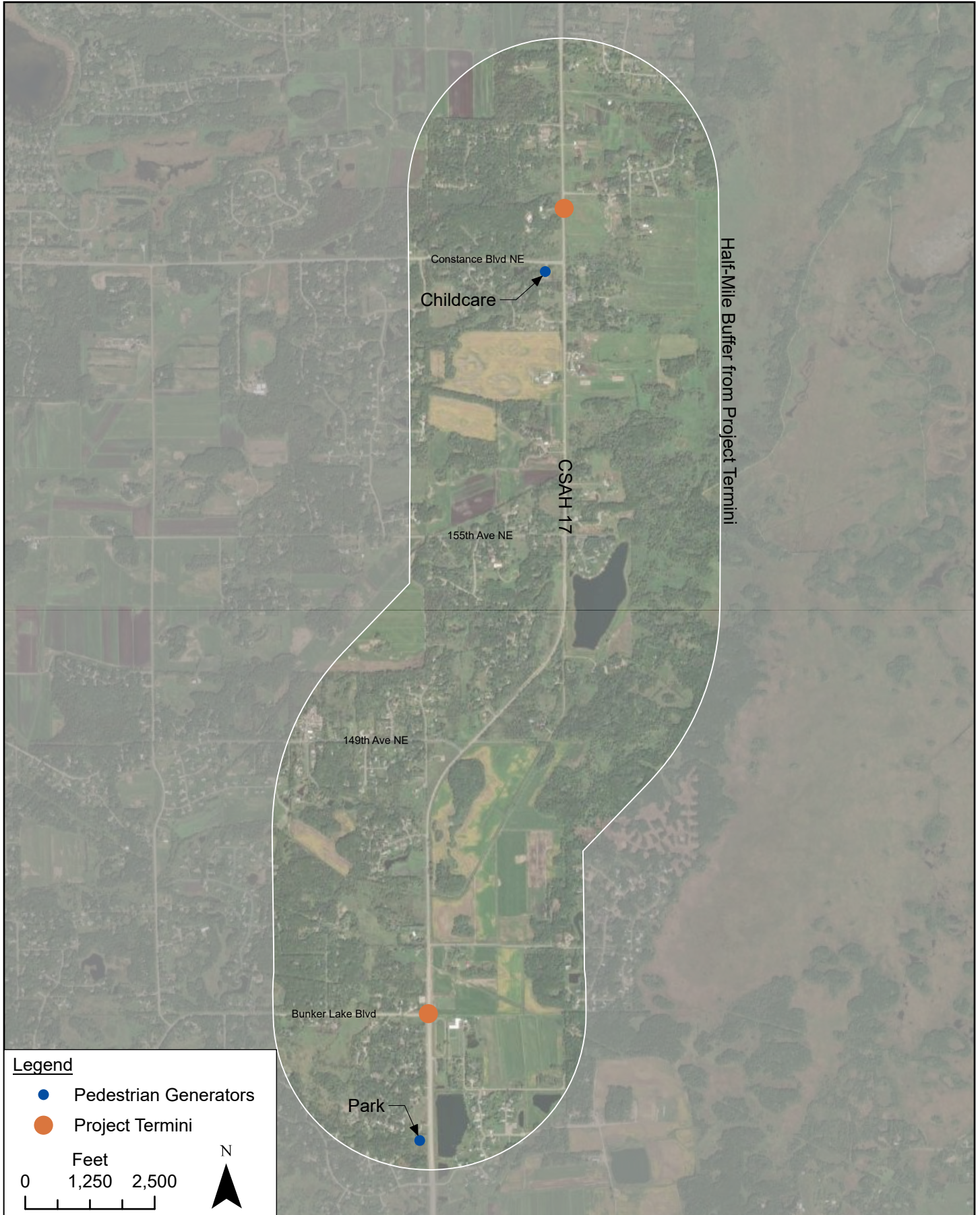
Description: Anoka CSAH 17 (Lexington Avenue) Reconstruction Project

	2015 - 2019 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	2,077	100%	293
English	1,922	93%	320
Spanish	8	0%	21
French	11	1%	12
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	13	1%	32
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	0	0%	12
Chinese	5	0%	21
Japanese	N/A	N/A	N/A
Korean	3	0%	15
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	0	0%	12
Other Asian	111	5%	276
Tagalog	3	0%	15
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	0	0%	12
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	0	0%	2
Total Non-English	156	7%	434

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.

*Population by Language Spoken at Home is available at the census tract summary level and up.



Existing Condition Photographs: CSAH 17 in Ham Lake



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VIEW: Looking north along CSAH 17 near 149th Ln NE *April, 2022*



VIEW: Looking north along CSAH 17 near 151st Ln NE *April, 2022*



City of Ham Lake 2008 Comprehensive Plan Update



Prepared by
Northwest Associated Consultants

D. Existing System Evaluation

The existing transportation system within the City of Ham Lake currently provides sufficient transportation service to the City.

Existing Traffic Volumes and Capacity Issues

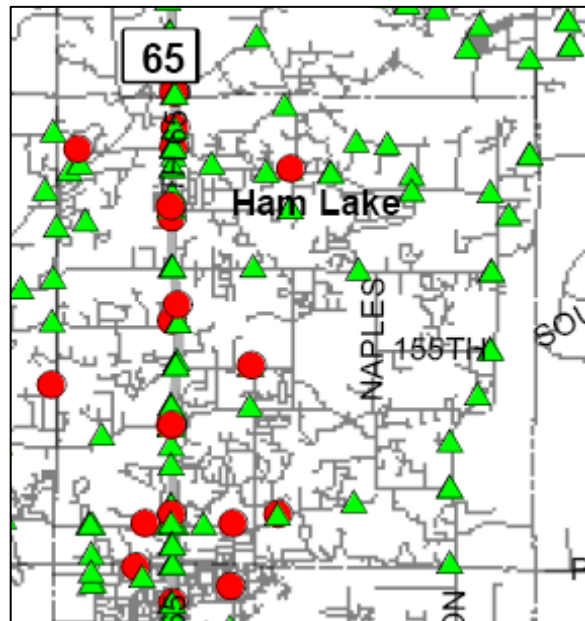
The existing traffic volumes in the area were collected by Mn/DOT and Anoka County and are represented in Figure 6.3 – Existing Average Daily Traffic Volumes. Volume to capacity analysis of the average daily traffic volumes indicates that CSAH 17 from CR 60 south through the City and CSAH 116 from the west City limits to TH 65 are both periodically congested. TH 65 through the City of Ham Lake is currently near congested, but no roadway segments within the City of Ham Lake are currently operating at congested level.

Capacity improvements are recommended on any roadway with a future level of service of D, E, or F, as defined in the roadway capacity discussion within the Roadway Capacity section. Roadways identified above as near congested (having a volume to capacity ratio between 0.75 and 1) or congested (having a volume to capacity ratio greater than 1) are recommended to be monitored and programmed for capacity improvements when necessary. Roadways that are periodically congested (having a volume to capacity ratio between 0.5 and 0.75) are generally identified as providing an acceptable level of service.

Safety Issues

The graphic to the right from Anoka County illustrates fatal and serious (A Type injury) crash locations from 1997 to 2006. The County’s analysis further identified the intersections of TH 65/CR 16, TH 65/60, and TH 65/169th Avenue as being some of the highest crash locations for fatal or serious injuries in the County.

Fatal and A Type Injury Crash Locations 1997-2006



- ▲ Type A Injury Crash
- Fatal Crash

Jurisdictional Issues

Anoka County has indicated a desire to transfer jurisdictional authority of CR 61 along 153rd Avenue and that part of CR 61 along Xylite Street lying south of the future CR 52 extension and CR 16 (Andover Boulevard) to the City. The City desires active participation in any potential jurisdictional transfer discussion.

Multimodal Transportation Opportunities

It is recognized that various methods of travel impact the economic vitality of a city, county, or broader region.



Planned Improvements to Roads

Relative to the mileage of existing Principal Arterials, Minor Arterials and Collector Streets, very little additional mileage for such facilities is planned. The completion of the service or frontage road system parallel to Trunk Highway 65 is the primary future transportation need. Figure 6.4 illustrates existing and future roads.

Metropolitan Highway System: There are no planned improvements to the Metropolitan Highway System within the City of Ham Lake. The March 2005 Environmental Assessment for the Trunk Highway 65 and Trunk Highway 242/County State Aid Highway 14 Corridor Improvements concludes that an interchange will be needed at Bunker Lake Boulevard prior to 2025.

Mn/Dot has indicated, that it intends to attempt closure of most, if not all driveway accesses to TH 65, and further, that closures of most median cuts will also occur. Fully directional access to TH 65 will primarily be at four existing signalized intersections, as well as potential other signalized locations.

County Corridors: There are currently some planned improvements to Anoka County facilities within the City borders. These improvements include the following:

1. TH 65 and CSAH 18 intersection
2. Expansion of CSAH 116 and CSAH 52
3. Expansion of CSAH 17 from the southern City border to 1,000' north of CSAH 116

Local Roads: The City has the following significant future projects to complete.

1. Naples Street: The unpaved portion from 151st Avenue to Constance Boulevard will be paved.
2. 155th Avenue: 155th Avenue will be paved between its current termini of Lexington Avenue and Naples Street. Eventually, 155th Avenue will be extended to the west, to connect with 153rd Avenue at Xylite Street. This connection

will provide an east-west route combining 153rd Avenue/155th Avenue, McKay Drive/Jackson Street and Andover Boulevard, completely traversing the City from Lexington Avenue to the west corporate limit.

3. 181st Avenue: A new road running between the current location of what would be 181st Avenue and Trunk Highway 65, then extending easterly and southeasterly to Swedish Drive, will be municipally constructed. This facility may be partially constructed in conjunction with the City of East Bethel, and will serve the potential commercial park to be located to the north and east of the current Crosstown Shopping Center.

Frontage Roads: The purpose of a service or frontage road system along Trunk Highway 65 will be to provide a north-south connection between the roads having signalized intersections with TH 65. Major incomplete links in this system and the anticipated means of completing these connections are as follows:

1. East side of TH65 between 133rd Lane and Bunker Lake Boulevard: The southerly 0.2 miles of the 0.6 mile segment was completed in 2005 by private development. The remainder of this section will be completed with future development.
2. East side of TH 65 between Bunker Lake Boulevard and 147th Avenue: 0.62 miles of the 1.38 mile stretch is complete, and private development of commercial land and state funding are expected to complete these links.
3. East side of TH 65 between 147th Avenue and Constance Boulevard: Topography will likely preclude completion of this entire link. Private development of commercial land and state funding are expected to complete the Municipal State Aid (MSA) segment from 153rd Avenue to 157th Avenue. The City will receive \$1.3 million from MnDOT's Access Management Program for completing this section in fiscal year 2010. This project will also construct the non-MSA portion of Aberdeen Street from 157th Avenue to 159th Avenue.



County, Mn/DOT has agreed to put shoulders on TH 65 south of CSAH 116 for bus usage.

Scheduled transit service is most efficiently provided in conditions of dense land use. At this point, there does not appear to be significant potential for expanding such service into Ham Lake, given the rural nature and project growth patterns of the community. However, as the northern areas of Anoka County develop, the demand for transit will be assessed on an ongoing basis. A future park and ride lot service is being considered in the southeast corner of TH 65 and CR 60.

The City will continue to work with Anoka County Transit to determine long term needs for additional service and opportunities to integrate with services provided in other cities and adjacent counties. Additionally, the City of Ham Lake will work with the Metropolitan Council or an opt out transit service provider to determine transit services consistent with the City’s market service area and its related service standards and strategies.

Future Regional Bike Trails

Two regional trails are planned in Ham Lake. Both trails will be planned and constructed by Anoka County. The “East Anoka County Regional Trail” will connect Rice Creek Chain of Lakes Park Reserve on the south with Martin Island-Linwood Lakes Regional Park in the northeast part of Anoka County. The City has been acquiring additional right-of-way adjacent to Lexington Avenue for construction of this trail. The trail will be constructed with improvements made to Lexington Avenue over the next five years from the south City limits north to CSAH 116. The “Central Anoka County Regional Trail” is an east-west trail that will connect Bunker Hills Regional Park on the west with the East Anoka County trail on the east side of the City. It will run along Bunker Lake Boulevard and will be constructed at the time of road improvements made by the County (Figure 8.1). City policy is to construct trails of sufficient width such that they function as combination bike/pedestrian pathways.

Airspace Protection

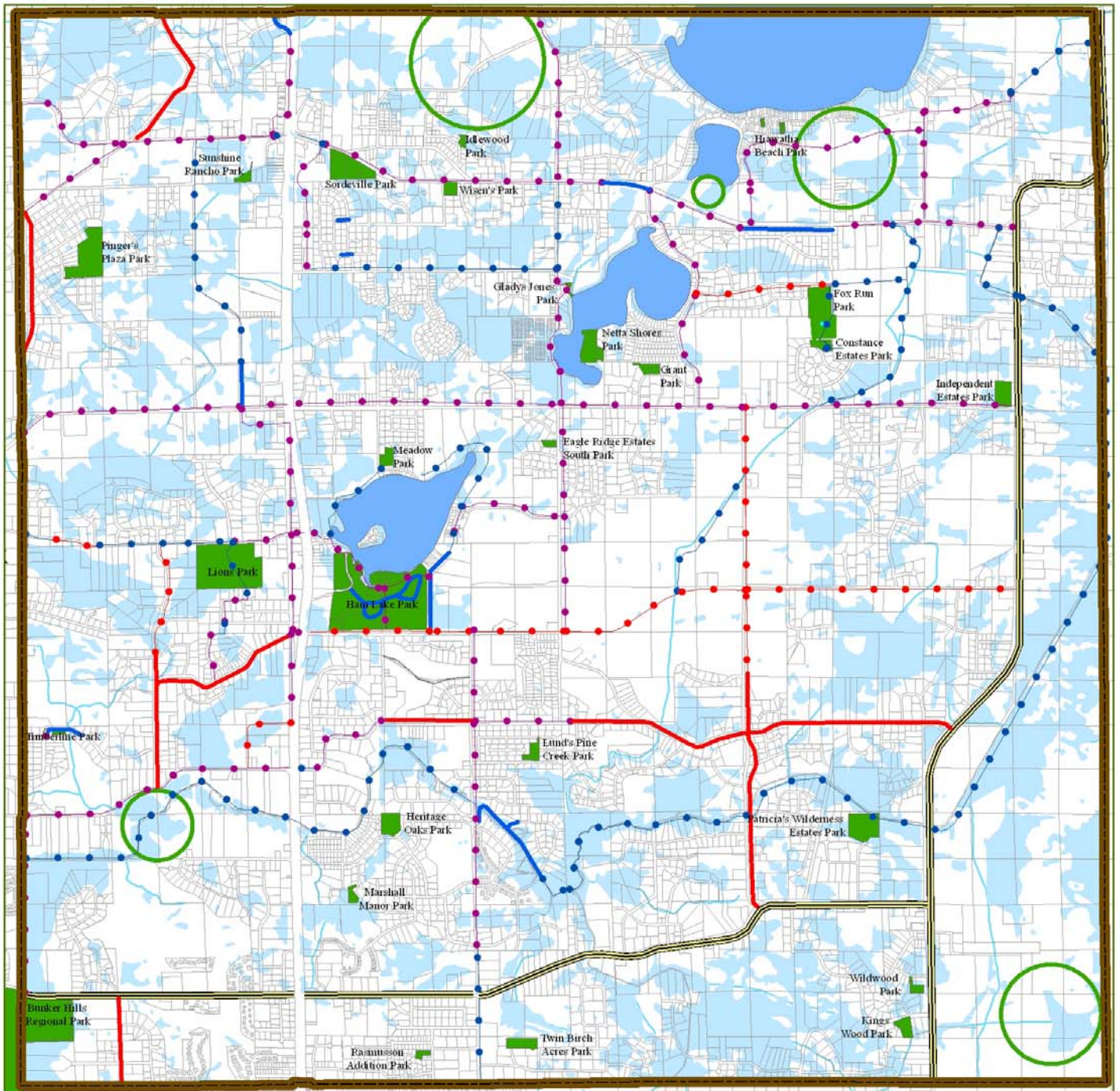
There are no existing or planned aviation facilities, or other related facilities, located within Ham Lake. The City is not within the airport influence area of any regional airports.

The City recognizes its responsibility to include airspace protection in its comprehensive plan. The protection is for potential hazards to air navigation including electronic interference. Airspace protection must be included in local codes/ordinances to control height of structures, especially when conditional use permits would apply. Land use regulations also need to include requirements for *notification to the FAA*, as defined under code of federal regulations CFR - Part 77, using the FAA Form 7460-1 "Notice of Proposed Construction or Alteration".



The City of Ham Lake has taken the necessary steps to protect navigable air space. All municipalities must protect air space from potential electric interference and obstacles to air navigation. The Zoning Ordinance limits heights of buildings within the City to less than 35 feet.



Figure 8.1 Park and Trail System



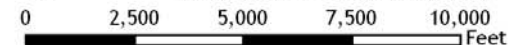
Existing & Proposed Trails

-  Existing Bike Lane
-  Existing Bike Path
-  Proposed Bike Lane
-  Proposed Bike Path
-  Proposed Bike Lane/Path
-  Future Regional Trail
-  Current_Parks
-  Wetlands
-  Lakes
-  City Boundary
-  Future Park Search Area

**Ham Lake Comprehensive Plan
2008 Update**



Sources:
RFC Engineering, Northwest Associated Consultants, Inc.
Anoka County, City of Ham Lake
Minnesota Department of Natural Resources



NAC NORTHWEST ASSOCIATED CONSULTANTS, INC.
4005 Olson Memorial Highway, Suite 202 Golden Valley, MN 55422
Telephone: 763.231.2556 Facsimile: 763.231.2561 planarc@nacplanning.com



Future Regional Trails

Two regional trails are planned in Ham Lake. Both trails will be planned by Anoka County with construction costs shared by the County and City. The “East Anoka County Regional Trail” will connect Rice Creek Chain of Lakes Park Reserve on the south with Martin Island-Linwood Lakes Regional Park in the northeast part of Anoka County. The trail will generally run along the east side of Lexington Avenue and be constructed with improvements made to Lexington Avenue over the next five years. The “Central Anoka County Regional Trail” is an east-west trail that will connect Bunker Hills Regional Park on the west with the East Anoka County trail on the east side of the City. It will run along Bunker Lake Boulevard and will be constructed at the time of road improvements made by the County (Figure 8.1).

Objective 2: Cooperate with adjacent jurisdictions and Anoka County to coordinate and implement park, trail, and recreational needs of area residents.

- P 2.1 Cooperate with Anoka County in the planning and development of regional bike trail facilities through Ham Lake.
- P 2.2 Continue cooperation with athletic associations to make City facilities available to regional leagues.

D. Objectives and Strategies

The objectives and strategies identified below are broad statements regarding the motivation and intent of this plan. The strategies that follow individual objectives are specific items that promote attainment of the objective. Strategies may be a program, regulation or a project.

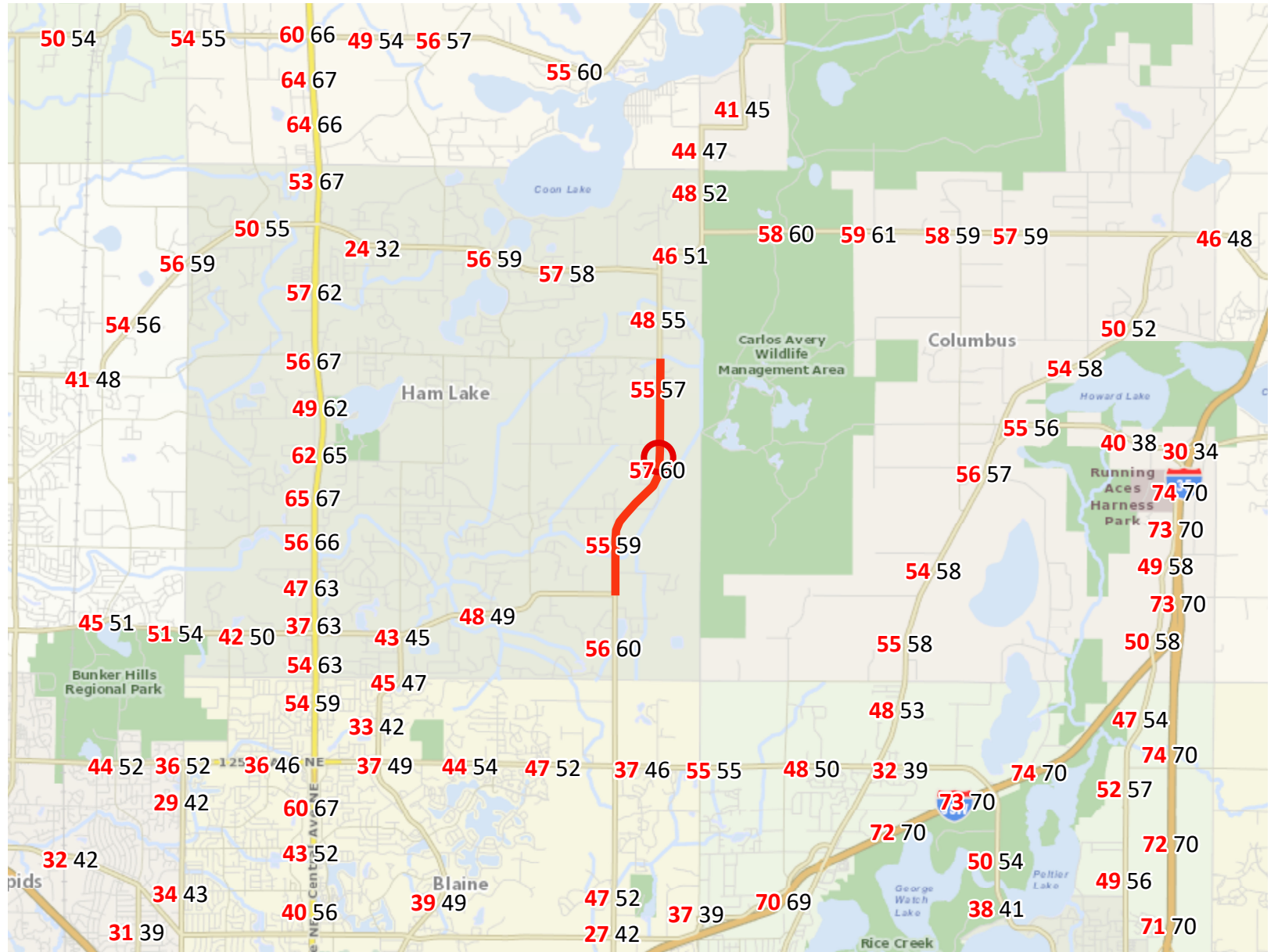
Objective 1: Align park & trail development plans with available funding.

- P 1.1 Re-examine local park and trail development needs with an eye on probable funding amounts and sources.
- P 1.2 Explore new funding sources including voter approved funding.
- P. 1.3 Implement recommendations of the 2006 Park & Trail Commission Master Plan with key focus on securing funding for top priorities.



Level of Congestion

Roadway Reconstruction/Modernization Project: CSAH 17 from CSAH 116 to CR 60 | Map ID: 1646932975295



 Project Points

 Project



Created: 3/10/2022
LandscapeRSA1



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



Solicitation for Transportation Funding

Website Summary

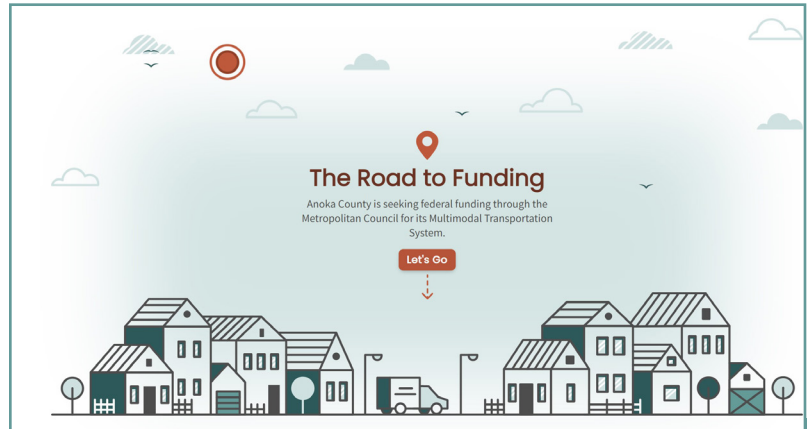
Lexington Ave (CSAH 17) between Bunker Lake Blvd (CSAH 116) and Constance Blvd NE (County Road 60)

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 Fridley 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

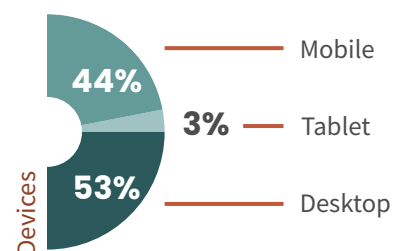
312 Total Visitors

224 Total Visits*

* includes multiple visits by the same user



Average Visit Length



ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

ACTIONS

File Downloads: ▲ 34



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
- \$100,000 - \$149,999
- \$150,000+
- Prefer not to answer

Please describe your race/ethnicity.

<input type="checkbox"/> American Indian or Alaska Native
<input type="checkbox"/> Asian
<input type="checkbox"/> Black or African American
<input type="checkbox"/> Hispanic or Latino
<input type="checkbox"/> Native Hawaiian or Pacific Islander
<input type="checkbox"/> White
<input type="checkbox"/> Other <input style="width: 100px;" type="text"/>

Submit