Application

19838 - 2024 Roadway Modernization
20486 - TH 47/St. Francis Blvd Modernization
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/15/2023 9:46 AM

Primary Contact

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

Organization Information

Name: ST FRANCIS, CITY OF
Jurisdictional Agency (if different):
Organization Type: City
Organization Website:
Address: 23340 CREE ST NW
* ST FRANCIS (City) Minnesota (State/Province) 55070 (Postal Code/Zip)
County: Anoka
Phone:* 763-753-2630 (Ext.)
Fax:
PeopleSoft Vendor Number 0000004704A3

Project Information

Project Name TH 47/St. Francis Blvd Modernization
Primary County where the Project is Located Anoka
Cities or Townships where the Project is Located: St. Francis
Jurisdictional Agency (If Different than the Applicant): MnDOT

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

The proposed project includes the reconstruction and reconfiguration of Trunk Highway (TH) 47 from Cree St NW to County State Aid Highway (CSAH) 28/Ambassador Blvd NW in the City of St. Francis. TH 47 is classified as an A Minor Connector and is primarily a three to four-lane roadway (plus turn lanes) with a vegetated center median in the southern half of the corridor and primarily a two-lane roadway (plus turn lanes) with undivided and concrete median-separated segments in the northern half of the corridor. Bituminous trails are present along one or both sides of the road for the full project length. The proposed project will reconfigure the corridor to a consistent two-lane design with a center concrete median. Roundabouts will be constructed at the intersections with 227th Ave and Ambassador Blvd NW, and a signalized intersection will be maintained at Pederson Dr NW. The existing side street stop-controlled intersection at 233rd Ave NW will be converted to a signalized intersection. At 229th Ave NW, side street access across TH 47 will be closed for through movements. A full complement of turn lanes will be provided at intersections not proposed for conversion to roundabouts. Various other access management modifications will take place at existing access locations along the corridor. Existing trails along TH 47 will be reconstructed and extended, and various pedestrian and bicycle crossing improvements will be constructed at the proposed roundabouts and signalized intersections, including marked crosswalks and pedestrian refuge islands.

The purpose of these improvements is to advance the study partner's vision for the corridor, which includes addressing speeds on the corridor, providing better opportunities for pedestrians and bicyclists to travel along and across the corridor, providing better opportunities for motorists to cross the corridor and to enter and exit TH 47, and supporting economic development along the corridor.

MnDOT Metro District has programmed a setaside in 2028 for $1.75 million that is available to fund a portion of the proposed improvements in either 2028 or 2029. Additional matching funds will be obtained by the City of St. Francis through additional competitive grant funds, local funds, and/or other sources.

(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.

TH 47 FROM CREE ST NW TO CSAH 28 (AMBASSADOR BLVD NW) IN ST. FRANCIS, RECONSTRUCT AND RECONFIGURE ROADWAY, ROUNDABOUTS, SIGNALS, TRAIL, ADA, LIGHTING

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

Project Length (Miles)

1.4

to the nearest one-tenth of a mile

Project Funding

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

Yes

If yes, please identify the source(s)

Unknown at this time.

Federal Amount

$7,000,000.00

Match Amount

$10,988,868.00

Minimum of 20% of project total

Project Total

$17,988,868.00

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

Match Percentage

61.09%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

MnDOT ($1.75 million). Additional matching funds will be obtained by the City of St. Francis through additional competitive grant funds, local funds, and/or other sources.

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:

2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years:

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

Project Information-Roadways

NOTE: If your project has already been assigned a State Aid Project # (SAP or SP), please Indicate SAP# here

SAP#:	
County, City, or Lead Agency	City of St. Francis
Functional Class of Road	A Minor Connector
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	TH
Road/Route No. *i.e., 53 for CSAH 53*	47
Name of Road *Example; 1st ST., MAIN AVE*	St. Francis Blvd
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: **Road System**	Local Street
Road/Route No. *i.e., 53 for CSAH 53*	
Name of Road *Example; 1st ST., MAIN AVE*	Cree St NW
To: **Road System** *DO NOT INCLUDE LEGAL DESCRIPTION*	CSAH
Road/Route No. *i.e., 53 for CSAH 53*	28
Name of Road *Example; 1st ST., MAIN AVE*	Ambassador Blvd NW
In the City/Cities of: *(List all cities within project limits)*	St. Francis
OR:	
At: **Road System** *(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)*	
Road/Route No. *i.e., 53 for CSAH 53*	
Name of Road *Example; 1st ST., MAIN AVE*	
In the City/Cities of: *(List all cities within project limits)*	
PROJECT LENGTH	
Miles *(nearest 0.1 miles)*	1.4
Primary Types of Work (check all the apply)	
New Construction	
Reconstruction	Yes
Resurfacing	Yes
Bituminous Pavement	Yes
Concrete Pavement	Yes
Roundabout	Yes
New Bridge	
Bridge Replacement	
Bridge Rehab	
New Signal	Yes
Signal Replacement/Revision	Yes
Bike Trail	Yes
Other (do not include incidental items)	GRADE, AGG BASE, LIGHTING, CURB & GUTTER, CONCRETE TRAIL, PED RAMPS
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	
Structure is Over/Under (Bridge or culvert name):	
OTHER INFORMATION:	
Zip Code where Majority of Work is Being Performed	55070
Approximate Begin Construction Date	04/01/2029
Approximate End Construction Date	12/31/2029
Miles of Trail (nearest 0.1 miles)	2.3
Miles of Sidewalk (nearest 0.1 miles)	0

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

Is this a new trail? No

Requirements - All Projects

All Projects

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

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

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

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

Goal A (p. 2.2)

Objective A: Preserve and maintain the transportation system in a state of good repair (p. 2.2)

Objective B: Operate the transportation system to efficiently move people and freight (p. 2.2)

Strategy A1: Prioritize transportation investments on strategically preserving, maintaining, and operating the transportation system (p. 2.2)

Strategy A2: Incorporate improvements for safety, lower-cost congestion management and mitigation, bicycle, and pedestrian facilities (p. 2.3)

Goal B (p. 2.5)

Objective A: Reduce fatal and serious injury crashes (p. 2.5)

Strategy B1. Incorporate safety and security considerations for all modes and users (p. 2.5)

Strategy B6. Use best practices to provide/improve facilities for safe walking and bicycling (p. 2.8)

Goal C (p. 2.10)

Objective A. Increase availability of multimodal travel options (p. 2.10)

Objective B. Increase travel time reliability and predictability (p. 2.10)

Objective D. Increase the number and share of trips taken using bicycling and walking (p. 2.10)

Objective E. Improve availability and quality of multimodal travel options (p. 2.10)

Strategy C1. Implement multimodal transportation systems and provide connections between modes (p. 2.10)

Strategy C9. Support investments in A-minor arterials (p. 2.17)

Strategy C16. Improve bicycle barrier crossings and provide for pedestrian travel across physical barriers (p. 2.23)

Strategy C17. Provide reliable, cost-effective, and accessible transportation choices (p. 2.24)

Goal D (p. 2.26)

Objective A. Improve multimodal access to regional job concentrations (p. 2.26)

Objective B. Invest in a multimodal transportation system to attract and retain businesses and residents (p. 2.26)

Strategy D3. Invest in regional bicycle and pedestrian facilities that improve connections to jobs and opportunity and promote economic development (p. 2.27)

Goal E (p. 2.30)

Objective C. Increase the availability and attractiveness of transit, bicycling, and walking (p. 2.30)

Objective D. Provide a transportation system that promotes community cohesion and connectivity (p. 2.30)

Strategy E2. Prioritize transportation investments that reduce transportation-related emissions (p. 2.31)

Strategy E6. Use a variety of communication methods and eliminate barriers to public engagement for historically underrepresented communities (p. 2.34)

Strategy E7. Avoid, minimize and mitigate disproportionately high and adverse impacts to historically underrepresented communities (p. 2.34)

Goal F (p. 2.35)

Objective C. Encourage local land use design that integrates highways, streets, walking, and bicycling (p. 2.35)

Strategy F2. Plan for increased density and diversity of uses in job concentrations and nodes along corridors (p. 2.36)

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.

St. Francis 2040 (Comprehensive Plan, 2020): p. 7-24, 7-25, 7-30, 7-31

Highway 47 Planning Study (2020)

St. Francis Project Summary Report: Trunk Highway 47 (2022)

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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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: 12/13/2023

Link to plan: See PDF attached below.

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 1702653148191_ADA Transition Plan 12-13-2023_.pdf

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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 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. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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 in-place structure is 20 feet or longer.

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

6. The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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 David Elvin at MnDOT (David.Elvin@state.mn.us or 651-234-7795) to determine whether your project needs to go through this process as described in Appendix F of the 2040 Transportation Policy Plan.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$520,210.00
Removals (approx. 5% of total cost)	$567,243.00
Roadway (grading, borrow, etc.)	$212,716.00
Roadway (aggregates and paving)	$2,793,915.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$1,909,956.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$2,792,646.00
Traffic Control	$520,210.00
Striping	$31,725.00
Signing	$42,300.00
Lighting	$888,300.00
Turf - Erosion & Landscaping	$636,652.00
Bridge	$0.00
Retaining Walls	$0.00
Noise Wall (not calculated in cost effectiveness measure)	$0.00
Traffic Signals	$528,750.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00

Roadway Contingencies	$4,151,278.00
Other Roadway Elements	$2,392,967.00
Totals	**$17,988,868.00**

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	$0.00
Totals	**$0.00**

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response:

The proposed project will reconstruct and upgrade an existing surface transportation facility to modern standards, resulting in a more resilient transportation network for motorized and nonmotorized users. Costs associated with roadway, concrete items, storm sewer, and erosion & landscaping are potentially eligible for PROTECT funds.

Totals

Total Cost	$17,988,868.00
Construction Cost Total	$17,988,868.00
Transit Operating Cost Total	$0.00

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

Existing Employment within 1 Mile:	1373
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	234
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1702569912891_Regional Economy.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: Yes

Miles: 1.4

(to the nearest 0.1 miles)

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers:

Measure A: Current Daily Person Throughput

Location TH 47 between CSAH 24 (227th Ave NW) and CSAH 28 (Ambassador Blvd NW)

Current AADT Volume 12300

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 1702570126490_Transit Connections.pdf

Please upload attachment in PDF form

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 0

Current Daily Person Throughput 15990.0

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:

1. *What engagement methods and tools were used?*
2. *How did you engage specific communities and populations likely to be directly impacted by the project?*
3. *What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?*
4. *How were the project?s purpose and need identified?*
5. *How was the community engaged as the project was developed and designed?*
6. *How did you provide multiple opportunities for of Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?*
7. *How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?*
8. *If applicable, how will NEPA or Title VI regulations will guide engagement activities?*

Response:

The TH 47 project is located within a Regional Environmental Justice Area. In the census tracts within half a mile from the project corridor, 14 percent of residents are within 185 percent of the federal poverty line and 27 percent of residents are children under 18. Ten percent of residents are 65 or older, nine percent of residents have a disability, and three percent of households don't have a vehicle. In the census tract to the west of TH 47, 29 percent of residents are within 185 percent of the federal poverty line and 32 percent of residents are children under 18.

Engagement for this project began in 2018. A study process initiated before the COVID-19 pandemic included several public engagement events to gain a better understanding of the issues and priorities of nearby residents. Engagement included tabling at community events, presentations and discussions with seniors at the St. Francis Senior Lunch, meetings with local businesses, and school engagement events at the middle and high schools. Community members were invited to participate and voice their concerns vis social media, a project website, city and school board newsletters, business mailers, and press releases.

Public feedback was centered around corridor safety, with many participants detailing their concerns regarding the safety of school children crossing TH 47. The high percentage of children in the area, especially on the west side of the corridor, results in many children crossing TH 47 to get to/from school, on foot or by bike.

Crossing the highway in a vehicle was also a concern; the lack of traffic controls and wide roadway make it difficult for drivers to find a gap in traffic and safely cross all lanes. The west side of TH 47 is home to a large percentage of low-income families as noted above. The roadway presents a significant barrier for people trying to get to destinations on the east side of the road, including schools, Rum River recreational facilities, churches, and businesses.

The percentage of households without access to vehicles is higher to the west of TH 47 (five percent) than on the east side (four percent). The same is true for people with disabilities, with 11 percent on the west side and nine percent on the east side. While safe crossings are vital for all St. Francis residents, it is particularly challenging for people with disabilities, especially children traveling to the three area public schools on the east side.

A second study in 2021-22 re-engaged with the community to see if the results of the first study still aligned with resident needs. Engagement with school staff continued, as well as focus groups with nearby businesses and property owners and city council work sessions. In general, themes similar to the first study emerged.

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

Measure B: Disadvantaged Communities Benefits and Impacts

Describe the project?s benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

? pedestrian and bicycle safety improvements;
? public health benefits;
? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
? travel time improvements;
? gap closures;
? new transportation services or modal options;
? leveraging of other beneficial projects and investments;
? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
? Increased speed and/or ?cut-through? traffic.
? Removed or diminished safe bicycle access.
? Inclusion of some other barrier to access to jobs and other destinations.

Response:

Disadvantaged communities will benefit from improved safety and comfort for people crossing TH 47, especially those walking, biking, and rolling. Enhancing the corridor with consistent trails on both sides, a narrower highway section that will reduce the corridor from four to two through lanes, and roundabouts or traffic signals at problem intersections will create a safer environment for all modes of transportation. This will benefit surrounding residents of St. Francis, including the 29 percent of residents within 185 percent of the federal poverty line and 32 percent of residents under 18 years old in the census tract west of TH 47. Children crossing the corridor to get to the elementary, middle, and high schools on the east side will also benefit from the proposed project. Residents with disabilities and older individuals will also benefit from improved mobility and safety.

The proposed project will improve existing trails and add an additional segment, ensuring there are facilities for people walking and biking on both sides of TH 47 along the majority of the corridor. Intersections will be improved to make it easier and safer for people crossing the highway; this will include roundabouts or traffic signals and accessible crossings at Ambassador Blvd NW, 233rd Ave, Pederson Dr NW, and 229th Ave. These improvements will make it safer for residents to access jobs, schools, groceries, and clinics on both sides of the highway.

The improvements will also make it safer to cross the corridor in a vehicle by narrowing the roadway, slowing vehicle traffic (reducing crash severity), reducing the number of conflict points, and providing an additional signal for crossing vehicles. Reducing the number of through lanes from four to two will reduce dangerous passing and speeding. Roundabouts at both ends of the corridor will slow drivers entering St. Francis, making the roadway safer for all users.

The proposed project will also enhance corridor aesthetics, adding streetscape improvements and trail and intersection lighting that will contribute to a more comfortable travel experience for those walking and biking along and across TH 47. Narrowing the roadway will create excess right of way that could be used for potential development. This was identified as part of the community's vision in St. Francis Forward, a Development Plan for the city. The community expressed a desire for better public gathering spaces, more amenities, a wider range of retail, shopping, and entertainment options in the heart of St. Francis, and more housing options near these main retail and commercial corridors, including homes that will allow older residents to age in place and affordable options for low-income families.

Negative impacts include temporary construction impacts.

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

Measure C: Affordable Housing Access

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

- *? specific direct access improvements for residents*
- *? improved access to destinations such as jobs, school, health care or other;*
- *? new transportation services or modal options;*
- *? and/or community connection and cohesion improvements.*

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:

There are 136 publicly subsidized rental housing units in census tracts within half a mile of the project corridor, and the census tract west of the corridor is designated as a Regional Environmental Justice Area. The proposed changes will directly benefit the residents of these homes as well as the 14 percent of area residents within 185 percent of the federal poverty level, especially for the 29 percent living in the census tract west of TH 47.

Abbey Field Townhomes, which contain 42 Section 8 subsidized homes, are located just southeast of the TH 47 and 233rd Ave intersection. This proposed traffic signal and marked crossings at the intersection of TH 47 at 233rd Ave would make it easier for these residents to cross, whether in a vehicle, on bike, walking, or rolling. Existing non-compliant pedestrian ramps on this corridor would be replaced with ADA-compliant ramps. A safer crossing will improve access to a variety of destinations such as a grocery store, pharmacy, convenience store, credit union, child care center, fitness center, several restaurants, and St. Francis City Hall. Additionally, it will provide improved access to the Sugar Hills Regional Trail along Pederson Dr NW on the west side of TH 47.

The proposed project will also improve access for residents of the Woodhaven Manufactured Home community on the west side of the corridor. This all-ages community was recently expanded and now includes 363 affordable homes available for purchase or rent. Because it is located west of the highway, residents need to cross TH 47 to access the elementary, middle, and high schools as well as the multitude of parks and recreational activities along the Rum River. The entrance to one part of the community is located on 233rd Ave and will benefit from the improvements listed above. The entrance to the larger part of the community is located on Pederson Dr NW and connected to the project corridor by a trail. However, the crossing at Pederson Dr NW is one of several with noted safety concerns, making it difficult for Woodhaven residents to access destinations east of TH 47. This project will improve this crossing by adding a permanent traffic signal with dedicated phases for people walking or biking across, add an additional crossing on the south side of the intersection, improve the existing trails, add a trail on the west side of TH 47, and slow traffic by narrowing the roadway. Improving this crossing and the one at 233rd Ave will be especially beneficial for children living at Woodhaven as it will make it much safer to get to the elementary and middle schools on the other side, as well as the high school farther to the east.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Project?s census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area): Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the ?Socio-Economic Conditions? map used for this measure. 1702593511868_Socio-Economic Conditions.pdf

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1962	0.6	1177.2	840.857
2005	0.8	1604.0	1145.714
	1	**2781**	**1987**

Total Project Length

Total Project Length (as entered in "Project Information" form) 1.4

Average Construction Year

Weighted Year 1986

Total Segment Length (Miles)

Total Segment Length 1.4

Measure B: Geometric, Structural, or Infrastructure Improvements

Improved roadway to better accommodate freight movements: Yes

Response:

The proposed project area serves as a local commercial corridor for businesses and is the primary north-south corridor serving freight vehicles traveling to and from commercial areas in St. Francis. The proposed improvements will lead to more efficient commercial vehicle operations along TH 47 by establishing a consistent corridor design and constructing a full complement of turn lanes at the proposed signalized intersections to improve safety and mobility for turning vehicles. The proposed roundabouts have also been designed to accommodate freight vehicles.

(Limit 700 characters; approximately 100 words)

Improved clear zones or sight lines: Yes

Response:

The narrowed highway section and reduction in the number of through lanes that must be crossed by pedestrians at intersections will improve visibility between motorists and people walking and biking. Sight lines will also be greatly improved at the 227th Ave and Ambassador Blvd NW intersections, which will be converted to roundabouts. The proposed modern roundabout designs will improve sightlines for both motorized and nonmotorized users navigating the intersections.

(Limit 700 characters; approximately 100 words)

Improved roadway geometrics: Yes

Response:

The current geometric configuration of TH 47 in the project area is inconsistent. It is primarily a three to four-lane roadway (plus turn lanes) with a vegetated center median in the southern half of the corridor and primarily a two-lane roadway (plus turn lanes) with undivided and concrete median-separated segments in the northern half of the corridor. The proposed design will construct two through lanes within the project area, providing a more predictable experience for drivers and making the project area consistent with TH 47 north and south of St. Francis. Reconstruction also provides an opportunity to correct numerous minor geometric issues.

(Limit 700 characters; approximately 100 words)

Access management enhancements: Yes

Response:

The existing side street stop-controlled intersection at 233rd Ave NW will be converted to a signalized intersection. At 229th Ave NW, side street access across TH 47 will be closed for through movements. A full complement of turn lanes will be provided at intersections not proposed for conversion to roundabouts. Various other access management modifications will take place, including several driveway closures in the northern half of the corridor. The final design for the segment near DeGardner Circle NW and Stark Dr may include a two-way left turn lane or restricted turning movements at these two intersections.

(Limit 700 characters; approximately 100 words)

Vertical/horizontal alignment improvements:

Response:

(Limit 700 characters; approximately 100 words)

Improved stormwater mitigation:

Response:

(Limit 700 characters; approximately 100 words)

Signals/lighting upgrades: Yes

Response:

The proposed project will replace the existing temporary signal system at Pederson Dr NW, which was installed in May 2019. In addition, intersection lighting upgrades will take place at all proposed intersection improvement locations as well as along the mainline.

(Limit 700 characters; approximately 100 words)

Other Improvements No

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 without the Project:	Total Peak Hour Delay by the Project:	Total Peak hour Delay Reduced by project	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
11.75	8.63	3.12	6497	6497	76339.75	56069.11	20270.64	NA	1702570797684_TH47_Synchro_Combined.pdf
						56069			

Vehicle Delay Reduced

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

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):
10.42	12.08	-1.66
10	**12**	**-2**

Total

Total Emissions Reduced: -1.66

Upload Synchro Report 1702571359294_TH47_Synchro_Combined.pdf

Please upload attachment in PDF form (Save Form, then click 'Edit' in top right to upload file.)

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

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

Total Parallel Roadway

Emissions Reduced on Parallel Roadways 0

Upload Synchro Report

Please upload attachment in PDF form (Save Form, then click 'Edit' in top right to upload file.)

New Roadway Portion:

Cruise speed in miles per hour with the project: 0

Vehicle miles traveled with the project: 0

Total delay in hours with the project: 0

Total stops in vehicles per hour with the project: 0

Fuel consumption in gallons: 0

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms): 0

EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)

Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): 0.0

Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0
Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Roadway Projects that do not Include Railroad Grade-Separation Elements

Crash Modification Factor Used:	-Convert intersection with minor-road stop control to modern roundabout -Install a traffic signal -Install raised median
(Limit 700 Characters; approximately 100 words)	
Rationale for Crash Modification Selected:	Convert intersection with minor-road stop control to modern roundabout was selected to use at the intersections of TH 47/227th Avenue and TH 47/Ambassador Boulevard because the existing minor approach stop-controlled intersections are being converted into signal lane roundabouts. Install a traffic signal was selected to use at the TH 47/233rd Avenue intersection because the existing minor approach stop-controlled intersection is being converted to a signalized intersection. Install a raised median was selected for the intersection of TH 47/229th Avenue because a center median is being installed to convert the intersection into a 3/4 access, only allowing the minor roads to take a right-turn at the intersection. No CMF was selected for the intersection of TH 47/Pederson Drive because the intersection is currently signalized and a new traffic signal is proposed. Four separate B/C worksheets will be provided for the four intersections with proposed CMF improvements, the total project benefit is the sum of all benefits at all intersections.
(Limit 1400 Characters; approximately 200 words)	
Project Benefit ($) from B/C Ratio	$20,287,278.00
Total Fatal (K) Crashes:	1
Total Serious Injury (A) Crashes:	1
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	27
Total Fatal (K) Crashes Reduced by Project:	1
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:	13
Worksheet Attachment	1702572430475_TH47_HSIP-Safety_Combined.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 B: 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 doesn?t 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 roadway?s context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links.

Response:

A key element of the project partners' vision for the corridor is to address vehicle speeds, which result in an unsafe environment for people crossing TH 47. A roundabout will be constructed at TH 47 and Ambassador Blvd NW, which has existing and proposed pedestrian facility connections. Conversion to a roundabout will have several pedestrian crossing benefits, including slowing the speed of vehicles entering the intersection which will reduce the severity of potential crashes. The addition of pedestrian refuge islands, an FHWA Proven Safety Countermeasure, on all intersection legs will shorten crossings distances and allow pedestrians to cross the roadway in two stages. Crossing only one direction of traffic at a time will increase visibility and awareness between people driving and people walking. FHWA suggests that this treatment is appropriate for urban/suburban multilane roadways with a mix of pedestrian and vehicle traffic, daily traffic volumes exceeding 9,000, and speeds 35 mph or greater. The project location meets all of these criteria. The addition of refuge islands to facilitate two stage crossings will be especially beneficial for vulnerable roadway users who may need additional time to cross the street.

In addition, the two proposed signalized intersections at Pederson Dr. NW and 233rd Ave will include a full complement of connecting pedestrian facilities and crossing infrastructure. The crossing at Pederson Dr. NW is especially important, as the east leg connects directly to St. Francis Middle School.

All existing pedestrian ramps will be replaced with ADA-compliant ramps with truncated domes and new ramps will be constructed as needed. The new ramps will help pedestrians transition from the sidewalk to the street level for a safer crossing experience at signalized intersections and roundabouts.

Finally, the narrowed highway section and reduction in the number of through lanes that must be crossed by pedestrians at intersections will improve visibility between motorists and people walking and biking.

(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:

(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:

(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:

(Limit 1,400 characters; approximately 200 words)

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

Response:

(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:

A key element of the project partners' vision for the corridor is to address vehicle speeds. This desire was one of the major factors resulting in the selection of narrowing the highway section from two to four lanes with concrete median as the preferred alternative. This design, along with the proposed intersection improvements, is intended to calm traffic and reduce vehicle operating speeds in the corridor.

One of the primary benefits of the proposed roundabouts at the northern and southern end of the corridor is their ability to slow vehicles entering St. Francis. As shown in the attached layout, the proposed roundabout designs feature channelized, curved intersection approaches that will reduce vehicle speeds compared to the existing through lanes. Roundabouts are one of FHWA's Proven Safety Countermeasures because of their ability to reduce fatal and serious injury crashes by minimizing conflict points and reducing vehicle speeds. The new design at Ambassador Blvd NW will also include pedestrian refuge islands, another FHWA Proven Safety Countermeasure. As noted previously, this crossing treatment allows the roadway to be crossed in two stages, one direction of traffic at a time, reducing the amount of time nonmotorized users spend exposed to traffic and increasing visibility between people driving and people walking.

Removing the center vegetated median at 229th Ave NW and Pederson Dr NW will result in tighter turning movements that will slow the speed of turning vehicles compared to the existing conditions.

(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 posted speed limit on TH 47 is 45 mph from Cree St NW to north of Ambassador Blvd NW. A 35-mph school speed zone is posted with flashers and driver feedback signs from approximately 200 feet north of 229th Ave to 800 feet north of Pederson Dr. The two 45 mph speed limit signs entering the city from each direction have a driver feedback sign below the speed limit sign. The two school speed zone signs also have a driver feedback sign below the speed limit sign and flashers that operate during elementary school and middle school start and end times. Vehicles are frequently observed traveling in excess of the posted speed limit. The proposed improvements are intended to calm traffic and are expected to reduce vehicle operating speeds in the corridor.

(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	Yes
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.)	
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.)	
Existing road is within 500? of 1+ shopping, dining, or entertainment destinations (e.g., grocery store, restaurant)	Yes
If checked, please describe: *(Limit 1,400 characters; approximately 200 words)*	There are numerous shopping and dining destinations in the project corridor directly adjacent to TH 47. Along the west side of TH 47 between the 233rd Ave NW and Pederson Dr. NW intersections, destinations include Kwik Trip, Dairy Queen, Beef O'Brady's, Burro Loco, Domino's Pizza, McDonald's, Mansetti's Pizza & Pasta, and King's County Market.
Existing road is within 500? of other known pedestrian generators (e.g., school, civic/community center, senior housing, multifamily housing, regulatorily-designated affordable housing)	Yes
If checked, please describe: *(Limit 1,400 characters; approximately 200 words)*	St. Francis Elementary School and St. Francis Middle School are located on the east side of TH 47 between Pederson Dr NW and 229th Ave NW. The Middle School includes a large outdoor sports complex directly adjacent to TH 47. St. Francis Community Park is located along TH 47 just north of 227th Ave NW. There are also several places of worship within 500 feet of the corridor, including St. Francis United Methodist Church and First Baptist Church. Abbey Field Townhomes, which contain 42 subsidized homes, are located just southeast of the TH 47 and 233rd Ave intersection.

Measure A: Multimodal Elements and Existing Connections

Response:

A key element of the project partners' vision for the corridor is to provide better opportunities for pedestrians and bicyclists to travel along and across the corridor. There are existing trails along the east side of TH 47 from 227th Ave NW to Pederson Dr NW and along both sides of TH 47 from Pederson Dr NW to Ambassador Blvd NW. The proposed project would reconstruct and relocate these facilities as concrete trails parallel to the narrowed highway section and add an additional segment along the west side of TH 47 between 229th Ave and Pederson Dr NW. The Sugar Hills Regional Trail crosses TH 47 within the project area at Pederson Dr NW and provides a connection to the Bridge St NW crossing of the Rum River east of the project area. Existing sidewalks continue to Rum River North County Park and St. Francis High School, and the regional trail master plan outlines a future extension along Bridge St NW that will improve the quality of this connection.

Another key element of the corridor vision is to address vehicle speeds, which create an unsafe environment for people crossing TH 47. A roundabout will be constructed at TH 47 and Ambassador Blvd NW, which has existing and proposed pedestrian facility connections. Conversion to a roundabout will slow vehicles entering the intersection and reduce the severity of potential crashes. The addition of pedestrian refuge islands, a FHWA Proven Safety Countermeasure, on all intersection legs will shorten crossings distances and allow pedestrians to cross the roadway in two stages. Crossing only one direction of traffic at a time will increase visibility and awareness between people driving and people walking. This will be especially beneficial for vulnerable roadway users in the area who may need additional time to cross the street.

The signalized intersections at Pederson Dr NW and 233rd Ave will include a full complement of connecting pedestrian facilities and crossing infrastructure. All existing pedestrian ramps will be replaced with ADA-compliant ramps with truncated domes and new ramps will be constructed as needed. The new ramps will help pedestrians transition from the sidewalk to the street level for a safer crossing experience at signalized intersections and roundabouts. Finally, the narrowed highway section and reduction in the number of through lanes that must be crossed by pedestrians at intersections will improve visibility between motorists and people walking and biking.

There is no fixed route transit service provided in the project area. Users of Anoka County Traveler Transit Link, which is provided by Anoka County Transit in conjunction with the Metropolitan Council, will benefit from the safety and mobility benefits discussed elsewhere in this application.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

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

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

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

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

Yes

100%

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

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

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

25%

No outreach has led to the selection of this project.

0%

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

Response:

In 2018, MnDOT Metro District staff engaged the City of St. Francis to study future improvements on TH 47. Comprehensive public engagement efforts in 2018-19 helped shape the project and involved a range of stakeholders including, state and local government, school district staff, parents and students, businesses, elected officials, residents, neighborhood groups, motorists/commuters, various community centers, and emergency services. Two in-person public open houses and two virtual open houses with online surveys occurred during this time. The first in-person open house on April 23, 2019, drew 43 attendees. The first virtual open house, available on the MnDOT website from April 24 to May 10, gathered 172 survey responses. In September 2019, the second in-person open house had 50 participants, and the second virtual open house, running from September 20 to October 10, collected 117 survey responses. Alongside these events, four City Council/County Board Meetings and three coordination meetings with the City of St. Francis were conducted.

School engagement featured four events with staff and families, including a public bike rodeo on May 20, 2019. In May 2019, a business open house attracted five businesses and included an online survey. Another open house in October 2019 and a Senior lunch in October each had 15 participants. Promotion for the 2019 public engagement included social media, a dedicated website, newsletters, email updates, news releases, online surveys, and an FAQ guide.

Through this work, a vision for the corridor was established. The vision was used by the study partners to develop several concepts for consideration and evaluation. The study progressed and concepts were being evaluated, but the study was put on hold as a result of the COVID-19 pandemic.

In 2021, MnDOT and the city re-engaged to identify a way forward for improvements on TH 47 within the established project limits. More recent public engagement efforts focused on key stakeholders: the St. Francis City Council, St. Francis School District, Anoka County Highway Department, and adjacent property/business owners.

Two work sessions were held with the St. Francis City Council in May and September 2022. Five focus group meetings took place on April 6, 2022, with 17 attendees. A survey distributed to property owners, businesses, county, and school district staff garnered 8 completed responses out of 25. In May 2022, a charrette involving the key stakeholders identified project concepts for further investigation. Stakeholder feedback and the results of the technical evaluation of alternatives led to the identification of the preferred concept.

(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 project?s 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.

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.

Yes

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

1702594635744_TH47_Concept3_Large_8x11.pdf

Please upload attachment in PDF form

Additional Attachments

Please upload attachment in PDF form

3. Review of Section 106 Historic Resources (15 Percent of Points)

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

Yes

100%

There are historical/archeological properties present but determination of ?no historic properties affected? is anticipated.

100%

Historic/archeological property impacted; determination of ?no adverse effect? anticipated

80%

Historic/archeological property impacted; determination of ?adverse effect? anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

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

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

Yes

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)

Yes

100%

Signature Page

Please upload attachment in PDF form

Railroad Right-of-Way Agreement required; negotiations have begun

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	$17,988,868.00
Enter Amount of the Noise Walls:	$0.00
Total Project Cost subtract the amount of the noise walls:	$17,988,868.00
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
(23-12-12) TH 47 Corridor Improvements AC LOS (City of St. Francis).pdf	Anoka County Letter of Support	171 KB
Level of Congestion.pdf	Level of Congestion Map	2.0 MB
TH47 St Francis Blvd Modernization_One Page Summary.pdf	One Page Project Summary	71 KB
TH47_Concept3_Large_8x11.pdf	TH 47 Layout	1.2 MB
TH47_ExistingCondition_Photos.pdf	Existing Conditions Photos	799 KB
TH47_Project Location.pdf	Project Location Map	1.8 MB
TH_47_StFrancisBlvd_MnDOT_Metro_Letter_of_Support.pdf	MnDOT Metro District Letter of Support	189 KB

ADA Transition Plan

City of St. Francis

Anoka County, Minnesota

INTRODUCTION

TRANSITION PLAN NEED AND PURPOSE

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. ADA consists of five titles outlining protections in the following areas:

1. Employment
2. State and local government services
3. Public accommodations
4. Telecommunications
5. Miscellaneous Provisions

Title II of ADA pertains to the programs, activities and services public entities provide. As a provider of public transportation services and programs, the City of St. Francis must comply with this section of the Act as it specifically applies to public service agencies. Title II of ADA provides that, "…no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

As required by Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150, the City of St. Francis has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals. This document has been created to specifically cover accessibility within the public rights of way and does not include information on other City programs, practices, or building facilities not related to public rights of way.

ADA AND ITS RELATIONSHIP TO OTHER LAWS

Title II of ADA is companion legislation to two previous federal statutes and regulations: the Architectural Barriers Acts of 1968 and Section 504 of the Rehabilitation Act of 1973.

The Architectural Barriers Act of 1968 is a Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Section 504 of the Rehabilitation Act of 1973 is a Federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Title II of ADA extended this coverage to all state and local government entities, regardless of whether they receive federal funding or not.

AGENCY REQUIREMENTS

Under Title II, the City of St. Francis must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities (28 C.F.R. Sec. 35.150).
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability (28 C.F.R. Sec. 35.130 (a).
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result (28 C.F.R. Sec. 35.130(b) (7).
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective (28 C.F.R. Sec. 35.130(b)(iv) & (d).
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others (29 C.F.R. Sec. 35.160(a).
- Must designate at least one responsible employee to coordinate ADA compliance [28 CFR Sec. 35.107(a)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [28 CFR Sec. 35.107(a)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [28 CFR Sec. 35,106]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [28 CFR Sec. 104.8(a)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [28 CFR Sec. 35.107(b)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

SELF-EVALUATION

OVERVIEW

The City of St. Francis is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, 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 City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City's policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City's Pedestrian Circulation Route/Pedestrian Access Route) (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This will include the sidewalks, curb ramps, and bicycle/pedestrian trails that are located within the City 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.

The transition plan is intended to be an evolving plan. As such, the City of St. Francis will annually review this plan to ensure it is up to date with current standards. The plan will also incorporate improvements completed on the ADA features.

SUMMARY

In 2023 the City of St. Francis conducted an inventory of pedestrian facilities within its public right of way consisting of the evaluation of the following facilities:

- 7.8 miles of sidewalks
- 264 pedestrians ramps at street crossings that include trail and sidewalk facilities
- 9.5 miles of trails

The above does not reflect any facilities within Anoka County Right-of-Way, as they have completed their own ADA transition plan. The sidewalk and trails were visually inspected during the evaluation of the pedestrian ramp inspections. The facilities were also inspected at the time of installation for transition and cross slope. An evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically. Pedestrian ramps were assessed and either found compliant or non-compliant.

Appendix A also includes location maps of all the City pedestrian ramps, trails, and sidewalks. The maps identify the compliant and non-compliant pedestrian ramps. Currently 110 or 42% of the ramps are compliant.

POLICIES AND PRACTICES

PREVIOUS PRACTICES

The City has made an effort to provide accessible pedestrian features as part of all their current and past capital improvement projects. As additional information was made available as to the methods of providing accessible pedestrian features, the City updated their procedures to accommodate these methods. In recent years, the City has adopted design standards specific to the City's needs as well as referencing the most current MnDOT standard ADA requirements in an attempt to provide compliant pedestrian facilities as new public improvements have been completed.

POLICY

The City of St. Francis's goal is to continue to provide accessible pedestrian design features as part of the City capital improvement projects and private projects with public facilities. The City has established ADA design standards and procedures as listed in Appendix F. These standards and procedures will be kept up to date with nationwide and local best management practices.

Maintenance of pedestrian facilities within the public right of way will continue to follow the policies set forth by the City.

Public Request Projects

The City will consider and respond to all accessibility improvement requests. A brief engineering study will be performed. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure, impacts to future projects, public safety, and priority level as defined in the following section. Accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation priorities.

Requests for accessibility improvements can be submitted to the Responsible Party Public Right-of-Way ADA Implementation Coordinator. Contact information for Responsible Party is located in Appendix E.

New/Reconstruction Areas

All City new construction and reconstruction projects will be designed and constructed in accordance with the most current ADA design practices to the extent feasible.

Pavement Preservation Projects (not including seal coating/micro-surfacing)

Accessible curb cuts and ramps will be added as needed to provide access to existing pedestrian facilities (i.e. walks/trails) at intersections where they do not currently exist. Improvements to existing pedestrian ramps will be addressed on a case by case basis. High priority areas such as described in under "Improvement Schedule." Close proximity to specific land uses (i.e. schools, government offices, senior housing, and medical facilities) will be given additional consideration. Improvements will be undertaken at the discretion of the City Engineer.

Stand Alone Projects

If funding is available, independent ADA projects may be undertaken by the City. A brief engineering study will be performed. Candidate sites will be evaluated based on facility condition, pedestrian volumes, public safety, public benefit, and improvement costs as well as the ability to provide alternative barrier removal options.

For any street project requiring more than patching, the ADA features will be evaluated and upgraded as necessary.

The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City jurisdiction are ADA compliant to the maximum extent feasible.

IMPROVEMENT SCHEDULE

PRIORITY AREAS

The City of St. Francis has identified specific locations as priority areas for planned accessibility improvement projects. These areas have been selected due to their proximity to specific land uses such as schools, senior housing, government offices, and medical facilities, as well as from the receipt of public comments. The priority areas are as follows:

- Near Public Schools
- Near Public Buildings
- Near Commercial Buildings or Senior Housing
- Public Input Received

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

Other agencies are responsible for pedestrian facilities within the jurisdiction of the City of St. Francis. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

SCHEDULE

The City of St. Francis has set the following schedule goals for improving the accessibility of its pedestrian facilities within the City jurisdiction:

A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of St. Francis budget for improvements to the public right of way.

- Within 10 years all facilities that are not ADA compliant and considered non-serviceable, identified as an existing hazard, or City of St. Francis staff believe need of immediate attention will be addressed in conjunction with adjacent City Capital Improvement Projects or as Stand-Alone Projects as necessary.
- Facilities that are considered serviceable and not in need of immediate attention will be addressed in conjunction with adjacent City Capital Improvement Projects.

ADA COORDINATOR

In accordance with 28 CFR 35.107(a), the City of St. Francis has identified an ADA Title II Coordinator to oversee the City policies and procedures. Contact information for this individual is located in Appendix E.

IMPLEMENTATION SCHEDULE

METHODOLOGY

The City of St. Francis 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 street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is the stand-alone sidewalk and ADA accessibility improvement project. These projects will be incorporated into the Capital Improvement Program (CIP) on a case-by-case basis as determined by the City of St. Francis staff and City Council. The City CIP, which includes a detailed schedule and budget for specific improvements, is reviewed and updated annually.

PUBLIC OUTREACH

The City of St. Francis recognizes that public participation is an important component in the development of this document. Input from the community has been gathered and used to help define priority areas for improvements within the jurisdiction of the City of St. Francis.

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

A Notice of Availability and a Public Hearing Notice will be placed in the newspaper and on the City of St. Francis's Website. These notices will advertise the availability of this document and the public hearing to receive comments.

A copy of the ADA Transition Plan will be made available via the City of St. Francis Website and at the Public Hearing.

A Public Hearing will be held on January 2, 2024 at 6:00 P.M. At the conclusion of the public hearing, the City Council will consider adoption of the ADA Transition Plan.

Material and detailed information regarding the public outreach activities is in Appendix C.

GRIEVANCE PROCEDURE

Under the Americans with Disabilities Act, each agency is required to publish its responsibilities in regards to the ADA. A draft of this public notice is provided in Appendix D. If users of City of St. Francis facilities and services believe the City has not provided reasonable accommodation, they have the right to file a grievance.

In accordance with 28 CFR 35.107(b), the City 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 D.

MONITOR THE PROGRESS

This document will continue to be updated as conditions within the City evolve. The appendices in this document will be updated periodically, while the main body of the document will be updated (in short term period, 3-5 years) with a future update schedule to be developed at that time. With each main body update, a public comment period will be established to continue the public outreach.

APPENDICES

A. SELF-EVALUATION RESULTS
B. SCHEDULE / BUDGET INFORMATION
C. PUBLIC OUTREACH
D. GRIEVANCE PROCEDURE
E. CONTACT INFORMATION
F. AGENCY ADA DESIGN STANDARDS AND PROCEDURES
G. GLOSSARY OF TERMS

APPENDIX A – SELF-EVALUATION RESULTS

The initial self-evaluation of pedestrian ramps can be seen below and on the following pages. Sidewalks and trails will be evaluated at a later date.

ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results

	Location						
Ramp ID	X-Cord.	Y-Cord.	Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
1	-93.390757	45.404946	Yes	No	Yes	No	No
2	-93.389152	45.404218	Yes	No	Yes	Yes	No
3	-93.388659	45.404208	Yes	No	Yes	Yes	No
4	-93.383063	45.395924	Yes	No	Yes	No	No
5	-93.381696	45.385383	No	No	Yes	No	No
6	-93.381616	45.389329	Yes	No	Yes	No	No
7	-93.381615	45.385465	No	No	Yes	No	No
8	-93.381612	45.389423	No	No	Yes	Yes	No
9	-93.381604	45.388331	Yes	No	Yes	Yes	No
10	-93.381597	45.388231	Yes	No	Yes	Yes	No
11	-93.380340	45.393029	Yes	Yes	Yes	Yes	Yes
12	-93.380264	45.388985	No	No	Yes	No	No
13	-93.380139	45.390580	No	No	Yes	Yes	No
14	-93.380139	45.391413	Yes	Yes	Yes	Yes	Yes
15	-93.380114	45.390472	No	No	Yes	Yes	No
16	-93.380072	45.391515	Yes	Yes	Yes	Yes	Yes
17	-93.378846	45.392011	Yes	Yes	Yes	Yes	Yes
18	-93.378839	45.391986	Yes	Yes	Yes	Yes	Yes
19	-93.378654	45.391866	Yes	Yes	Yes	Yes	Yes
20	-93.377191	45.390803	Yes	Yes	Yes	Yes	Yes
21	-93.377041	45.390692	Yes	Yes	Yes	Yes	Yes
22	-93.375202	45.389323	Yes	Yes	Yes	Yes	Yes
23	-93.375042	45.389215	Yes	Yes	Yes	Yes	Yes
24	-93.373964	45.388682	Yes	Yes	Yes	Yes	Yes
25	-93.373894	45.388774	Yes	Yes	Yes	Yes	Yes
26	-93.372280	45.382281	Yes	No	Yes	Yes	No
27	-93.372237	45.382374	Yes	No	Yes	Yes	No
28	-93.371113	45.380906	Yes	No	Yes	Yes	No
29	-93.371171	45.380902	Yes	No	Yes	Yes	No
30	-93.371165	45.381301	Yes	No	Yes	Yes	No
31	-93.370850	45.387992	Yes	Yes	Yes	Yes	Yes
32	-93.370841	45.388087	Yes	Yes	Yes	Yes	Yes
33	-93.370646	45.391227	Yes	Yes	Yes	Yes	Yes
34	-93.370645	45.388168	Yes	Yes	Yes	Yes	Yes
35	-93.370542	45.391289	Yes	Yes	Yes	Yes	Yes
36	-93.370472	45.388166	Yes	Yes	Yes	Yes	Yes
37	-93.369921	45.384115	Yes	No	Yes	Yes	No
38	-93.369705	45.391776	Yes	Yes	Yes	Yes	Yes
39	-93.369666	45.388167	Yes	Yes	Yes	Yes	Yes
40	-93.369663	45.384756	Yes	No	Yes	Yes	No
41	-93.369642	45.390192	Yes	No	No	Yes	No
42	-93.369600	45.390695	No	No	Yes	No	No
43	-93.369542	45.391774	Yes	Yes	Yes	Yes	Yes
44	-93.369495	45.388170	Yes	Yes	Yes	Yes	Yes
45	-93.369307	45.390501	No	No	Yes	Yes	No

ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results

	Location						
Ramp ID	X-Cord.	Y-Cord.	Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
46	-93.369029	45.390793	No	No	Yes	Yes	No
47	-93.368996	45.391800	Yes	Yes	Yes	Yes	Yes
48	-93.368810	45.391820	Yes	Yes	Yes	Yes	Yes
49	-93.368252	45.388068	Yes	Yes	Yes	Yes	Yes
50	-93.368238	45.387963	Yes	Yes	Yes	Yes	Yes
51	-93.368164	45.398079	Yes	No	Yes	Yes	No
52	-93.368162	45.398204	Yes	No	Yes	Yes	No
53	-93.368155	45.397857	Yes	No	Yes	Yes	No
54	-93.368152	45.397755	Yes	No	Yes	Yes	No
55	-93.368125	45.388118	Yes	Yes	Yes	Yes	Yes
56	-93.368097	45.399062	Yes	Yes	Yes	Yes	Yes
57	-93.367885	45.391994	Yes	Yes	Yes	Yes	Yes
58	-93.367884	45.391809	Yes	Yes	Yes	Yes	Yes
59	-93.367878	45.395442	No	No	Yes	Yes	No
60	-93.367864	45.395319	No	No	Yes	Yes	No
61	-93.367687	45.399076	No	No	No	Yes	No
62	-93.367643	45.397417	Yes	Yes	Yes	Yes	Yes
63	-93.367629	45.397284	Yes	Yes	Yes	Yes	Yes
64	-93.367545	45.388120	Yes	Yes	Yes	Yes	Yes
65	-93.367408	45.381823	No	No	Yes	Yes	No
66	-93.367403	45.384625	No	No	Yes	Yes	No
67	-93.367402	45.392001	Yes	No	Yes	Yes	No
68	-93.367401	45.384744	No	No	Yes	Yes	No
69	-93.367387	45.391853	Yes	No	Yes	Yes	No
70	-93.367357	45.388072	Yes	Yes	Yes	Yes	Yes
71	-93.367354	45.387984	Yes	Yes	Yes	Yes	Yes
72	-93.367312	45.393676	Yes	No	Yes	Yes	No
73	-93.367311	45.393574	Yes	No	Yes	Yes	No
74	-93.367292	45.393231	Yes	No	Yes	Yes	No
75	-93.367289	45.393144	Yes	No	Yes	Yes	No
76	-93.367260	45.384224	No	No	Yes	Yes	No
77	-93.367249	45.381822	No	No	Yes	Yes	No
78	-93.367187	45.392005	No	No	Yes	No	No
79	-93.367148	45.381995	No	No	Yes	Yes	No
80	-93.367105	45.384763	No	No	Yes	Yes	No
81	-93.367066	45.383098	No	No	Yes	Yes	No
82	-93.367051	45.392008	No	No	Yes	Yes	No
83	-93.366925	45.384765	No	No	Yes	Yes	No
84	-93.366915	45.382940	No	No	Yes	Yes	No
85	-93.366672	45.384440	No	No	Yes	No	No
86	-93.366668	45.384502	No	No	Yes	No	No
87	-93.366377	45.378534	Yes	Yes	Yes	Yes	Yes
88	-93.366300	45.391860	Yes	Yes	Yes	Yes	Yes
89	-93.366297	45.392009	No	No	Yes	Yes	No
90	-93.366105	45.391857	Yes	Yes	Yes	Yes	Yes

ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results

	Location						
Ramp ID	X-Cord.	Y-Cord.	Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
91	-93.366092	45.392008	No	No	Yes	Yes	No
92	-93.365788	45.392012	No	No	Yes	Yes	No
93	-93.365680	45.392011	No	No	Yes	Yes	No
94	-93.364815	45.380200	Yes	Yes	Yes	Yes	Yes
95	-93.364726	45.380284	Yes	Yes	Yes	Yes	Yes
96	-93.364581	45.382523	No	No	Yes	Yes	No
97	-93.364359	45.392018	No	No	Yes	Yes	No
98	-93.364350	45.391866	Yes	Yes	Yes	Yes	Yes
99	-93.364303	45.389697	Yes	No	Yes	Yes	No
100	-93.364185	45.391868	Yes	Yes	Yes	Yes	Yes
101	-93.364178	45.392017	No	No	Yes	Yes	No
102	-93.364156	45.389697	Yes	No	Yes	Yes	No
103	-93.363737	45.389705	Yes	No	Yes	Yes	No
104	-93.363571	45.389703	Yes	No	Yes	Yes	No
105	-93.363244	45.382288	No	No	Yes	Yes	No
106	-93.363152	45.389707	No	No	Yes	Yes	No
107	-93.362999	45.389708	No	No	Yes	Yes	No
108	-93.362889	45.389735	Yes	No	Yes	Yes	No
109	-93.362832	45.392017	Yes	Yes	Yes	Yes	Yes
110	-93.362820	45.391884	Yes	Yes	Yes	Yes	Yes
111	-93.362794	45.387060	No	No	Yes	Yes	No
112	-93.362762	45.386948	No	No	Yes	Yes	No
113	-93.362705	45.384636	No	No	Yes	Yes	No
114	-93.362690	45.384774	No	No	Yes	Yes	No
115	-93.362501	45.384770	No	No	Yes	Yes	No
116	-93.362467	45.386915	Yes	Yes	Yes	Yes	Yes
117	-93.362462	45.387104	Yes	Yes	Yes	Yes	Yes
118	-93.362369	45.383324	No	No	Yes	Yes	No
119	-93.362365	45.383149	No	No	Yes	Yes	No
120	-93.361638	45.387123	No	No	Yes	Yes	No
121	-93.361538	45.387123	No	No	Yes	Yes	No
122	-93.361351	45.393244	No	No	Yes	Yes	No
123	-93.361195	45.393174	No	No	Yes	Yes	No
124	-93.360891	45.386921	No	Yes	Yes	Yes	No
125	-93.360878	45.386390	No	No	No	No	No
126	-93.360750	45.384592	No	No	Yes	Yes	No
127	-93.360702	45.386937	No	Yes	Yes	No	No
128	-93.360635	45.384716	No	No	Yes	Yes	No
129	-93.360558	45.396973	Yes	Yes	Yes	Yes	Yes
130	-93.360524	45.396840	Yes	Yes	Yes	Yes	Yes
131	-93.360480	45.387127	No	No	Yes	Yes	No
132	-93.360432	45.386924	No	No	Yes	Yes	No
133	-93.360382	45.387129	No	No	Yes	Yes	No
134	-93.360320	45.386921	No	No	No	No	No
135	-93.360146	45.396321	Yes	Yes	Yes	Yes	Yes

ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results

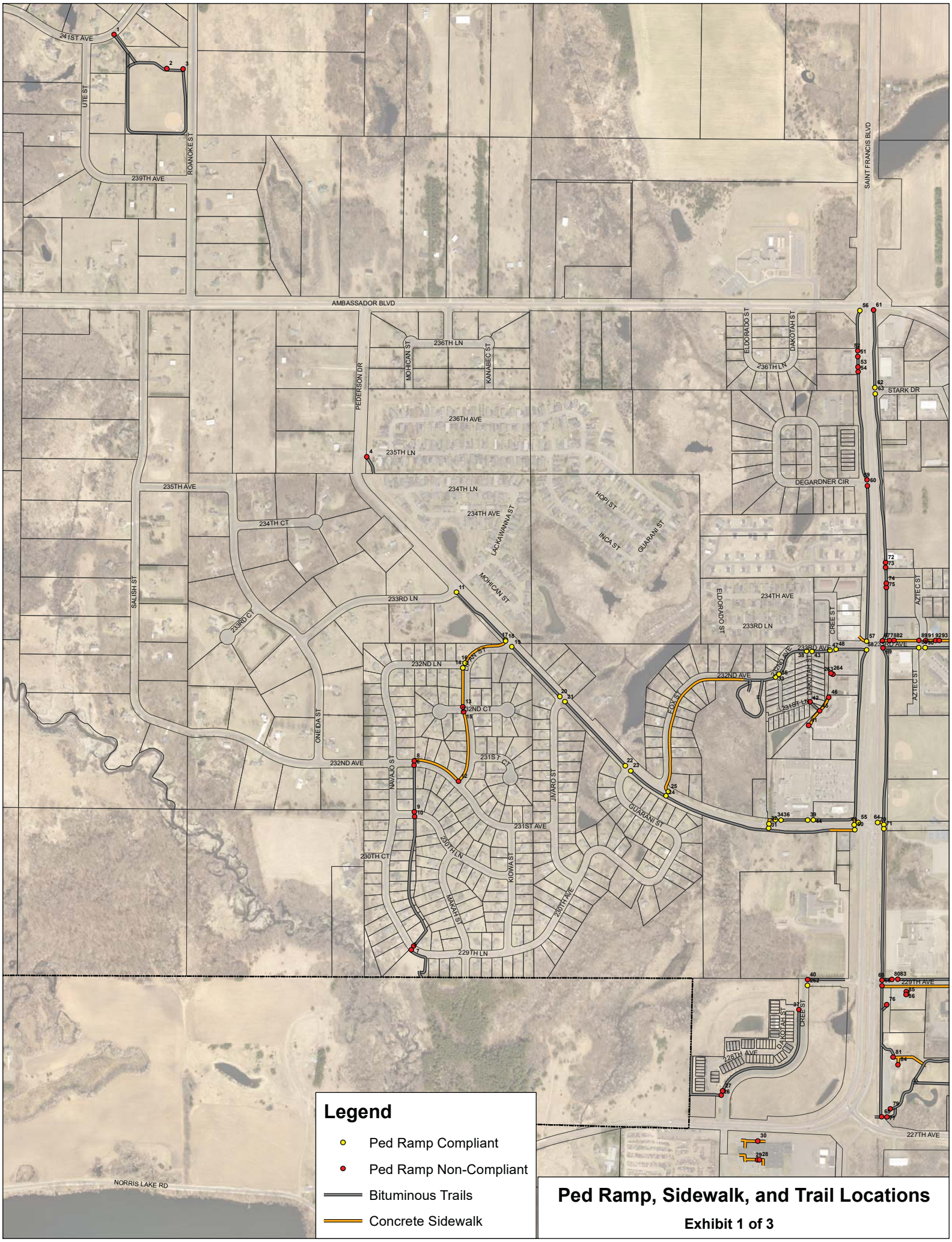
	Location						
Ramp ID	X-Cord.	Y-Cord.	Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
136	-93.359791	45.385559	No	No	Yes	Yes	No
137	-93.359776	45.379783	No	No	No	Yes	No
138	-93.359713	45.390831	Yes	Yes	Yes	Yes	Yes
139	-93.359680	45.385658	No	No	Yes	Yes	No
140	-93.359662	45.386930	No	No	Yes	No	No
141	-93.359623	45.387130	Yes	Yes	Yes	Yes	Yes
142	-93.359477	45.387134	Yes	Yes	Yes	Yes	Yes
143	-93.359468	45.386890	No	Yes	Yes	Yes	No
144	-93.359426	45.385892	No	No	Yes	Yes	No
145	-93.359395	45.386641	No	No	No	No	No
146	-93.359325	45.385989	No	No	Yes	Yes	No
147	-93.359125	45.390864	No	No	No	No	No
148	-93.358647	45.387136	No	No	Yes	Yes	No
149	-93.358644	45.386829	Yes	Yes	No	No	No
150	-93.358449	45.386812	Yes	Yes	No	Yes	No
151	-93.358442	45.392680	No	No	Yes	Yes	No
152	-93.358370	45.392550	No	No	Yes	Yes	No
153	-93.358330	45.396975	Yes	Yes	Yes	Yes	Yes
154	-93.358162	45.396975	Yes	Yes	Yes	Yes	Yes
155	-93.356259	45.386899	No	No	Yes	No	No
156	-93.356207	45.387033	No	No	Yes	Yes	No
157	-93.356104	45.384934	No	No	Yes	Yes	No
158	-93.355456	45.383950	No	No	Yes	Yes	No
159	-93.354557	45.396985	Yes	Yes	Yes	Yes	Yes
160	-93.354552	45.396866	Yes	Yes	Yes	Yes	Yes
161	-93.354506	45.397000	Yes	Yes	Yes	Yes	Yes
162	-93.354504	45.397741	Yes	Yes	Yes	Yes	Yes
163	-93.354329	45.397000	Yes	Yes	Yes	Yes	Yes
164	-93.354295	45.397744	Yes	Yes	Yes	Yes	Yes
165	-93.354082	45.386941	No	No	Yes	Yes	No
166	-93.352847	45.387180	Yes	Yes	Yes	Yes	Yes
167	-93.352847	45.386994	Yes	Yes	Yes	Yes	Yes
168	-93.352556	45.386807	Yes	Yes	Yes	Yes	Yes
169	-93.352534	45.381462	No	No	Yes	Yes	No
170	-93.352513	45.387384	Yes	Yes	Yes	Yes	Yes
171	-93.352480	45.381905	No	Yes	No	Yes	No
172	-93.352472	45.382032	Yes	Yes	Yes	Yes	Yes
173	-93.352465	45.385745	Yes	Yes	Yes	Yes	Yes
174	-93.352463	45.385656	Yes	Yes	Yes	Yes	Yes
175	-93.352453	45.383885	Yes	Yes	Yes	Yes	Yes
176	-93.352445	45.383999	Yes	Yes	Yes	Yes	Yes
177	-93.352354	45.386815	Yes	Yes	Yes	Yes	Yes
178	-93.352277	45.387377	Yes	Yes	Yes	Yes	Yes
179	-93.352207	45.388505	No	No	No	No	No
180	-93.352193	45.388627	No	No	No	No	No

ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results

	Location						
Ramp ID	X-Cord.	Y-Cord.	Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
181	-93.352162	45.387444	Yes	Yes	Yes	Yes	Yes
182	-93.352157	45.387531	Yes	Yes	Yes	Yes	Yes
183	-93.352030	45.386989	Yes	Yes	Yes	Yes	Yes
184	-93.352021	45.387146	Yes	Yes	Yes	Yes	Yes
185	-93.351549	45.386993	Yes	Yes	Yes	Yes	Yes
186	-93.351541	45.391467	No	No	No	No	No
187	-93.351392	45.386993	Yes	Yes	Yes	Yes	Yes
188	-93.350751	45.395983	Yes	Yes	Yes	Yes	Yes
189	-93.350558	45.395984	Yes	Yes	Yes	Yes	Yes
190	-93.348754	45.396046	No	No	Yes	Yes	No
191	-93.348711	45.386967	Yes	Yes	Yes	Yes	Yes
192	-93.348664	45.396972	Yes	No	Yes	Yes	No
193	-93.348661	45.396849	No	No	Yes	Yes	No
194	-93.348527	45.386969	Yes	Yes	Yes	Yes	Yes
195	-93.348258	45.387666	Yes	Yes	Yes	Yes	Yes
196	-93.348150	45.387706	Yes	Yes	Yes	Yes	Yes
197	-93.347993	45.395633	Yes	No	Yes	Yes	No
198	-93.347643	45.386876	Yes	Yes	Yes	Yes	Yes
199	-93.347595	45.387044	Yes	Yes	Yes	Yes	Yes
200	-93.347594	45.395558	No	No	No	No	No
201	-93.347340	45.386562	Yes	Yes	Yes	Yes	Yes
202	-93.347295	45.387160	Yes	Yes	Yes	Yes	Yes
203	-93.347234	45.387597	Yes	Yes	Yes	Yes	Yes
204	-93.347180	45.387705	Yes	Yes	Yes	Yes	Yes
205	-93.347082	45.387159	Yes	Yes	Yes	Yes	Yes
206	-93.347077	45.385994	Yes	Yes	Yes	Yes	Yes
207	-93.347061	45.386099	Yes	Yes	Yes	Yes	Yes
208	-93.347043	45.386515	Yes	Yes	Yes	Yes	Yes
209	-93.346828	45.386625	Yes	Yes	Yes	Yes	Yes
210	-93.346751	45.386778	Yes	Yes	Yes	Yes	Yes
211	-93.346147	45.386245	Yes	Yes	Yes	Yes	Yes
212	-93.346010	45.386172	Yes	Yes	Yes	Yes	Yes
213	-93.345983	45.386485	Yes	Yes	Yes	Yes	Yes
214	-93.345759	45.386083	Yes	Yes	Yes	Yes	Yes
215	-93.345705	45.386678	Yes	Yes	Yes	Yes	Yes
216	-93.345611	45.386001	No	No	Yes	Yes	No
217	-93.345012	45.387396	Yes	Yes	Yes	Yes	Yes
218	-93.344852	45.390543	No	No	Yes	No	No
219	-93.344175	45.389236	No	No	Yes	Yes	No
220	-93.343674	45.392694	No	No	Yes	Yes	No
221	-93.343031	45.395523	No	No	Yes	Yes	No
222	-93.342975	45.392683	No	No	Yes	Yes	No
223	-93.342873	45.388729	No	No	Yes	Yes	No
224	-93.342851	45.395010	No	No	Yes	Yes	No
225	-93.342837	45.395514	No	No	Yes	No	No

ADA Transition Plan
Pedestrian Ramps Self-Evaluation Results

	Location						
Ramp ID	X-Cord.	Y-Cord.	Zero Height Curb	Domes Compliant	Max 2% Cross Slope Compliant	Max 8.3% Transitional slope Compliant	Overall Compliant
226	-93.342825	45.392683	No	No	Yes	Yes	No
227	-93.342796	45.392814	No	No	Yes	Yes	No
228	-93.342794	45.392706	No	No	Yes	Yes	No
229	-93.341371	45.395925	No	No	Yes	Yes	No
230	-93.341261	45.395842	No	No	Yes	Yes	No
231	-93.340498	45.390924	No	No	No	No	No
232	-93.339700	45.398785	No	No	Yes	Yes	No
233	-93.339578	45.391203	Yes	Yes	Yes	Yes	Yes
234	-93.339526	45.398787	No	No	Yes	Yes	No
235	-93.339431	45.391252	Yes	Yes	Yes	Yes	Yes
236	-93.338942	45.393927	No	No	Yes	Yes	No
237	-93.338939	45.393819	No	No	Yes	Yes	No
238	-93.338854	45.395980	No	No	Yes	Yes	No
239	-93.338684	45.395069	No	No	Yes	Yes	No
240	-93.338678	45.395982	No	No	Yes	Yes	No
241	-93.338672	45.395185	No	No	Yes	Yes	No
242	-93.336105	45.396093	No	No	Yes	Yes	No
243	-93.335948	45.396233	No	No	Yes	Yes	No
244	-93.335926	45.396111	No	No	Yes	Yes	No
245	-93.335057	45.391018	Yes	Yes	Yes	Yes	Yes
246	-93.334915	45.390957	Yes	Yes	Yes	Yes	Yes
247	-93.334144	45.384936	Yes	Yes	Yes	Yes	Yes
248	-93.333659	45.385989	Yes	Yes	Yes	Yes	Yes
249	-93.333657	45.386104	Yes	Yes	Yes	Yes	Yes
250	-93.333081	45.386056	No	No	Yes	Yes	No
251	-93.332975	45.386073	No	No	Yes	Yes	No
252	-93.332803	45.395596	Yes	Yes	Yes	Yes	Yes
253	-93.332621	45.395595	Yes	Yes	Yes	Yes	Yes
254	-93.332582	45.394014	Yes	Yes	Yes	Yes	Yes
255	-93.332506	45.394135	Yes	Yes	Yes	Yes	Yes
256	-93.331426	45.386328	No	No	Yes	Yes	No
257	-93.331350	45.386388	No	No	Yes	Yes	No
258	-93.316511	45.409004	Yes	No	Yes	No	No
259	-93.316378	45.407406	Yes	No	Yes	Yes	No
260	-93.316374	45.407316	Yes	No	Yes	No	No
261	-93.312682	45.407394	Yes	No	Yes	Yes	No
262	-93.369665	45.384632	Yes	Yes	Yes	Yes	Yes
263	-93.368909	45.391289	No	No	Yes	No	No
264	-93.368967	45.391308	No	No	Yes	No	No



Legend

- Ped Ramp Compliant
- Ped Ramp Non-Compliant
- Bituminous Trails
- Concrete Sidewalk

Ped Ramp, Sidewalk, and Trail Locations

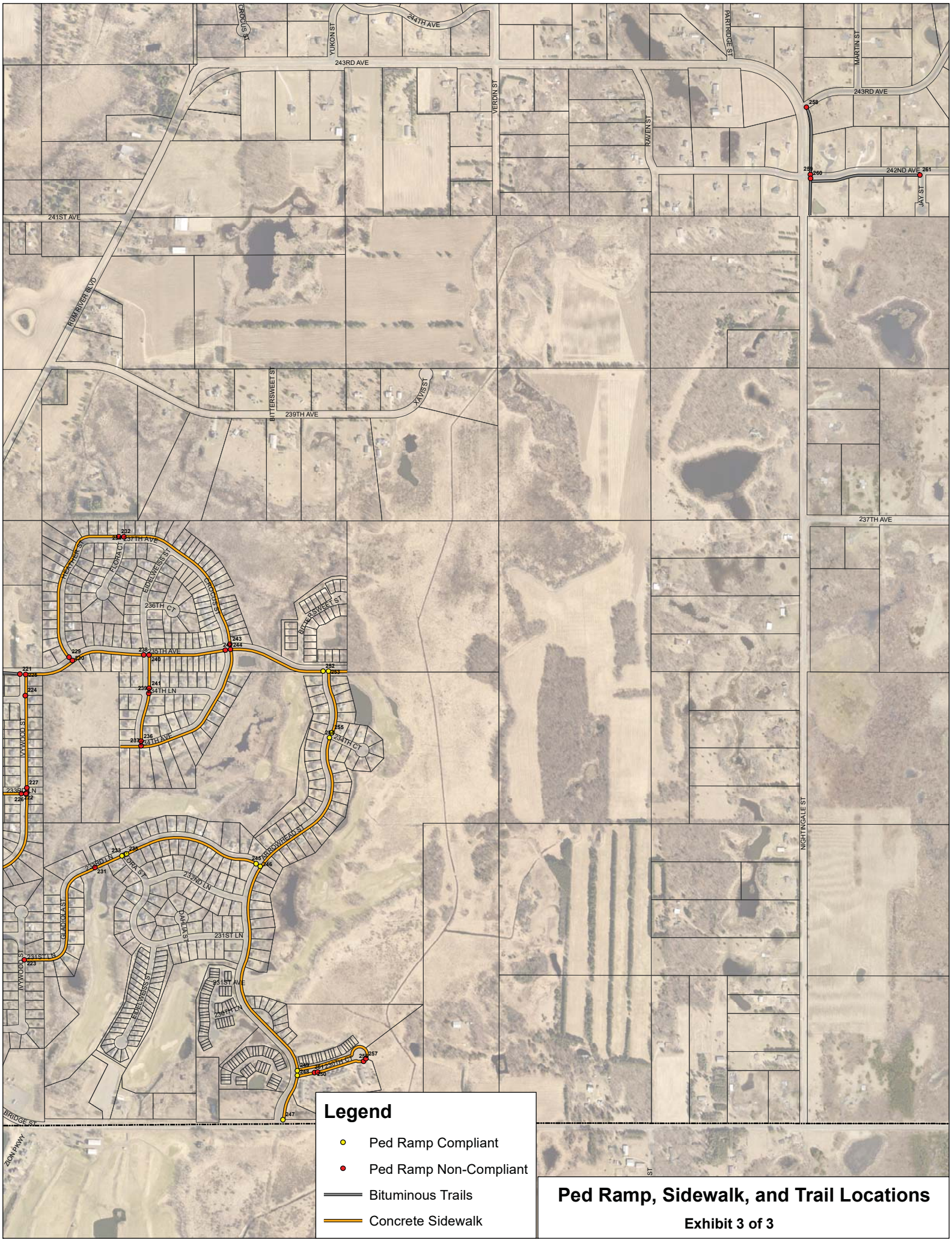
Exhibit 1 of 3

Legend

- Ped Ramp Compliant
- Ped Ramp Non-Compliant
- Bituminous Trails
- Concrete Sidewalk

Ped Ramp, Sidewalk, and Trail Locations

Exhibit 2 of 3



Legend

- Ped Ramp Compliant
- Ped Ramp Non-Compliant
- Bituminous Trails
- Concrete Sidewalk

Ped Ramp, Sidewalk, and Trail Locations

Exhibit 3 of 3

APPENDIX B – SCHEDULE / BUDGET INFORMATION

SCHEDULE

A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of St. Francis budget for improvements to the public right of way.

Pedestrian facilities along any street project requiring more than patching, seal coating, or micro-surfacing, the ADA features will be evaluated and upgraded to the extent feasible. Facilities that are not ADA compliant and considered non-serviceable, identified as an existing hazard, or City of St. Francis staff believe need of immediate attention will be addressed in conjunction with adjacent City Capital Improvement Projects or as Stand-Alone Projects as necessary.

The majority of the ADA improvements will be addressed in conjunction with adjacent City Capital Improvement Projects.

UNIT PRICES

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative costs for some typical accessibility improvements based on if the improvements are included as part of a retrofit type project, or as part of a larger comprehensive capital improvement project.

Intersection corner ADA improvement retrofit: +/- $5,000 per corner

Intersection corner ADA improvement as part of adjacent capital project: +/- $2,000 per corner

Sidewalk / Trail ADA improvement retrofit: +/- $7.00 per SF

Sidewalk / Trail ADA improvement as part of adjacent capital project: +/- $5.0 per SF

ENTIRE JURSIDICTION

Based on the results of the self-evaluation, the estimate costs associated with providing ADA accessibility within the entire jurisdiction is approximately $770,000. This amount signifies a significant investment that the City of St. Francis is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City of St. Francis budget for improvements to the public right of way. Most ramps will be redeveloped during reconstruction or reclaim improvement projects as outlined in the City of St. Francis CIP.

APPENDIX C – PUBLIC OUTREACH

The following pages include materials that were used at public meetings or as part of other outreach activities.

CITY OF ST. FRANCIS
COUNTY OF ANOKA

NOTICE OF PUBLIC HEARING

The City of St. Francis will conduct a Public Hearing on Tuesday, January 2, 2024 at 6:00 PM at 4115 Ambassador Boulevard NW, St. Francis, MN 55070. The Public Hearing is to consider the American Disability Act (ADA) Transition Plan.

A. The Public Hearing is to receive public comments and opinion on the St. Francis ADA Transition Plan. A copy of the St. Francis ADA Transition Plan is available at the City offices and on the City website. This public hearing is offered to solicit input and to provide the public with an opportunity to participate in the development and implementation of this program.

All interested parties are invited to attend the Public Hearing to express their questions, concerns, and comments.

CITY OF ST. FRANCIS

BY: _____
Jenni Wida, City Clerk

Dated and Posted: December XX, 2023, City of St. Francis Website
Published: December XX, 2023, Anoka County Union Herald
Public Hearing: January 2, 2024 at 6:00 PM

CITY OF ST FRANCIS ADA TRANSITION PLAN

The City of St Francis has identified an ADA Title II Coordinator to oversee the City policies and procedures:

Jeremy Shook
City Street/Parks Supervisor
4058 Saint Francis Blvd
St Francis, MN 55070

Phone: 763-233-5201
jshook@stfrancismn.org

City of St Francis Website:
https://www.stfrancismn.org/

Complaints that a program, service, or activity of the City of St Francis is not accessible to persons with disabilities should be directed to the ADA Title II Coordinator. Grievance Forms for any ADA accessibility issues are available on the City's website or at City Hall.

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 City of St Francis must comply with the Title II section of this Act as it pertains to the programs, activities and services public entities provide.

The ADA Transition Plan generally covers:

- Self-Evaluation of accessibility within the public right of way
- Policies and Practices
- Improvement & Implementation Schedules
- Establish ADA Coordinator
- Public Outreach
- Grievance Procedures

As required by Title II of ADA, the City of St. Francis has conducted a self-evaluation of its facilities within public rights of way and has developed an ADA Transition Plan that will ensure that all facilities are accessible to all individuals.

The City of St. Francis will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

The ADA does not require the City of St. Francis to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

The City of St. Francis invites anyone to review and comment on the ADA Transition Plan. The Plan is available for review on the City's website https://www.stfrancismn.org/ or by request. A public meeting to receive comments, review, and discuss the ADA Transition Plan will be noticed in the Anoka County Union Herald as well as on the City website.

Anyone who requires an auxiliary aid or service for effective communication or a modification of policies or procedures to participate in a program, service, or activity of the City of St. Francis, should contact the office of Jeremy Shook, City Street/Parks Supervisor, as soon as possible but no later than 48 hours before the scheduled event.

CITY OF ST FRANCIS ADA TRANSITION PLAN

Improvement Schedule

The City of St. Francis has made an effort to provide accessible pedestrian features as part of all City Capital Improvement projects and has required that public improvements within private developments be ADA compliant. These standards and procedures have been revised and improved through the years, making some of the past practices and improvement non-compliant to current standards.

All scheduled public improvement projects and reconstruction projects with pedestrian accommodations will be designed and constructed to conform with the most current ADA design practices to the extent feasible.

Accessible curb cuts and ramps will be added as needed to provide access to existing pedestrian facility (i.e. walks/trails) at intersections where they do not currently exist. Improvements to existing pedestrian ramps, beyond adding curb cuts, will be addressed on a case by case basis. Areas such as those in close proximity to specific land uses (i.e. schools, government offices, senior housing, and medical facilities) will be given additional consideration. Improvements will be undertaken at the discretion of the City Engineer.

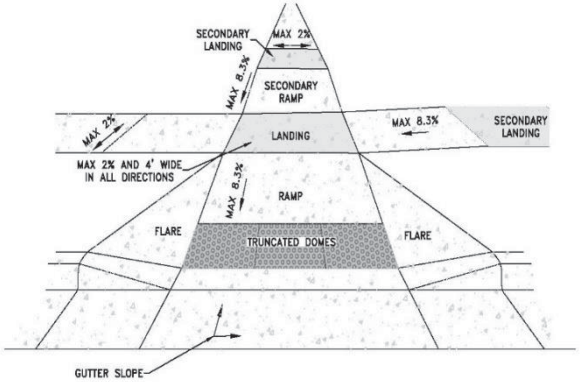
ADA improvements on City rehabilitation or resurfacing projects (not including seal coating or micro-surfacing projects) will be addressed on a case-by-case basis.

ADA improvements requested by the public will be evaluated by City staff. Evaluation criteria will include pedestrian volumes, traffic volumes, condition of existing infrastructure, and public safety.

Many other agencies are responsible for pedestrian facilities within the jurisdiction of the City of St. Francis. The City will coordinate with those agencies to track and assist in the facilitation of the elimination of accessibility barriers along their routes.

The results of the Self-Evaluation of the Pedestrian Facilities in St. Francis showed the vast majority of the 154 ramps failing. This is mainly due to lack of compliant Truncated Domes. In most cases these domes, or some form of them, are present but not to current standards.

ADA Compliant Ramp



Key Ramp Elements

- 4’ min. Pedestrian Access Route
- Cross-slopes do not exceed 2%
- Transitional slopes do not exceed 8.3%
- Truncated Domes exist and are compliant with current standards
- Landings, if required
- Vertical discontinuities less than ¼”

APPENDIX D – GRIEVANCE PROCEDURE

As part of the ADA requirements the City has posted the following notice outlining its ADA requirements:

PUBLIC NOTICE

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of St. Francis will not discriminate against qualified individuals with disabilities based on disability in the City's services, programs, or activities.

EMPLOYMENT: The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the Americans with Disabilities Act (ADA).

EFFECTIVE COMMUNICATION: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

MODIFICATIONS TO POLICIES AND PROCEDURES: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcome in City offices, even where pets are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the office of Jeremy Shook, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Sample Grievance Procedure (Source www.ada.gov):

City of St. Francis
Grievance Procedure under
the Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City of St. Francis. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Jeremy Shook
City Street/Parks Supervisor
4058 Saint Francis Boulevard
St. Francis, MN 55070
(763) 233-5201
jshook@stfrancismn.org

Within 15 calendar days after receipt of the complaint, Jeremy Shook or his designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, Jeremy Shook or his designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City of St. Francis and offer options for substantive resolution of the complaint.

If the response by Jeremy Shook or his designee does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 15 calendar days after receipt of the response to the mayor or their designee.

Within 15 calendar days after receipt of the appeal, the Mayor or their designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Mayor or their designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by Jeremy Shook or his designee, appeals to the mayor or their designee, and responses from these two offices will be retained by the City of St. Francis for at least three years.

City of St. Francis Grievance Procedure

Those wishing to file a formal written grievance with City of St. Francis may do so by one of the following methods:

Internet

Visit the City of St. Francis website https://www.stfrancismn.org/ and select the ADA Transition Plan. A copy of The ADA Grievance Form is included in the Appendix of the ADA Transition Plan.

Telephone

Contact the pertinent City staff person listed in the **Contact Information** section of Appendix E to submit an oral grievance. The staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

Paper Submittal

Contact the pertinent City staff person listed in the **Contact Information** section of Appendix E to request a paper copy of the city's grievance form, complete the form, and submit it to the Jeremy Shook. A staff person will utilize the Internet method above to submit the grievance on behalf of the person filing the grievance.

The ADA Grievance Form will ask for the following information:

The **name, address, telephone number, and email address** for the person filing the grievance.

The **name, address, telephone number, and email address** for the person alleging an ADA violation (if different than the person filing the grievance).

A **description and location of the alleged violation and the nature of a remedy sought**, if known by the complainant.

If the complainant has filed the same complaint or grievance with the United States Department of Justice (DOJ), another federal or state civil rights agency, a court, or others, the **name of the agency or court where the complainant filed it and the filing date**.

The City will acknowledge receipt of the grievance to the complainant within 10 working days of its submittal. City will also provide to the complainant within 10 working days of its submittal; 1) a response or resolution to the grievance or; 2) information on when the complainant can expect a response or resolution to the grievance.

If the grievance filed does not concern an City of St. Francis facility, the City will work with the complainant to contact the agency that has jurisdiction.

3. Within 60 calendar days of receipt, an City of St. Francis staff person will conduct an investigation necessary to determine the validity of the alleged violation. As a part of the investigation, the staff person would conduct an engineering study to help determine the City's response. The staff person will take advantage of department resources and use engineering judgment, data collected, and any information submitted by the resident to develop a conclusion. A staff person will be available to meet with the complainant to discuss the matter as a part of the investigation and resolution of the matter. The City will document each resolution of a filed grievance and retain such documentation in the department's ADA Grievance File for a period of seven years.

The City will consider all specific grievances within its particular context or setting. Furthermore, the City will consider many varying circumstances including: 1) the nature of the access to services, programs, or facilities at issue; 2) the specific nature of the disability; 3) the essential eligibility requirements for participation; 4) the health and safety of others: and 5) the degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship to City of St. Francis.

Accordingly, the resolution by City of St. Francis of any one grievance does not constitute a precedent upon which the county is bound or upon which other complaining parties may rely.

File Maintenance

The City shall maintain ADA grievance files for a period of seven years.

Complaints of Title II violations may also be filed with the DOJ within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department of Justice (DOJ). The DOJ may bring a lawsuit where it has investigated a matter and has been unable to resolve violations.

For more information, contact:

U.S. Department of Justice
Civil Rights Division
950 Pennsylvania Avenue, N.W.
Disability Rights Section - NYAV
Washington, D.C. 20530
www.ada.gov
(800) 514-0301 (voice – toll free)
(800) 514-0383 (TTY)

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the DOJ or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

See following pages for complaint form.

Title II of the Americans with Disabilities Act
Section 504 of the Rehabilitation Act of 1973
Discrimination Complaint Form

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the address on page 3.

Complainant:_____

Address: _____

City, State and Zip Code: _____

Telephone:_____

Home: _____

Business: _____

Person Discriminated Against (if other than the complainant): _____

Address: _____

City, State, and Zip Code:_____

Telephone: Home:_____ Business:_____

Government, or organization, or institution which you believe has discriminated:

Name: _____

Address: _____

County: _____

City, State and Zip Code: _____

Telephone Number: _____

When did the discrimination occur? _____ Date: _____

Describe the acts of discrimination providing the name(s) where possible of the individuals who discriminated (use space on page 3 if necessary):

Have efforts been made to resolve this complaint through the internal grievance procedure of the government, organization, or institution?

Yes _____ No_____

If yes: what is the status of the grievance?

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes _____ No_____
If yes:

Agency or Court:_____

Contact Person: _____

Address: _____

City, State, and Zip Code:_____

Telephone Number: _____

Date Filed:_____

Do you intend to file with another agency or court?

Yes_____ No_____

Agency or Court:_____

Address: _____

City, State and Zip Code: _____

Telephone Number: _____

Additional space for answers:

Signature: _____

Date: _____

Return to:

Paul Carpenter
Public Works Director
City of St. Francis
23340 Cree Street NW
St. Francis, MN 55070

APPENDIX E – CONTACT INFORMATION

ADA TITLE II COORDINATOR

Name:	Jeremy Shook
	City Street/Parks Supervisor
Address:	4058 Saint Francis Boulevard
	St Francis, MN 55070
Phone:	(763) 233-5201
E-mail:	jshook@stfrancismn.org

PUBLIC RIGHT OF WAYS ADA IMPLEMENTATION COORDINATOR

Name:	Paul Carpenter
	Public Work Director
Address:	4058 Saint Francis Boulevard
	St Francis, MN 55070
Phone:	(763) 235-2304
E-mail:	pcarpenter@stfrancismn.org

APPENDIX F – AGENCY ADA DESIGN STANDARDS AND PROCEDURES

DESIGN PROCEDURES

INTERSECTION CORNERS

Curb ramps or blended transitions will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects and public facilities within private projects. There may be limitations which make it technically infeasible for an intersection corner to achieve full accessibility within the scope of any project. Those limitations will be noted and those intersection corners will remain on the transition plan. As future projects or opportunities arise, those intersection corners shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each intersection corner shall be made as compliant as possible in accordance with the judgment of City staff.

SIDEWALKS / TRAILS

Sidewalks and trails will attempt to be constructed or upgraded to achieve compliance within all capital improvement projects and public facilities within private projects. There may be limitations which make it technically infeasible for segments of sidewalks or trails to achieve full accessibility within the scope of any project. Those limitations will be noted and those segments will remain on the transition plan. As future projects or opportunities arise, those segments shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, every sidewalk or trail shall be made as compliant as possible in accordance with the judgment of City staff.

TRAFFIC CONTROL SIGNALS

Traffic control signals will attempt to be constructed or upgraded to achieve compliance within capital improvement projects and public facilities within private projects. There may be limitations which make it technically infeasible for individual traffic control signal locations to achieve full accessibility within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless on if full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City staff.

OTHER POLICIES, PRACTICES AND PROGRAMS

Policies, practices and programs not identified in this document will follow the applicable ADA standards.

DESIGN STANDARDS

City of St. Francis has PROWAG, as adopted by the Minnesota Department of Transportation (MnDOT), as its design standard.

APPENDIX G – GLOSSARY OF TERMS

ABA: See Architectural Barriers Act.

ADA: See Americans with Disabilities Act.

ADA Transition Plan: Mn/DOT's transportation system plan that identifies accessibility needs, the process to fully integrate accessibility improvements into the Statewide Transportation Improvement Program (STIP), and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

ADAAG: See Americans with Disabilities Act Accessibility Guidelines.

Accessible: A facility that provides access to people with disabilities using the design requirements of the ADA.

Accessible Pedestrian Signal (APS): A device that communicates information about the WALK phase in audible and vibrotactile formats.

Alteration: A change to a facility in the public right-of-way that affects or could affect access, circulation, or use. An alteration must not decrease or have the effect of decreasing the accessibility of a facility or an accessible connection to an adjacent building or site.

Americans with Disabilities Act (ADA): The Americans with Disabilities Act; Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks and trails, by individuals with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG): contains scoping and technical requirements for accessibility to buildings and public facilities by individuals with disabilities under the Americans with Disabilities Act (ADA) of 1990.

APS: See Accessible Pedestrian Signal.

Architectural Barriers Act (ABA): Federal law that requires facilities designed, built, altered or leased with Federal funds to be accessible. The Architectural Barriers Act marks one of the first efforts to ensure access to the built environment.

Capital Improvement Program (CIP): The CIP for the Transportation Department includes an annual capital budget and a five-year plan for funding the new construction and reconstruction projects on the county's transportation system.

Detectable Warning: A surface feature of truncated domes, built in or applied to the walking surface to indicate an upcoming change from pedestrian to vehicular way.

DOJ: See United States Department of Justice

Federal Highway Administration (FHWA): A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FHWA: See Federal Highway Administration

Pedestrian Access Route (PAR): A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.

Pedestrian Circulation Route (PCR): A prepared exterior or interior way of passage provided for pedestrian travel.

PROWAG: An acronym for the *Guidelines for Accessible Public Rights-of-Way* issued in 2005 by the U. S. Access Board. This guidance addresses roadway design practices, slope, and terrain related to pedestrian access to walkways and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

Right of Way: A general term denoting land, property, or interest therein, usually in a strip, acquired for the network of streets, sidewalks, and trails creating public pedestrian access within a public entity's jurisdictional limits.

Section 504: The section of the Rehabilitation Act that prohibits discrimination by any program or activity conducted by the federal government.

Uniform Accessibility Standards (UFAS): Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

United States Access Board: An independent federal agency that develops and maintains design criteria for buildings and other improvements, transit vehicles, telecommunications equipment, and electronic and information technology. It also enforces accessibility standards that cover federally funded facilities.

United States Department of Justice (DOJ): The United States Department of Justice (often referred to as the Justice Department or DOJ), is the United States federal executive department responsible for the enforcement of the law and administration of justice.

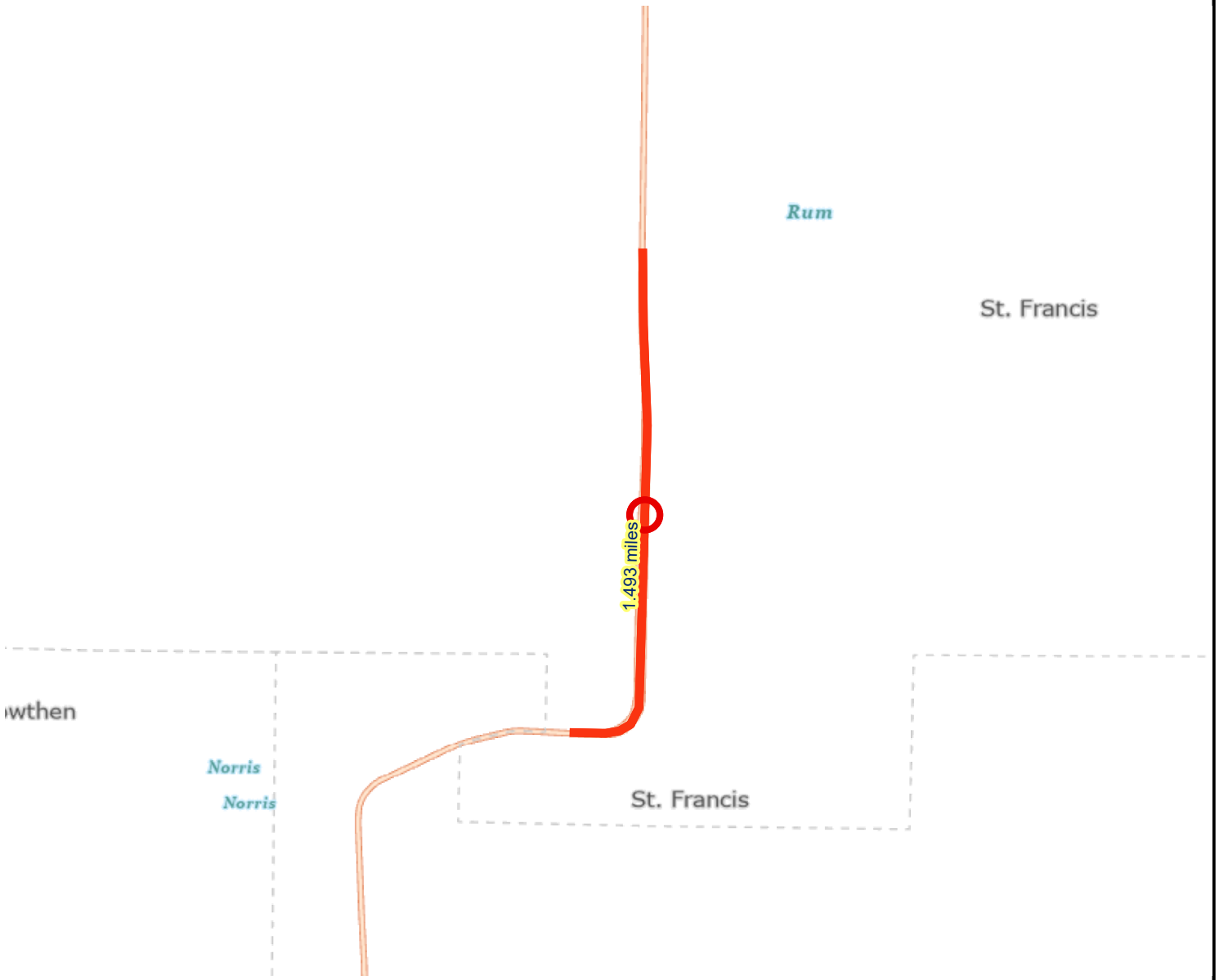
Regional Economy

Roadway Reconstruction/Modernization Project: TH 47 / St. Francis Blvd Modernization | Map ID: 1701888048614

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:
Oak Grove
Population: 1571
Employment: 168
Mfg and Dist Employment: 5
St. Francis
Population: 6559
Employment: 1205
Mfg and Dist Employment: 229



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.275 0.55 1.1 1.65 2.2 Miles

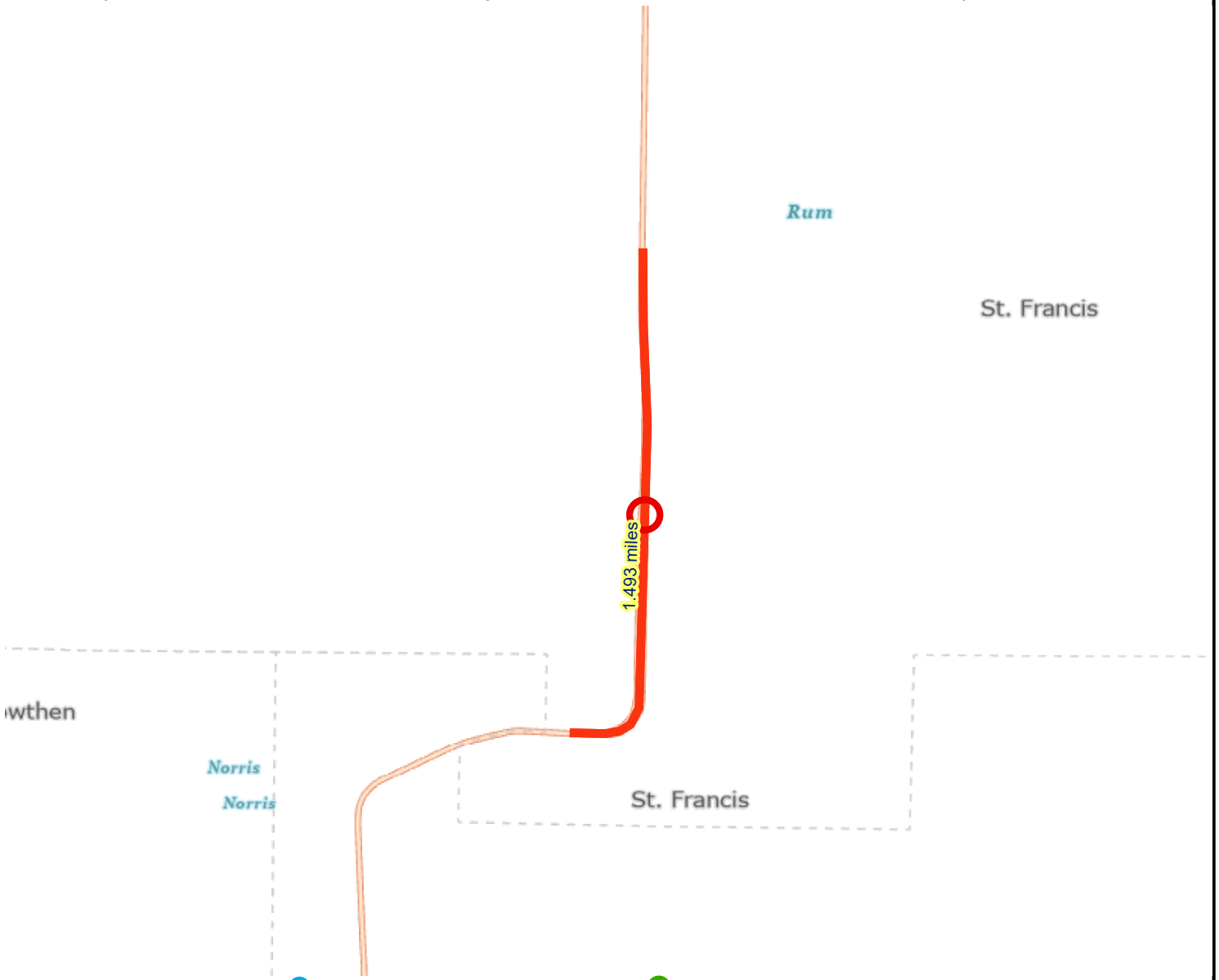
Created: 12/6/2023
LandscapeRSA5

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

METROPOLITAN COUNCIL

Transit Connections

Roadway Reconstruction/Modernization Project: TH 47 / St. Francis Blvd Modernization | Map ID: 1701888048614



Results

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

**indicates Planned Alignments*

Transit Market areas: 5

Project Points
Project
Project Area
Arterial Bus Rapid Transit

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

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

Light Rail

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 12/6/2023
LandscapeRSA3

METROPOLITAN COUNCIL

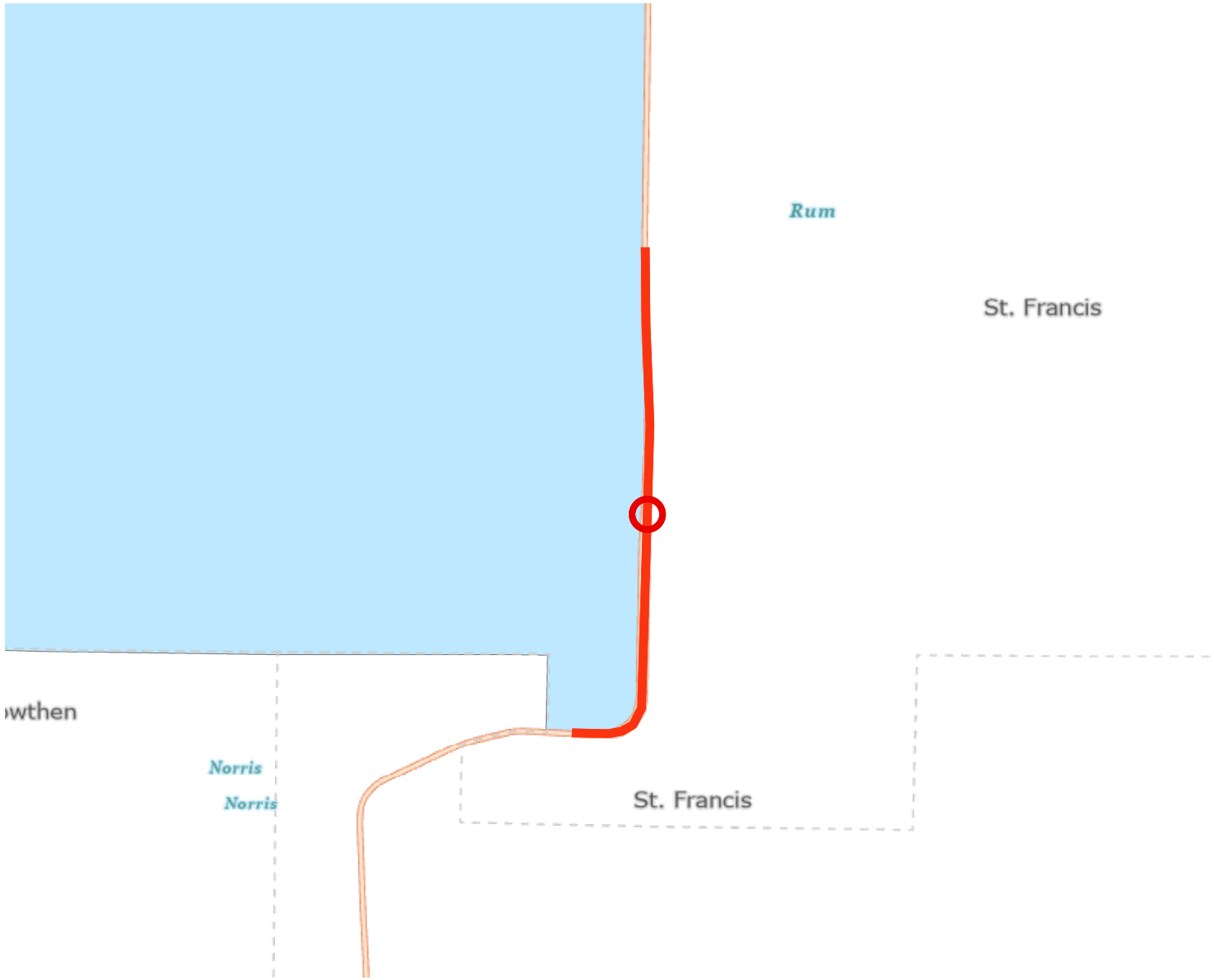
Socio-Economic Conditions

Roadway Reconstruction/Modernization Project: TH 47 / St. Francis Blvd Modernization | Map ID: 1701888048614

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 136

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



Points
Lines
Area of Concentrated Poverty
Regional Environmental Justice Area

0 0.275 0.55 1.1 1.65 2.2 Miles

Created: 12/6/2023
LandscapeRSA2

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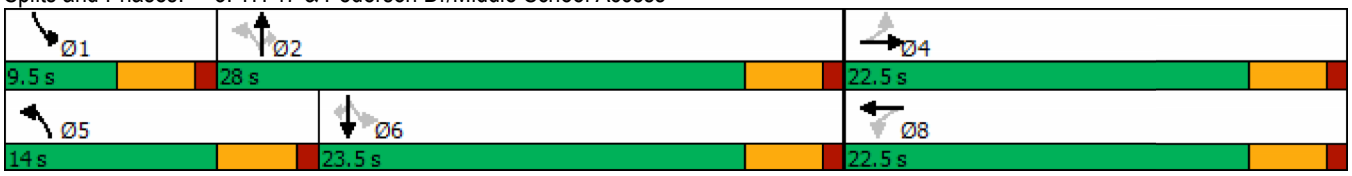
METROPOLITAN COUNCIL

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	70	3	32	12	343	413	23	6	177	34
Future Volume (vph)	70	3	32	12	343	413	23	6	177	34
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	14.0	28.0	28.0	9.5	23.5	23.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	23.3%	46.7%	46.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)		10.7		10.7	32.9	31.2	31.2	24.2	19.1	19.1
Actuated g/C Ratio		0.20		0.20	0.62	0.59	0.59	0.46	0.36	0.36
v/c Ratio		0.72		0.46	0.49	0.22	0.05	0.02	0.15	0.08
Control Delay		16.6		20.0	8.2	7.2	0.3	6.2	13.1	1.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.6		20.0	8.2	7.2	0.3	6.2	13.1	1.0
LOS		B		B	A	A	A	A	B	A
Approach Delay		16.6		20.0		7.3			10.3	
Approach LOS		B		B		A			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 52.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: TH 47 & Pederson Dr/Middle School Access



1: TH 47 & Ambassador Blvd

Direction	EB	WB	NB	SB	All
Future Volume (vph)	83	196	515	266	1060
Total Delay / Veh (s/v)	28	23	1	3	7
Total Delay (hr)	1	1	0	0	2
CO Emissions (kg)	0.20	0.38	0.70	0.39	1.66
NOx Emissions (kg)	0.04	0.07	0.14	0.08	0.32
VOC Emissions (kg)	0.05	0.09	0.16	0.09	0.39

2: TH 47 & 233rd Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	218	131	514	245	1108
Total Delay / Veh (s/v)	140	33	1	1	32
Total Delay (hr)	8	1	0	0	10
CO Emissions (kg)	0.64	0.19	0.43	0.34	1.61
NOx Emissions (kg)	0.12	0.04	0.08	0.07	0.31
VOC Emissions (kg)	0.15	0.05	0.10	0.08	0.37

3: TH 47 & Pederson Dr/Middle School Access

Direction	EB	WB	NB	SB	All
Future Volume (vph)	287	66	779	217	1349
Total Delay / Veh (s/v)	17	20	7	11	11
Total Delay (hr)	1	0	2	1	4
CO Emissions (kg)	0.44	0.07	0.81	0.27	1.60
NOx Emissions (kg)	0.09	0.01	0.16	0.05	0.31
VOC Emissions (kg)	0.10	0.02	0.19	0.06	0.37

4: TH 47 & 229th Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	43	218	764	429	1454
Total Delay / Veh (s/v)	23	18	0	4	5
Total Delay (hr)	0	1	0	0	2
CO Emissions (kg)	0.04	0.32	0.37	0.53	1.27
NOx Emissions (kg)	0.01	0.06	0.07	0.10	0.25
VOC Emissions (kg)	0.01	0.07	0.09	0.12	0.29

5: TH 47 & 227th Ave

Direction	WB	NB	SB	All
Future Volume (vph)	294	507	337	1138
Total Delay / Veh (s/v)	18	0	4	6
Total Delay (hr)	2	0	0	2
CO Emissions (kg)	0.38	0.42	0.38	1.17
NOx Emissions (kg)	0.07	0.08	0.07	0.23
VOC Emissions (kg)	0.09	0.10	0.09	0.27

Network Totals

Number of Intersections	5
Total Delay / Veh (s/v)	12
Total Delay (hr)	20
CO Emissions (kg)	7.31
NOx Emissions (kg)	1.42
VOC Emissions (kg)	1.69
Performance Index	27.4

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

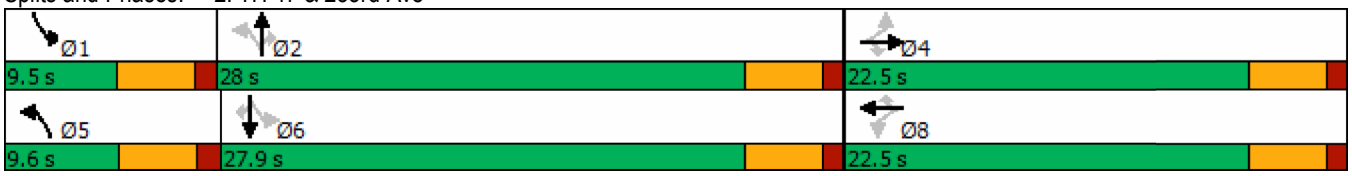
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	112	224	643	340
Demand Flow Rate, veh/h	125	227	665	346
Vehicles Circulating, veh/h	408	675	175	213
Vehicles Exiting, veh/h	151	165	358	689
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	9.4	10.4	6.3
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	125	227	665	346
Cap Entry Lane, veh/h	910	693	1154	1110
Entry HV Adj Factor	0.893	0.987	0.966	0.982
Flow Entry, veh/h	112	224	643	340
Cap Entry, veh/h	813	684	1115	1091
V/C Ratio	0.137	0.327	0.576	0.312
Control Delay, s/veh	5.8	9.4	10.4	6.3
LOS	A	A	B	A
95th %tile Queue, veh	0	1	4	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	84	57	8	96	27	70	443	58	27	212	63
Future Volume (vph)	77	84	57	8	96	27	70	443	58	27	212	63
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)		12.0	12.0		11.7	11.7	31.1	30.4	30.4	30.2	28.5	28.5
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.61	0.59	0.59	0.59	0.56	0.56
v/c Ratio		0.56	0.13		0.30	0.08	0.12	0.43	0.08	0.08	0.26	0.09
Control Delay		24.5	1.9		18.6	0.4	6.0	11.7	1.9	6.0	11.2	2.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.5	1.9		18.6	0.4	6.0	11.7	1.9	6.0	11.2	2.5
LOS		C	A		B	A	A	B	A	A	B	A
Approach Delay		19.1			14.4			9.8			8.7	
Approach LOS		B			B			A			A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 51.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

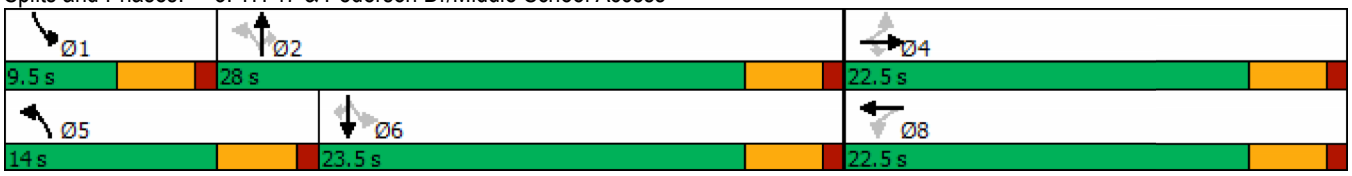
Splits and Phases: 2: TH 47 & 233rd Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	3	214	32	12	343	470	23	6	234	34
Future Volume (vph)	70	3	214	32	12	343	470	23	6	234	34
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	14.0	28.0	28.0	9.5	23.5	23.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	23.3%	46.7%	46.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)		9.2	9.2		9.2	32.8	31.1	31.1	24.1	19.1	19.1
Actuated g/C Ratio		0.18	0.18		0.18	0.64	0.61	0.61	0.47	0.37	0.37
v/c Ratio		0.37	0.51		0.36	0.50	0.46	0.04	0.02	0.36	0.08
Control Delay		22.4	7.0		17.1	7.3	9.1	0.3	5.2	14.4	1.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.4	7.0		17.1	7.3	9.1	0.3	5.2	14.4	1.0
LOS		C	A		B	A	A	A	A	B	A
Approach Delay		11.3			17.1		7.9			11.9	
Approach LOS		B			B		A			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 51.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: TH 47 & Pederson Dr/Middle School Access



Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	318	537	416
Demand Flow Rate, veh/h	328	552	424
Vehicles Circulating, veh/h	553	187	29
Vehicles Exiting, veh/h	186	265	852
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.2	8.7	5.6
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	328	552	424
Cap Entry Lane, veh/h	785	1140	1340
Entry HV Adj Factor	0.970	0.972	0.983
Flow Entry, veh/h	318	537	417
Cap Entry, veh/h	761	1108	1317
V/C Ratio	0.418	0.484	0.317
Control Delay, s/veh	10.2	8.7	5.6
LOS	B	A	A
95th %tile Queue, veh	2	3	1

1: TH 47 & Ambassador Blvd

Direction	EB	WB	NB	SB	All
Future Volume (vph)	83	196	572	266	1117
Total Delay / Veh (s/v)	0	0	0	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.17	0.31	1.19	0.49	2.16
NOx Emissions (kg)	0.03	0.06	0.23	0.10	0.42
VOC Emissions (kg)	0.04	0.07	0.27	0.11	0.50

2: TH 47 & 233rd Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	218	131	571	302	1222
Total Delay / Veh (s/v)	19	15	10	9	12
Total Delay (hr)	1	1	2	1	4
CO Emissions (kg)	0.23	0.14	0.71	0.53	1.60
NOx Emissions (kg)	0.04	0.03	0.14	0.10	0.31
VOC Emissions (kg)	0.05	0.03	0.16	0.12	0.37

3: TH 47 & Pederson Dr/Middle School Access

Direction	EB	WB	NB	SB	All
Future Volume (vph)	287	66	836	274	1463
Total Delay / Veh (s/v)	11	17	8	13	10
Total Delay (hr)	1	0	2	1	4
CO Emissions (kg)	0.41	0.07	0.91	0.37	1.75
NOx Emissions (kg)	0.08	0.01	0.18	0.07	0.34
VOC Emissions (kg)	0.10	0.02	0.21	0.08	0.41

4: TH 47 & 229th Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	43	218	787	486	1534
Total Delay / Veh (s/v)	11	22	0	3	5
Total Delay (hr)	0	1	0	0	2
CO Emissions (kg)	0.04	0.33	0.38	0.57	1.32
NOx Emissions (kg)	0.01	0.06	0.07	0.11	0.26
VOC Emissions (kg)	0.01	0.08	0.09	0.13	0.31

5: TH 47 & 227th Ave

Direction	WB	NB	SB	All
Future Volume (vph)	294	507	360	1161
Total Delay / Veh (s/v)	0	0	0	0
Total Delay (hr)	0	0	0	0
CO Emissions (kg)	0.30	0.86	0.48	1.63
NOx Emissions (kg)	0.06	0.17	0.09	0.32
VOC Emissions (kg)	0.07	0.20	0.11	0.38

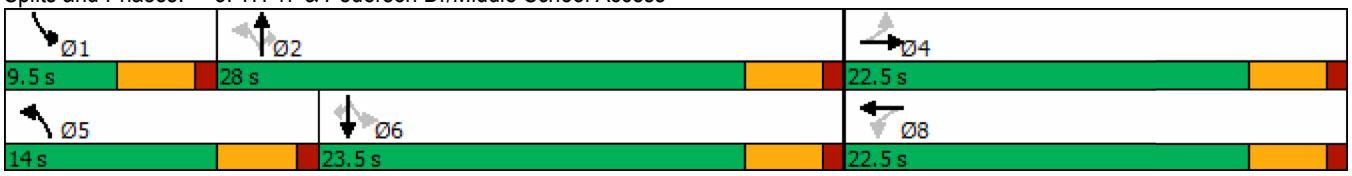
Network Totals

Number of Intersections	5
Total Delay / Veh (s/v)	6
Total Delay (hr)	10
CO Emissions (kg)	8.46
NOx Emissions (kg)	1.65
VOC Emissions (kg)	1.96
Performance Index	21.7

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	70	3	32	12	343	413	23	6	177	34
Future Volume (vph)	70	3	32	12	343	413	23	6	177	34
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8	5	2		1	6	
Permitted Phases	4		8		2		2	6		6
Detector Phase	4	4	8	8	5	2	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	14.0	28.0	28.0	9.5	23.5	23.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	23.3%	46.7%	46.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)		10.7		10.7	32.9	31.2	31.2	24.2	19.1	19.1
Actuated g/C Ratio		0.20		0.20	0.62	0.59	0.59	0.46	0.36	0.36
v/c Ratio		0.72		0.46	0.49	0.22	0.05	0.02	0.15	0.08
Control Delay		16.6		20.0	8.2	7.2	0.3	6.2	13.1	1.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		16.6		20.0	8.2	7.2	0.3	6.2	13.1	1.0
LOS		B		B	A	A	A	A	B	A
Approach Delay		16.6		20.0		7.3			10.3	
Approach LOS		B		B		A			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 52.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: TH 47 & Pederson Dr/Middle School Access



1: TH 47 & Ambassador Blvd

Direction	EB	WB	NB	SB	All
Future Volume (vph)	83	196	515	266	1060
Total Delay / Veh (s/v)	28	23	1	3	7
Total Delay (hr)	1	1	0	0	2
CO Emissions (kg)	0.20	0.38	0.70	0.39	1.66
NOx Emissions (kg)	0.04	0.07	0.14	0.08	0.32
VOC Emissions (kg)	0.05	0.09	0.16	0.09	0.39

2: TH 47 & 233rd Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	218	131	514	245	1108
Total Delay / Veh (s/v)	140	33	1	1	32
Total Delay (hr)	8	1	0	0	10
CO Emissions (kg)	0.64	0.19	0.43	0.34	1.61
NOx Emissions (kg)	0.12	0.04	0.08	0.07	0.31
VOC Emissions (kg)	0.15	0.05	0.10	0.08	0.37

3: TH 47 & Pederson Dr/Middle School Access

Direction	EB	WB	NB	SB	All
Future Volume (vph)	287	66	779	217	1349
Total Delay / Veh (s/v)	17	20	7	11	11
Total Delay (hr)	1	0	2	1	4
CO Emissions (kg)	0.44	0.07	0.81	0.27	1.60
NOx Emissions (kg)	0.09	0.01	0.16	0.05	0.31
VOC Emissions (kg)	0.10	0.02	0.19	0.06	0.37

4: TH 47 & 229th Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	43	218	764	429	1454
Total Delay / Veh (s/v)	23	18	0	4	5
Total Delay (hr)	0	1	0	0	2
CO Emissions (kg)	0.04	0.32	0.37	0.53	1.27
NOx Emissions (kg)	0.01	0.06	0.07	0.10	0.25
VOC Emissions (kg)	0.01	0.07	0.09	0.12	0.29

5: TH 47 & 227th Ave

Direction	WB	NB	SB	All
Future Volume (vph)	294	507	337	1138
Total Delay / Veh (s/v)	18	0	4	6
Total Delay (hr)	2	0	0	2
CO Emissions (kg)	0.38	0.42	0.38	1.17
NOx Emissions (kg)	0.07	0.08	0.07	0.23
VOC Emissions (kg)	0.09	0.10	0.09	0.27

Network Totals

Number of Intersections	5
Total Delay / Veh (s/v)	12
Total Delay (hr)	20
CO Emissions (kg)	7.31
NOx Emissions (kg)	1.42
VOC Emissions (kg)	1.69
Performance Index	27.4

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

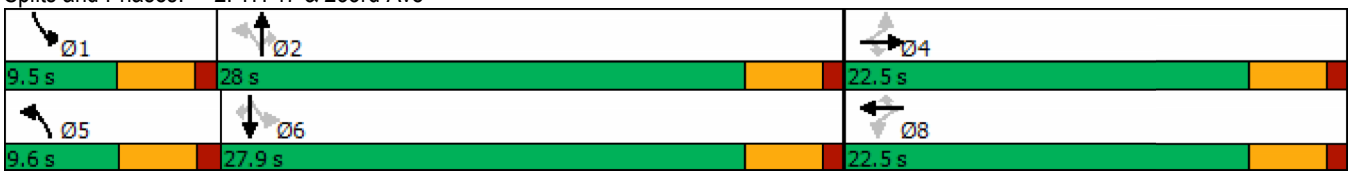
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	112	224	643	340
Demand Flow Rate, veh/h	125	227	665	346
Vehicles Circulating, veh/h	408	675	175	213
Vehicles Exiting, veh/h	151	165	358	689
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.8	9.4	10.4	6.3
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	125	227	665	346
Cap Entry Lane, veh/h	910	693	1154	1110
Entry HV Adj Factor	0.893	0.987	0.966	0.982
Flow Entry, veh/h	112	224	643	340
Cap Entry, veh/h	813	684	1115	1091
V/C Ratio	0.137	0.327	0.576	0.312
Control Delay, s/veh	5.8	9.4	10.4	6.3
LOS	A	A	B	A
95th %tile Queue, veh	0	1	4	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	84	57	8	96	27	70	443	58	27	212	63
Future Volume (vph)	77	84	57	8	96	27	70	443	58	27	212	63
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.6	28.0	28.0	9.5	27.9	27.9
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	16.0%	46.7%	46.7%	15.8%	46.5%	46.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)		12.0	12.0		11.7	11.7	31.1	30.4	30.4	30.2	28.5	28.5
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.61	0.59	0.59	0.59	0.56	0.56
v/c Ratio		0.56	0.13		0.30	0.08	0.12	0.43	0.08	0.08	0.26	0.09
Control Delay		24.5	1.9		18.6	0.4	6.0	11.7	1.9	6.0	11.2	2.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		24.5	1.9		18.6	0.4	6.0	11.7	1.9	6.0	11.2	2.5
LOS		C	A		B	A	A	B	A	A	B	A
Approach Delay		19.1			14.4			9.8			8.7	
Approach LOS		B			B			A			A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 51.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

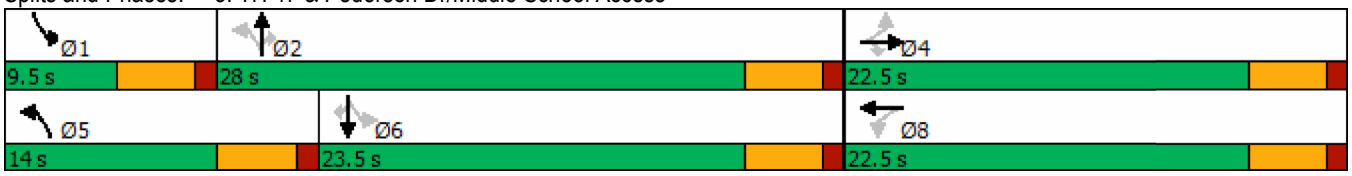
Splits and Phases: 2: TH 47 & 233rd Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	70	3	214	32	12	343	470	23	6	234	34
Future Volume (vph)	70	3	214	32	12	343	470	23	6	234	34
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8	5	2		1	6	
Permitted Phases	4		4	8		2		2	6		6
Detector Phase	4	4	4	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	14.0	28.0	28.0	9.5	23.5	23.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	23.3%	46.7%	46.7%	15.8%	39.2%	39.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)		9.2	9.2		9.2	32.8	31.1	31.1	24.1	19.1	19.1
Actuated g/C Ratio		0.18	0.18		0.18	0.64	0.61	0.61	0.47	0.37	0.37
v/c Ratio		0.37	0.51		0.36	0.50	0.46	0.04	0.02	0.36	0.08
Control Delay		22.4	7.0		17.1	7.3	9.1	0.3	5.2	14.4	1.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.4	7.0		17.1	7.3	9.1	0.3	5.2	14.4	1.0
LOS		C	A		B	A	A	A	A	B	A
Approach Delay		11.3			17.1		7.9			11.9	
Approach LOS		B			B		A			B	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 51.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 53.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: TH 47 & Pederson Dr/Middle School Access



Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	318	537	416
Demand Flow Rate, veh/h	328	552	424
Vehicles Circulating, veh/h	553	187	29
Vehicles Exiting, veh/h	186	265	852
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.2	8.7	5.6
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	328	552	424
Cap Entry Lane, veh/h	785	1140	1340
Entry HV Adj Factor	0.970	0.972	0.983
Flow Entry, veh/h	318	537	417
Cap Entry, veh/h	761	1108	1317
V/C Ratio	0.418	0.484	0.317
Control Delay, s/veh	10.2	8.7	5.6
LOS	B	A	A
95th %tile Queue, veh	2	3	1

1: TH 47 & Ambassador Blvd

Direction	EB	WB	NB	SB	All
Future Volume (vph)	83	196	572	266	1117
Total Delay / Veh (s/v)	0	0	0	0	0
Total Delay (hr)	0	0	0	0	0
CO Emissions (kg)	0.17	0.31	1.19	0.49	2.16
NOx Emissions (kg)	0.03	0.06	0.23	0.10	0.42
VOC Emissions (kg)	0.04	0.07	0.27	0.11	0.50

2: TH 47 & 233rd Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	218	131	571	302	1222
Total Delay / Veh (s/v)	19	15	10	9	12
Total Delay (hr)	1	1	2	1	4
CO Emissions (kg)	0.23	0.14	0.71	0.53	1.60
NOx Emissions (kg)	0.04	0.03	0.14	0.10	0.31
VOC Emissions (kg)	0.05	0.03	0.16	0.12	0.37

3: TH 47 & Pederson Dr/Middle School Access

Direction	EB	WB	NB	SB	All
Future Volume (vph)	287	66	836	274	1463
Total Delay / Veh (s/v)	11	17	8	13	10
Total Delay (hr)	1	0	2	1	4
CO Emissions (kg)	0.41	0.07	0.91	0.37	1.75
NOx Emissions (kg)	0.08	0.01	0.18	0.07	0.34
VOC Emissions (kg)	0.10	0.02	0.21	0.08	0.41

4: TH 47 & 229th Ave

Direction	EB	WB	NB	SB	All
Future Volume (vph)	43	218	787	486	1534
Total Delay / Veh (s/v)	11	22	0	3	5
Total Delay (hr)	0	1	0	0	2
CO Emissions (kg)	0.04	0.33	0.38	0.57	1.32
NOx Emissions (kg)	0.01	0.06	0.07	0.11	0.26
VOC Emissions (kg)	0.01	0.08	0.09	0.13	0.31

5: TH 47 & 227th Ave

Direction	WB	NB	SB	All
Future Volume (vph)	294	507	360	1161
Total Delay / Veh (s/v)	0	0	0	0
Total Delay (hr)	0	0	0	0
CO Emissions (kg)	0.30	0.86	0.48	1.63
NOx Emissions (kg)	0.06	0.17	0.09	0.32
VOC Emissions (kg)	0.07	0.20	0.11	0.38

Network Totals

Number of Intersections	5
Total Delay / Veh (s/v)	6
Total Delay (hr)	10
CO Emissions (kg)	8.46
NOx Emissions (kg)	1.65
VOC Emissions (kg)	1.96
Performance Index	21.7

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	TH 47	**District**	Metro	**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	TH 47 and 227th Ave				

B. Project Description

Proposed Work	Construct roundabout at the intersection		
Project Cost*	$18,000,000	**Installation Year**	2029
Project Service Life	20 years	**Traffic Growth Factor**	1.8%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.28	**Fatal (K) Crashes**	**Reference**	Convert intersection with minor-road stop control to modern roundabout
0.28	**Serious Injury (A) Crashes**		
0.28	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.28	**Possible Injury (C) Crashes**		
0.28	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2022	3 years
Data Source	MnCMAT2			

Crash Severity	**All**	**< optional 2nd CMF >**
K crashes	1	
A crashes	0	
B crashes	0	
C crashes	2	
PDO crashes	3	

F. Benefit-Cost Calculation

$10,059,316	**Benefit (present value)**	**B/C Ratio = 0.56**
$18,000,000	**Cost**	

Proposed project expected to reduce 2 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate:	0.8%	Default
Traffic Growth Rate:	1.8%	**Revised**
Project Service Life:	20 years	**Revised**

G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.72	0.24	$384,000
A crashes	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	1.44	0.48	$62,400
PDO crashes	2.16	0.72	$10,800
			$457,200

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$457,200	$457,200
2030	$465,430	$461,736
2031	$473,807	$466,316
2032	$482,336	$470,943
2033	$491,018	$475,615
2034	$499,856	$480,333
2035	$508,854	$485,098
2036	$518,013	$489,911
2037	$527,337	$494,771
2038	$536,829	$499,679
2039	$546,492	$504,637
2040	$556,329	$509,643
2041	$566,343	$514,699
2042	$576,537	$519,805
2043	$586,915	$524,962
2044	$597,479	$530,170
2045	$608,234	$535,429
2046	$619,182	$540,741
2047	$630,327	$546,106
2048	$641,673	$551,523
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $10,059,316

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

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	TH 47	**District**	Metro	**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	TH 47 and 229th Ave				

B. Project Description

Proposed Work	Construct a 3/4 access at the intersection		
Project Cost*	$18,000,000	**Installation Year**	2029
Project Service Life	20 years	**Traffic Growth Factor**	1.8%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.76	**Fatal (K) Crashes**	**Reference**	Install raised median
0.76	**Serious Injury (A) Crashes**		
0.76	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.76	**Possible Injury (C) Crashes**		
0.75	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2022	3 years
Data Source	MnCMAT2			

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

F. Benefit-Cost Calculation

$512,647	**Benefit (present value)**	**B/C Ratio = 0.03**
$18,000,000	**Cost**	

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

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate:	0.8%	Default
Traffic Growth Rate:	1.8%	**Revised**
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	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	0.48	0.16	$20,800
PDO crashes	0.50	0.17	$2,500
			$23,300

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$23,300	$23,300
2030	$23,719	$23,531
2031	$24,146	$23,765
2032	$24,581	$24,000
2033	$25,023	$24,238
2034	$25,474	$24,479
2035	$25,932	$24,722
2036	$26,399	$24,967
2037	$26,874	$25,215
2038	$27,358	$25,465
2039	$27,851	$25,717
2040	$28,352	$25,973
2041	$28,862	$26,230
2042	$29,382	$26,490
2043	$29,911	$26,753
2044	$30,449	$27,019
2045	$30,997	$27,287
2046	$31,555	$27,557
2047	$32,123	$27,831
2048	$32,701	$28,107
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $512,647

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

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	TH 47	**District**	Metro	**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	TH 47 and Pederson Drive				

B. Project Description

Proposed Work			
Project Cost*	$18,000,000	**Installation Year**	2029
Project Service Life	20 years	**Traffic Growth Factor**	1.8%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

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

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2022	3 years
Data Source	MnCMAT2			

Crash Severity	< enter target crashes >	< optional 2nd CMF >
K crashes	0	
A crashes	0	
B crashes	0	
C crashes	1	
PDO crashes	1	

F. Benefit-Cost Calculation

$0	**Benefit (present value)**	**B/C Ratio = 0.00**
$18,000,000	**Cost**	

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

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate:	0.8%	Default
Traffic Growth Rate:	1.8%	**Revised**
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	0.00	0.00	$0
B crashes	0.00	0.00	$0
C crashes	0.00	0.00	$0
PDO crashes	0.00	0.00	$0
			$0

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$0	$0
2030	$0	$0
2031	$0	$0
2032	$0	$0
2033	$0	$0
2034	$0	$0
2035	$0	$0
2036	$0	$0
2037	$0	$0
2038	$0	$0
2039	$0	$0
2040	$0	$0
2041	$0	$0
2042	$0	$0
2043	$0	$0
2044	$0	$0
2045	$0	$0
2046	$0	$0
2047	$0	$0
2048	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $0

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

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	TH 47	**District**	Metro	**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	TH 47 and 233rd Ave				

Proposed Work	Construct a traffic signal at the intersection		
Project Cost*	$18,000,000	**Installation Year**	2029
Project Service Life	20 years	**Traffic Growth Factor**	1.8%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.60	**Fatal (K) Crashes**	**Reference**	Install a traffic signal
0.60	**Serious Injury (A) Crashes**		
0.60	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.60	**Possible Injury (C) Crashes**		
0.64	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2022	3 years
Data Source	MnCMAT2			

Crash Severity	**All**	**< optional 2nd CMF >**
K crashes	0	
A crashes	0	
B crashes	4	
C crashes	4	
PDO crashes	1	

F. Benefit-Cost Calculation

$4,487,639	**Benefit (present value)**	**B/C Ratio = 0.25**
$18,000,000	**Cost**	

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

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate:	0.8%	Default
Traffic Growth Rate:	1.8%	**Revised**
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	0.00	0.00	$0
B crashes	1.60	0.53	$133,000
C crashes	1.60	0.53	$69,160
PDO crashes	0.36	0.12	$1,805
			$203,965

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$203,965	$203,965
2030	$207,636	$205,988
2031	$211,374	$208,032
2032	$215,179	$210,096
2033	$219,052	$212,180
2034	$222,995	$214,285
2035	$227,009	$216,411
2036	$231,095	$218,558
2037	$235,254	$220,726
2038	$239,489	$222,916
2039	$243,800	$225,127
2040	$248,188	$227,361
2041	$252,656	$229,616
2042	$257,203	$231,894
2043	$261,833	$234,195
2044	$266,546	$236,518
2045	$271,344	$238,864
2046	$276,228	$241,234
2047	$281,200	$243,627
2048	$286,262	$246,044
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $4,487,639

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

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project

DEPARTMENT OF TRANSPORTATION

A. Roadway Description

Route	TH 47	**District**	Metro	**County**	Anoka
Begin RP		**End RP**		**Miles**	
Location	TH 47 and Ambassador Blvd				

B. Project Description

Proposed Work	Construct roundabout at the intersection		
Project Cost*	$18,000,000	**Installation Year**	2029
Project Service Life	20 years	**Traffic Growth Factor**	1.8%

** exclude Right of Way from Project Cost*

C. Crash Modification Factor

0.28	**Fatal (K) Crashes**	**Reference**	Convert intersection with minor-road stop control to modern roundabout
0.28	**Serious Injury (A) Crashes**		
0.28	**Moderate Injury (B) Crashes**	**Crash Type**	All
0.28	**Possible Injury (C) Crashes**		
0.28	**Property Damage Only Crashes**		www.CMFclearinghouse.org

D. Crash Modification Factor (optional second CMF)

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

E. Crash Data

Begin Date	1/1/2020	**End Date**	12/31/2022	3 years
Data Source	MnCMAT2			

Crash Severity	All	< optional 2nd CMF >
K crashes	0	
A crashes	1	
B crashes	0	
C crashes	1	
PDO crashes	4	

F. Benefit-Cost Calculation

$5,227,676	**Benefit (present value)**	**B/C Ratio = 0.30**
$18,000,000	**Cost**	

Proposed project expected to reduce 2 crashes annually, 1 of which involving fatality or serious injury.

F. Analysis Assumptions

Crash Severity	Crash Cost
K crashes	$1,600,000
A crashes	$800,000
B crashes	$250,000
C crashes	$130,000
PDO crashes	$15,000

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

Real Discount Rate:	0.8%	Default
Traffic Growth Rate:	1.8%	**Revised**
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	0.72	0.24	$192,000
B crashes	0.00	0.00	$0
C crashes	0.72	0.24	$31,200
PDO crashes	2.88	0.96	$14,400
			$237,600

H. Amortized Benefit

Year	Crash Benefits	Present Value
2029	$237,600	$237,600
2030	$241,877	$239,957
2031	$246,231	$242,338
2032	$250,663	$244,742
2033	$255,175	$247,170
2034	$259,768	$249,622
2035	$264,444	$252,098
2036	$269,204	$254,599
2037	$274,049	$257,125
2038	$278,982	$259,676
2039	$284,004	$262,252
2040	$289,116	$264,854
2041	$294,320	$267,481
2042	$299,618	$270,135
2043	$305,011	$272,815
2044	$310,501	$275,521
2045	$316,090	$278,255
2046	$321,780	$281,015
2047	$327,572	$283,803
2048	$333,468	$286,618
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0
0	$0	$0

Total = $5,227,676

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

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 9403

CMF Name: Convert intersection with minor-road stop control to modern round

Description:

Prior Condition: Intersection with stop-control on the minor roadway.

Category: Intersection geometry

Study ID: *Safety of Roundabout: The Details Matter*, Sun et al. 2018

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.28
Adjusted Standard Error:	
Unadjusted Standard Error:	0.054

Crash Reduction Factor	
Value:	72
Adjusted Standard Error:	
Unadjusted Standard Error:	5.4

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Urban and suburban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	LA
Country:	United States
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	124 crashes before, 37 crashes after
Sample Size (sites):	5 sites before, 5 sites after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Oct 27, 2018
Comments:	This CMF is for converting 3- or 4-leg minor stop control intersections to roundabout.

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

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 7984

CMF Name: Install a traffic signal

Description:

Prior Condition: Intersections with a stop sign on minor roads

Category: Intersection traffic control

Study ID: *Safety Evaluation of Signal Installation With and Without Left Turn Lanes on Two Lane Roads in Rural and Suburban Areas*, Srinivasan et al. 2014

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.601
Adjusted Standard Error:	
Unadjusted Standard Error:	0.052

Crash Reduction Factor	
Value:	39.9
Adjusted Standard Error:	
Unadjusted Standard Error:	5.2

Applicability	
Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	Not specified
Intersection Geometry:	4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	Minimum of 2480 to Maximum of 17566 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 746 to Maximum of 5803 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	6338 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	3059 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	1992 to 2012
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	368 crashes before, 192 crashes after
Sample Size (sites):	33 sites before, 33 sites after
Sample Size (site-years):	**site-years before, 157 site-years after**

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Nov 10, 2016
Comments:	The CMF was developed for both rural and suburban areas.

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

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 7983

CMF Name: Install a traffic signal

Description:

Prior Condition: Intersections with a stop sign on minor roads

Category: Intersection traffic control

Study ID: *Safety Evaluation of Signal Installation With and Without Left Turn Lanes on Two Lane Roads in Rural and Suburban Areas*, Srinivasan et al. 2014

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.639
Adjusted Standard Error:	
Unadjusted Standard Error:	0.033

Crash Reduction Factor	
Value:	36.1
Adjusted Standard Error:	
Unadjusted Standard Error:	3.3

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	Not specified
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	Minimum of 2480 to Maximum of 18025 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 746 to Maximum of 6829 Annual Average Daily Traffic (AADT)

Average Major Road Volume:	9778 Annual Average Daily Traffic (AADT)
Average Minor Road Volume:	5767 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	1992 to 2012
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size (crashes):	899 crashes before, 575 crashes after
Sample Size (sites):	50 sites before, 50 sites after
Sample Size (site-years):	**site-years before, 240 site-years after**

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Nov 10, 2016
Comments:	The CMF was developed for both rural and suburban areas.

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

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 7792

CMF Name: Install raised median

Description:

Prior Condition: Roadways without raised medians

Category: Access management

Study ID: *Validation and Application of Highway Safety Manual (Part D) in Florida*, Abdel-Aty et al. 2014

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.76
Adjusted Standard Error:	
Unadjusted Standard Error:	0.12

Crash Reduction Factor	
Value:	24
Adjusted Standard Error:	
Unadjusted Standard Error:	12

Applicability	
Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	> = 2 Lanes
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	Minimum of 1547 to Maximum of 139000 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2010 to 2012
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Regression cross-section
Sample Size (sites):	418 sites
Sample Size (site-years):	801 site-years
Sample Size (miles):	266.9 miles
Sample Size (miles-years):	1578 mile-years

Other Details

Included in HSM:	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

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 7793

CMF Name: Install raised median

Description:

Prior Condition: Roadways without raised medians

Category: Access management

Study ID: *Validation and Application of Highway Safety Manual (Part D) in Florida*, Abdel-Aty et al. 2014

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.75
Adjusted Standard Error:	
Unadjusted Standard Error:	0.11

Crash Reduction Factor	
Value:	25
Adjusted Standard Error:	
Unadjusted Standard Error:	11

Applicability	
Crash Type:	All
Crash Severity:	O (property damage only)
Roadway Types:	Not specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	> = 2 Lanes
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	Minimum of 1547 to Maximum of 139000 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2010 to 2012
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Regression cross-section
Sample Size (sites):	418 sites
Sample Size (site-years):	801 site-years
Sample Size (miles):	266.9 miles
Sample Size (miles-years):	1578 mile-years

Other Details

Included in HSM:	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

Crash Detail Report - Short Form

TH 47 and 227th

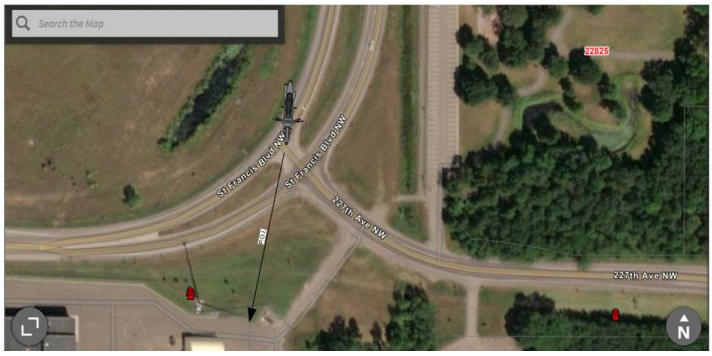
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00840638	03-MNTH	0047	34.316	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	1	1	09/13/20	20:16	Sun	45.381558	-93.369322	471086.2	5025403.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Single Vehicle Run Off Road	K - Fatal	Fence (Non-Median Barrier)	Dark (Str Lights On)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport			
Vehicle Type	Motorcycle			
Direction of Travel	Southbound			
Maneuver	Moving Forward			
Age/Sex	27 M			
Physical Cond	Has Been Drinking Alcohol			
Contributing Factor 1	No Clear Contributing Action			

OFFICER SKETCH



NARRATIVE

ON 09-13-2020, I, OFFICER HEDGES, WAS DISPATCHED TO A MOTORCYCLE PERSONAL INJURY ACCIDENT JUST EAST OF THE POLICE DEPARTMENT ON THE PUBLIC WORKS SIDE. UPON ARRIVAL, I LOCATED THE VICTIM, ALMQUIST, WHO WAS NOT CONSCIOUS AND WAS NOT ALERT, BUT BREATHING. HE HAD A DEEP LACERATION RIGHT UNDERNEATH HIS CHIN AND WAS BLEEDING. I ATTEMPTED STERNUM RUBS ON HIM WITH NO RESPONSE. I ADVISED DISPATCH THE PATIENT WAS CRITICAL AND AIR CARE WAS NEEDED. I PLACED A C-COLLAR TO STABILIZE ALMQUIST'S NECK AND SPINE TO PREVENT FURTHER INJURIES. RESCUE AND ALLINA ARRIVED AND I ASSISTED AS NEEDED. WHILE ATTEMPTING TO STABILIZE ALMQUIST IN THE AMBULANCE, HE STOPPED BREATHING AND CPR WAS STARTED ALONG WITH OTHER LIFE SAVING MEASURES. THE LUCAS MACHINE WAS STARTED AND ALMQUIST WAS TRANSPORTED TO HCMC. I SPOKE TO THE WITNESSES WHO STATED THAT THEY WERE DRIVING

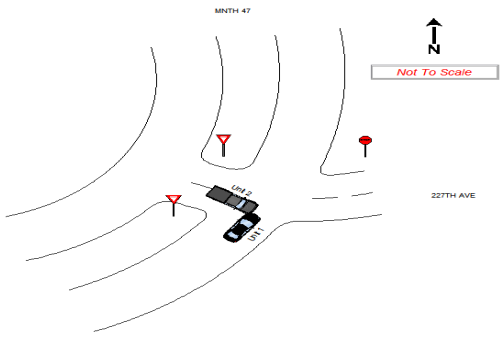
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00846391	03-MNTH	0047	34.355	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
227TH AVE NW	2	0	10/14/20	15:44	Wed	45.381790	-93.368607	471142.4	5025429.0	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Northbound	Southbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	52 M	52 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

CLEAR-CLOUDY-STRONG WIND-WET ROADS-UNIT 1 WAS NORTH BOUND ON MNTH 47. UNIT 2 WAS SOUTH BOUND ON MNTH 47. UNIT 2 TURNED LEFT TO GO EAST ON 227TH AVE. UNIT 2 DROVE ONTO NORTH BOUND LANE. UNIT 1 STRUCK UNIT 2. UNIT 1 AND 2 BOTH SUFFERED MODERATE DISABLING DAMAGE. DRIVER OF UNIT 2 ISSUED CITATION FOR FAILURE TO YIELD RIGHT OF WAY.

Crash Detail Report - Short Form

TH 47 and 227th

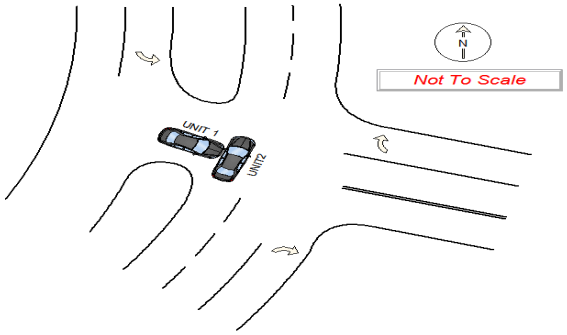
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00887050	03-MNTH	0047	34.355	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	01/28/21	16:24	Thu	45.381790	-93.368607	471142.4	5025429.0	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Northbound	Northbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	17 F	38 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

UNIT 2 WAS NORTH ON MNTH 47. UNIT 1 ATTEMPTED TO GO FROM SOUTHBOUND MNTH 47 TO EASTBOUND 227TH. UNIT 1 TURNED INTO THE SIDE OF UNIT 2. DRIVER 1 STATED SHE THOUGHT IT WAS CLEAR AND STATED THE SUN MADE IT DIFFICULT TO SEE NORTHBOUND TRAFFIC.

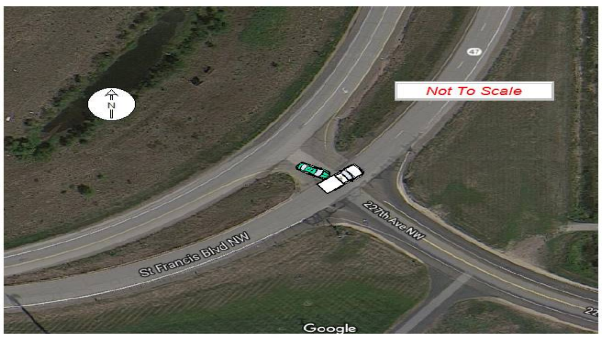
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01007004	03-MNTH	0047	34.358	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	02/17/22	10:48	Thu	45.381815	-93.368556	471146.3	5025431.8	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Eastbound	Southbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	35 M	16 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

DRIVER OF V1 STATED HE WAS IN THE EASTBOUND/NORTHBOUND LANE. STATED V2 WAS IN THE LEFT TURN LANE GOING SOUTHBOUND. STATED V2 PULLED OUT AND HIT HIS VEH. DRIVER OF V2 STATED HE WAS IN THE TURN LANE. STATED HE LOOKED TO HIS RIGHT AND DID NOT SEE V1. STATED IT MUST HAVE BEEN IN HIS A PILLAR. STATED HE PULLED OUT AND HIT V1. NO TOWS NO INJURIES

Crash Detail Report - Short Form

TH 47 and 227th

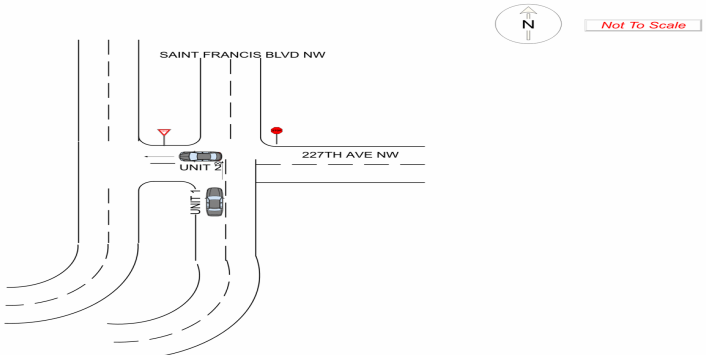
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01041179	04-CSAH	0024	7.953	227TH AVE NW	0400006594470024-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
SAINT FRANCIS BLVD NW	2	0	08/22/22	16:39	Mon	45.381903	-93.368379	471160.2	5025441.5	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Hit-And-Run Vehicle		
Vehicle Type	Passenger Car			
Direction of Travel	Northbound	Westbound		
Maneuver	Moving Forward	Vehicle Stopped or Stalled in		
Age/Sex	38 M			
Physical Cond	Apparently Normal			
Contributing Factor 1	Failure to Yield Right-of-Way			

OFFICER SKETCH



NARRATIVE

UNIT 1 TRAVELLING NORTHBOUND ON SAINT FRANCIS BLVD APPROACHING 227TH AVE NW. UNIT 2 DROVE ACROSS SAINT FRANCIS BLVD TO MAKE A LEFT TURN IN THE MEDIAN TO GO SOUTHBOUND ON SAINT FRANCIS BLVD. UNIT 2 WAS BEHIND ANOTHER VEHICLE IN THE INTERSECTION CAUSING IT TO PARTIALLY BLOCK NORTHBOUND TRAFFIC. UNIT 1 APPROACHED 227TH AVE NW AND THE DIVER LOCKED HIS BRAKE AND SWERVED TO THE RIGHT LANE. UNIT 1 STRUCK UNIT 2 WITH THE DRIVERS SIDE FRONT END STRIKING UNIT 2 DRIVERS SIDE REAR QUARTER PANEL.UNIT 1 PULLED OVER ON THE SHOULDER. UNIT 2 LEFT THE SCENE SOUTHBOUND ON SAINT FRANCIS BLVD.

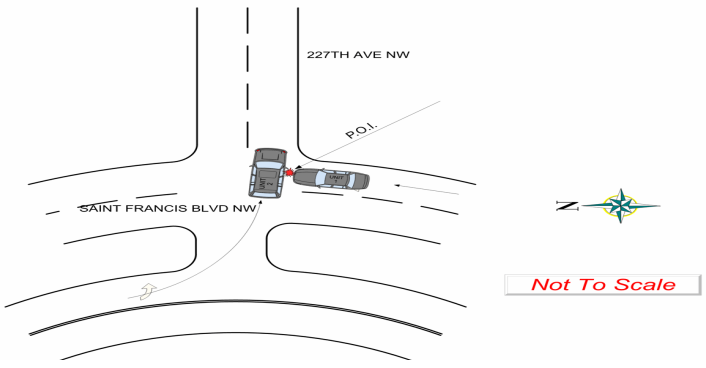
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00892786	04-CSAH	0024	7.955	227TH AVE NW	0400006594470024-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
SAINT FRANCIS BLVD NW	2	0	02/24/21	14:57	Wed	45.381885	-93.368355	471162.1	5025439.5	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Sport Utility Vehicle		
Direction of Travel	Northbound	Northbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	59 M	44 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

ON 02/24/2021 OFFICER BULERA AND I, OFFICER HADLER, RESPONDED TO ADDRESS FOR A PROPERTY DAMAGE ACCIDENT. UPON ARRIVAL I REQUESTED OFFICER HEARN TO BLOCK NORTHBOUND TRAFFIC ON SAINT FRANCIS BLVD NW, AND ASSIST WITH TRAFFIC CONTROL. I ASSESSED THE OCCUPANTS OF MN LIC: MBZ019 WHICH THEY STATED THEY WERE ALL OKAY. I SPOKE WITH THE RICKY GOETZE WHO WAS DRIVING MN LIC: EYC420. RICKY WAS COMPLAINING THAT HIS SHOULDER WAS HURTING FROM THE SEATBELT. I STARTED ALLINA TO THE ACCIDENT SCENE. RICKY STATED THAT HE WAS DRIVING NORTHBOUND ON SAINT FRANCIS BLVD NW WHEN HE SAW VEHICLE PULL OUT IN FRONT OF HIM CAUSING HIM TO T-BONE MN LIC: MBZ019. RICKY STATED THAT HE REALLY DOESN'T REMEMBER WHAT HAPPENED AFTER THAT. I SPOKE WITH CARRIE JUNGMANN WHO WAS DRIVING MN LIC: MBZ019. CARRIE STATED THAT SHE WAS TRAVELING SOUTH ON SAINT

Crash Detail Report - Short Form

TH 47 and 229th

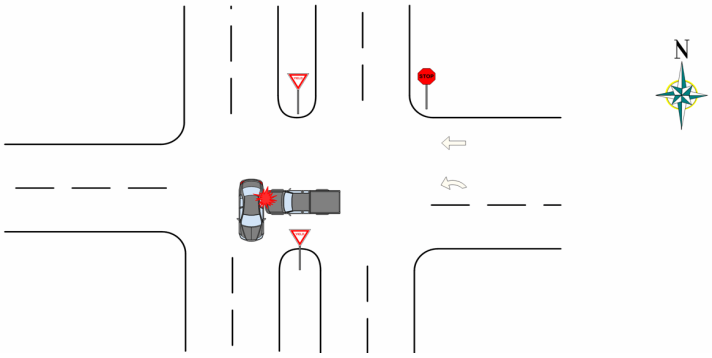
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01045274	03-MNTH	0047	34.531	SAINT FRANCIS BLVD N	0300000000000047-D	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	09/12/22	14:55	Mon	45.384674	-93.368042	471188.0	5025749.2	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Southbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	19 F	46 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

ON 09-12-2022 I, OFFICER HEARN, WAS DISPATCHED TO THE INTERSECTION OF 229TH AVE NW/ST FRANCIS BLVD NW FOR A TWO VEHICLE PROPERTY DAMAGE ACCIDENT. UPON ARRIVAL I OBSERVED BURGMEIER'S VEHICLE (MN DCL215) FACING NORTH IN THE SOUTHBOUND LANES. I ASKED BURGMEIER IF SHE WAS OK AND SHE STATED SHE WAS. I ASKED HER WHAT HAPPENED AND SHE STATED THAT SHE WAS TRAVELING SOUTH ON ST FRANCIS BLVD AND A VEHICLE TRAVELING FROM THE EAST ON 229TH AVE NW, CROSSED THE NORTHBOUND LANES AND THEN CONTINUED TO THE SOUTHBOUND LANES WITHOUT YIELDING. BURGMEIER STATED THAT THE DRIVER SIDE OF HER VEHICLE WAS HIT, I OBSERVED THE BACK DRIVERS TIRE TO BE DAMAGED AND BENT IN. ALSO OBSERVED MULTIPLE SCRATCH'S ON THE DRIVERS SIDE BEHIND THE DRIVERS DOOR AND BACK. BURGMEIER'S INSURANCE WAS STATE FARM POLICY NUMBER 4385335D1423A I NEXT SPOKE WITH RADYSYUK AND

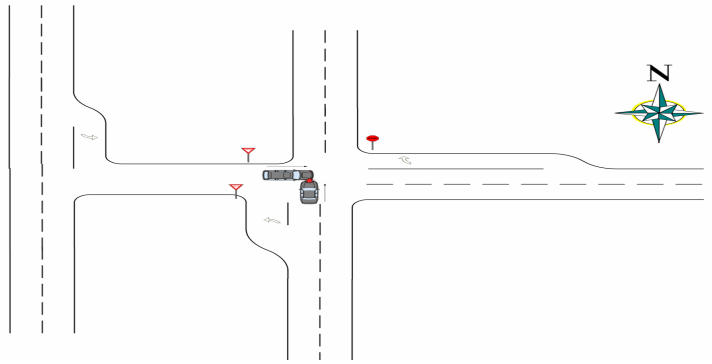
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00985996	03-MNTH	0047	34.568	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	01/04/22	16:27	Tue	45.384677	-93.367730	471212.4	5025749.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	C - Possible Injury	Motor Vehicle In Transport	Sunset	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Sport Utility Vehicle		
Direction of Travel	Northbound	Eastbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	45 F	61 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

VEHICLE 2 WAS TRAVELING SOUTH BOUND SAINT FRANCIS BLVD AND ATTEMPTED TO MAKE A LEFT TURN ONTO 229TH AVE NW WHEN IT FAILED TO YIELD TO VEHICLE 1 WHICH WAS TRAVELING NORTH BOUND SAINT FRANCIS BLVD NW. THE DRIVER OF VEHICLE 2 SAID THAT SHE THOUGHT VEHICLE 1 WAS GOING TO BE TURNING WESTBOUND 229TH AVE. VEHICLE 1 WAS MOVING FROM THE RIGHT LANE OVER TO THE LEFT LANE. I BELEIVE VEHICLE 2 SAW VEHICLE 1 SIGNAL TO GET INTO THE LEFT LANE BUT THOUGHT IT WAS GOING TO BE GOING INTO THE TURN LANE. VEHICLE 1 STRUCK VEHICLE 2 IN THE FRONT PASSENGER SIDE. THE COLLISION SEVERELY DAMAGED BOTH VEHICLES AND BOTH HAD TO BE TOWED.

Crash Detail Report - Short Form

TH 47 and 229th

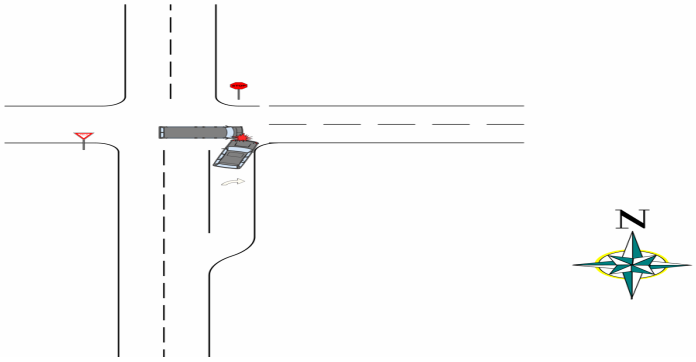
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01003345	03-MNTH	0047	34.568	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	01/31/22	07:50	Mon	45.384677	-93.367730	471212.4	5025749.5	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	N - Prop Damage Only	Motor Vehicle In Transport	Sunrise	Cloudy

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Van (Seats Install	Sport Utility Vehicle		
Direction of Travel	Eastbound	Northbound		
Maneuver	Moving Forward	Turning Right		
Age/Sex	42 F	44 M		
Physical Cond	Apparently Normal	Unknown		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

VEHICLE 1 WAS ATTEMPTING TO CROSS NB SAINT FRANCIS BLVD AND DID NOT SEE ANY VEHICLES COMING. VEHICLE 1 BEGAN CROSSING AND COLLIDED WITH VEHICLE 2 WHICH WAS TURNING ONTO EAST BOUND 229TH AVE. VEHICLE 1 STRUCK THE FRONT DRIVERS SIDE OF VEHICLE 2. I BELEIVE THAT THE DRIVER OF VEHICLE 1 FAILED TO SEE VEHICLE 2. VEHICLE 2 ENDED UP FLEEING THE SCENE AND OFFICERS LOCATED LATER IN THE DAY. OWNER OF VEHICLE 2 ADVISED THAT MENEFEE WAS DRIVING THE VEHICLE.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00874806	04-CSAH	0024	7.955	NB ST FRANCIS BLVD N	0400006594470024-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	01/16/21	10:31	Sat	45.381881	-93.368349	471162.6	5025439.1	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Northbound	Northbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	18 F	60 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH

NARRATIVE

DRIVER OF V1 STATED SHE WAS NB ON 47. STATED SHE HAD LOOKED TO HER RIGHT AT AN ICE RINK AND WHEN SHE LOOKED BACK IN FRONT V2 WAS CROSSING IN FRONT OF HER. STATED SHE COULD NOT STOP AND HIT V2. HAS RIGHT OF WAY. NO TRAFFIC CONTROL DEVICES FOR V1. DRIVER OF V2 STATED HE WAS AT THE STOP SIGN HEADING EAST ACROSS HWY 47. STATED HE WAS TWO VEH COMING BUT AT A DISTANCE THAT WE WOULD HAVE BE ABLE TO CLEAR THE INTERSECTION SAFELY. STATED HE NEVER SAW V1 COMING. STATED HE STARTED TO GO THROUGH THE INTERSECTION AND WAS HIT BY V1. DRIVER OF V1 TRANSPORTED TO HOSPITAL DRIVER OF V2 WAS NOT INJURED. BOTH VEH TOWED WENT THROUGH INTERSECTION FROM V2 POV. FIRST DRIVER WOULD HAVE CAME UP TO A STOP SIGN TO CROSS OVER SB LANES THEN THERE IS A YIELD SIGN PRIOR TO CROSSING OVER NB LANES. IF DRIVER OF V2 SLOWED FOR YIELD SIGN HE POTENTIALLY WOULD HAVE SEEN V1.

Crash Detail Report - Short Form

TH 47 and Pederson

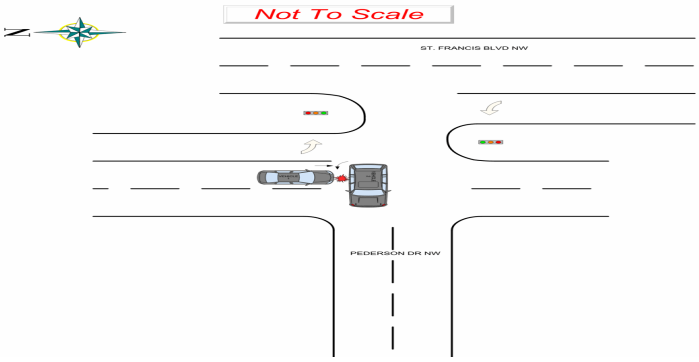
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00848393	03-MNTH	0047	34.761	SAINT FRANCIS BLVD N	0300000000000047-D	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	10/21/20	14:37	Wed	45.388016	-93.368001	471192.9	5026120.5	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Southbound	Northbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	30 M	40 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

VEHICLE 2 WAS TRAVELING NORTH ON ST. FRANCIS BLVD, TURNING LEFT ONTO PEDERSON DR, HAD YELLOW FLASHING LEFT TURN ARROW. VEHICLE 1 WAS TRAVELING SOUTH ON ST. FRANCIS BLVD AND HAD GREEN LIGHT. VEHICLE 2 DID NOT SEE VEHICLE 1 AND TURNED IN FRONT OF IT WITH VEHICLE 1 STRIKING THE PASSENGER SIDE OF VEHICLE 2.

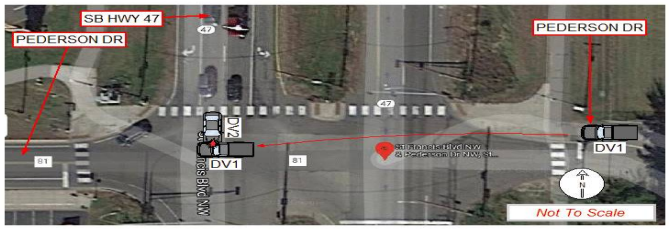
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00980611	05-MSAS	0127	1.212	SB HWY 47 AT PEDERS	0500023964870127-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
PEDERSON DR NW	2	0	12/13/21	07:15	Mon	45.388016	-93.367903	471200.6	5026120.4	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Passenger Car		
Direction of Travel	Westbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	17 M	23 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

SOUTHBOUND HIGHWAY 47 AT PEDERSON DRIVE. DV1 STATED HE WAS TRAVELING PEDERSON DRIVE WESTBOUND THROUGH THE INTERSECTION HE HAD THE YIELD AND THOUGHT IT WAS CLEAR TO TRAVEL THROUGH ONTO SOUTHBOUND ON HWY 47. DV1 STATED THAT ONCE HE PROCEEDED THROUGH THE INTERSECTION HE SAW DV2 AT THE LAST MINUTE CAUSING A CRASH. DV1 STATED HE DID NOT SEE DV2 PRIOR TO THE CRASH. DV2 STATED HE WAS TRAVELING SOUTHBOUND ON HWY 47 AT PEDERSON DRIVE WHEN HE SAW DV1 DRIVE OUT IN FRONT OF HIM AND HE COULD NOT STOP IN TIME BEFORE MAKING CONTACT WITH DV1 VEHICLE.

Crash Detail Report - Short Form

TH 47 and 233rd

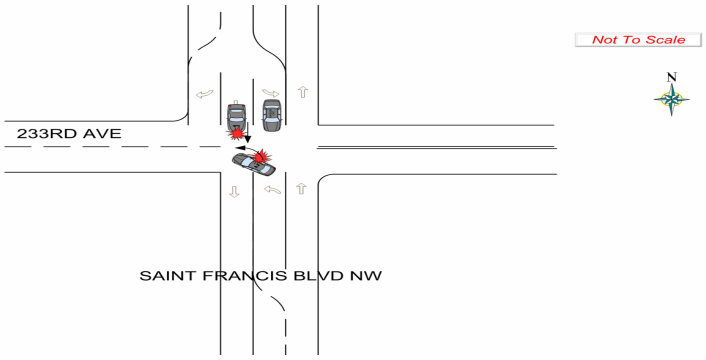
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00801887	03-MNTH	0047	35.009	SAINT FRANCIS BLVD N	0300000000000047-D	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	03/02/20	16:35	Mon	45.391599	-93.367864	471205.5	5026518.5	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Northbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	20 F	45 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

ON 03/02/2020 AT APPROXIMATELY 1635 HOURS, I WAS DISPATCHED TO A PERSONAL INJURY ACCIDENT ON SAINT FRANCIS BLVD NW AT 233RD AVE NW. I FIRST MET WITH VERNON WHO SAID THAT WAS SUFFERING FROM NECK AND BACK PAIN. VERNON ADVISED ME THAT HE HAS A PRIOR NECK INJURY BUT THE ACCIDENT HE BELIEVES HAS EXACERBATED HIS PREVIOUS SYMPTOMS. HE WAS ALSO COMPLAINING OF KNEE PAIN FROM HITTING THE DASH BOARD. I PLACED A C-COLLAR ON VERNON AND THE FIRE CHIEF SAT WITH VERNON WHILE I SPOKE WITH THE OTHER PARTY INVOLVED AFTER GETTING VERNON'S STATEMENT. VERNON STATED THAT HE WAS DRIVING SOUTHBOUND ON SAINT FRANCIS BLVD AT 45 MPH, WHEN A WHITE CAR (AN'S VEHICLE) HAD TURNED IN FRONT OF HIM AT THE INTERSECTION, CAUSING HIM TO T-BONE HER VEHICLE. I ASKED VERNON IF HE CAN RECALL ANY OTHER VEHICLES IN TURN LANES AND HE SAID THAT THERE WAS A VEHICLE TRYING TO TURN LEFT

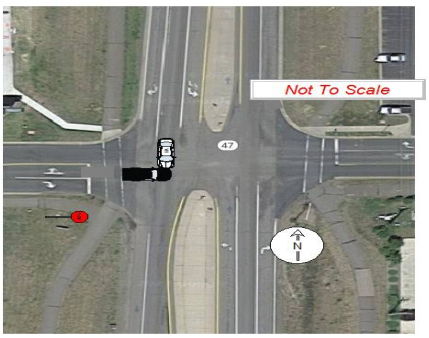
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01071448	03-MNTH	0047	35.027	SB HWY 47 @ 233RD AV	0300000000000047-D	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	12/30/22	15:01	Fri	45.391866	-93.367841	471207.4	5026548.1	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Southbound	Eastbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	31 M	26 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

DRIVER OF VEHICLE 1 STATED HE WAS SB HWY 47. STATED THE SUN WAS SHINING. STATED HE DID NOT SEE VEHICLE 2 PULL OUT IN FRONT OF HIM. HIT VEHICLE 2. VEHICLE 1 DOES NOT HAVE ANY TRAFFIC CONTROL DEVICES. DRIVER OF VEHICLE 2 STATED HE WAS AT THE STOP SIGN GOING STRAIGHT. STATED HE LOOKED AND DID NOT SEE VEHICLE 1 COMING OVER THE SNOW BANK. BOTH VEHICLES TOWED BOTH DECLINED TO GO WITH MEDICS BUT WERE CHECKED OUT ON SCENE. DRIVER OF VEHICLE 2 CITED WITH DUTY TO DRIVE WITH DUE CARE.

Crash Detail Report - Short Form

TH 47 and 233rd

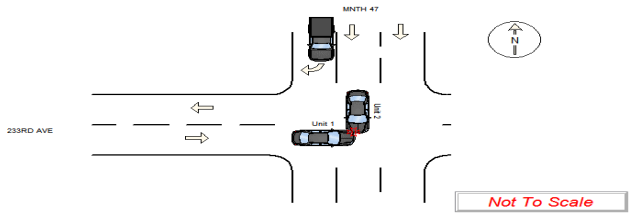
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01015283	03-MNTH	0047	35.048	MNTH 47 @ 233RD AVE	0300000000000047-D	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	03/31/22	16:04	Thu	45.392170	-93.367823	471209.0	5026581.9	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Eastbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	19 F	36 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

CRASH OCCURRED MNTH 47 @ 233RD AVE IN THE SOUTH BOUND LANES. DRIVER ONE WAS AT THE START OF THE INTERSECTION ON 233RD AVE. GOING EAST ACROSS MNTH 47 TO GO NORTH ONTO 47. SHE STATED THERE WAS A TRUCK THAT WAS SOUTH BOUND IN THE TURN LANE TO GO WEST. SHE STATED SHE LOOKED TWICE AND DID NOT SEE VEHICLE TWO GOING SOUTH ON MNTH 47. SHE STATED SHE PULLED FORWARD AND STRUCK BY VEHICLE TWO ON THE FRONT BUMPER. MINOR HEAD INJURIES, CHECKED OUT BY ALLINA, DECLINED TRANSPORT. DRIVER TWO STATED THAT HE WAS SOUTH BOUND MNTH 47 JUST NORTH OF THE INTERSECTION OF 233RD. HE STATED VEHICLE ONE PULLED OUT IN FRONT OF HIM, HE DID NOT HAVE A STOP SIGN, AND VEHICLE ONE RAN INTO HIS VEHICLE. MINOR HEAD INJURIES AND LEG INJURY, DECLINED ALLINA. VEHICLE ONE TOWED.

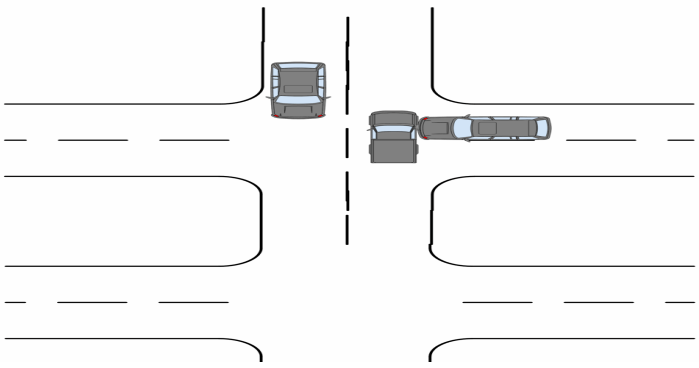
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01023620	03-MNTH	0047	35.062	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
233 AVE NW	3	0	05/19/22	17:08	Thu	45.391832	-93.367639	471223.2	5026544.3	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	
Vehicle Type	Sport Utility Vehicle	Sport Utility Vehicle	Pickup	
Direction of Travel	Westbound	Southbound	Eastbound	
Maneuver	Parked or Entering or Leaving	Moving Forward	Moving Forward	
Age/Sex	72 F	54 F	19 M	
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action	Failure to Yield Right-of-Way	

OFFICER SKETCH



NARRATIVE

ON 05/19/22, DISPATCHED TO A PROPERTY DAMAGE ACCIDENT AT SAINT FRANCIS BLVD AND 233 AVE. ALL PARTIES INVOLVED REFUSED MEDICAL ATTENTION AT THE SCENE. BECKER WAS DRIVING MN LIC.#DBK715 WITH STATE FARM INSURANCE #5506930C0323U. HARRISON WAS DRIVING MN LIC.#DTL946 WITH EMC INSURANCE #6E28154. HOFF WAS DRIVING MN LIC.#GUW604 WITH AMERICAN FAMILY INSURANCE #41049-8963703. BECKER WAS SITTING STATIONARY AT THE STOP SIGN AT 233 AVE, FACING WESTBOUND. HARRISON WAS TRAVELING SOUTH ON SAINT FRANCIS BLVD FOLLOWING THE ROADWAY. HOFF WAS CROSSING SAINT FRANCIS BLVD ON 233 AVE, GOING EAST. HOFF PULLED IN FRONT OF HARRISON CAUSING A CRASH. HIS VEHICLE THEN HIT BECKER'S AS A SECONDARY PART OF THE COLLISION. HOFF AND HARRISON'S VEHICLE'S WERE TOWED BY ARK. BECKERS' VEHICLE WAS ABLE TO DRIVE FROM THE ACCIDENT. BECKER'S VEHICLE HAD SOME DRIVERS

Crash Detail Report - Short Form

TH 47 and 233rd

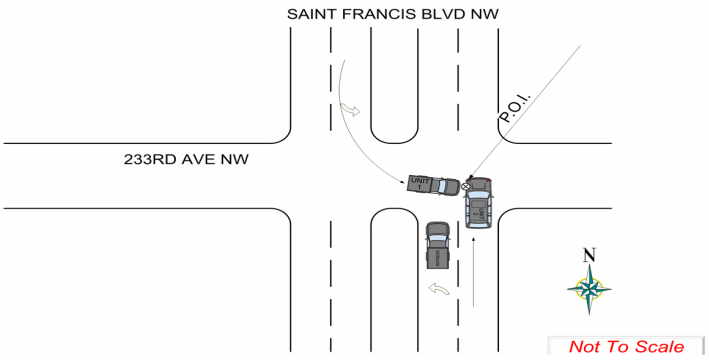
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00906592	03-MNTH	0047	35.063	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
233RD AVE NW	2	0	05/19/21	15:53	Wed	45.391849	-93.367638	471223.3	5026546.2	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Sport Utility Vehicle		
Direction of Travel	Eastbound	Northbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	68 M	21 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

ON 05/19/2021 OFFICER HEARN AND I, OFFICER HADLER, WERE DISPATCHED TO ADDRESS OF A PROPERTY DAMAGE ACCIDENT WITH NO APPARENT INJURIES, OR BLOCKING. OFFICER HEARN ARRIVED ON SCENE FIRST AND ORDERED ARK TOWING FOR A RED CHEVY TRAILBLAZER MN LIC: 451VCJ, AND STARTED AN AMBULANCE FOR THE DRIVER AMBER HOVIND WHO STATED HER SIDE HURT. UPON ARRIVAL I SPOKE WITH WITNESS GUSTAVE GOLDEN III. GUSTAVE STATED HE WAS TRAVELING NORTHBOUND ON SAINT FRANCIS BLVD ENTERING THE LEFT TURN LANE TO TURN ON 233RD AVE NW. GUSTAVE STATED THAT THE RED SUV WAS CONTINUING NORTH ON SAINT FRANCIS BLVD DRIVING ALONG SIDE OF HIM, WHEN A WHITE TRUCK MN LIC: 501UWT WAS IN THE LEFT TURN LANE TRAVELING SOUTH PULLED OUT INFRONT OF THE RED SUV. THE WHITE TRUCK STRUCK THE RED SUV ON ITS FRONT DRIVER'S SIDE CAUSING THE VEHICLE TO GO OFF THE ROADWAY. GUSTAVE STATED THE PULLED

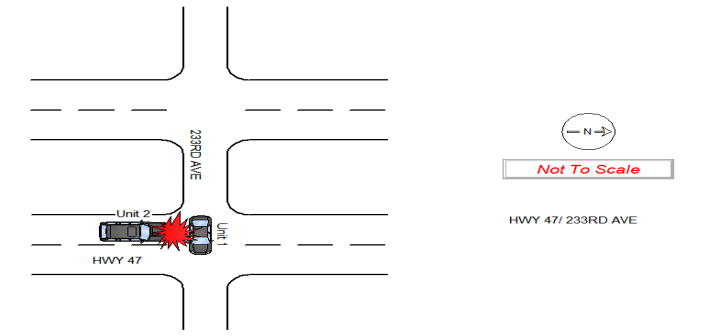
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00966704	03-MNTH	0047	35.067	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
233RD AVE	2	0	10/12/21	17:54	Tue	45.391903	-93.367637	471223.4	5026552.2	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Sport Utility Vehicle		
Direction of Travel	Eastbound	Northbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	54 F	56 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

CLOUDY U1 DRIVING EB 233RD AVE TOWARDS HWY 47. U2 DRIVING NB HWY 47. U1 ADVISED SHE HAD STOPPED AT THE STOP SIGN AND PROCEEDED THROUGH THE HWY 47 INTERSECTION AND WAS T-BONED BY U2. U1 ADMITTED TO NOT SEEING U2 AND THOUGHT SHE WAS IN THE CLEAR TO CROSS OVER HWY 47. U2 ADVISED HE HAD PICKED UP HIS GRAND DAUGHTER (10 YEAR OLD) FROM SCHOOL AND WAS DRIVING NB HWY 47 WHEN U1 SUDDENLY PULLED OUT IN FRONT OF HIM. HE WAS UNABLE TO REACT IN TIME CRASHING INTO THE PASSENGER SIDE OF U1. BOTH DRIVERS COMPLAINED OF PAIN AND POSSIBLE INJURIES. BOTH DECLINED MEDICAL ATTENTION. U2 HAD HIS GRAND DAUGHTER WITH HIM WHO WAS IN THE BACK SEAT. U1 WAS CITED FOR FAILING TO YIELD TO U2 AND WAS THE CONTRIBUTER TO THIS CRASH OCCURRING. BOTH VEHICLES TOWED.

Crash Detail Report - Short Form

TH 47 and 233rd

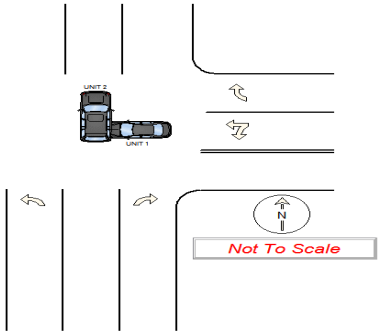
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00898030	03-MNTH	0047	35.070	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	03/25/21	14:20	Thu	45.391943	-93.367636	471223.5	5026556.6	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Sport Utility Vehicle		
Direction of Travel	Westbound	Northbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	53 M	36 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

UNIT 2 WAS GOING NORTHBOUND ON MNTH 47. UNIT 1 WAS STOPPED AT A STOP SIGN WESTBOUND 233RD AT MNTH 47. DRIVER 1 STATED THERE WAS A LOT OF CONGESTION AT THE INTERSECTION AND VISIBILITY WAS LIMITED. HE STATED HE THOUGHT IT WAS SAFE TO CROSS NORTHBOUND TRAFFIC. UNIT 1 DROVE INTO THE SIDE OF UNIT 2. THE COLLISION CAUSED UNIT 2 TO ROLL OVER AT LEAST ONE TIME.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00939201	03-MNTH	0047	35.127	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
233RD AVE	2	0	09/08/21	07:28	Wed	45.392780	-93.367659	471222.1	5026649.6	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Angle	B - Minor Injury	Motor Vehicle In Transport	Sunrise	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Passenger Car		
Direction of Travel	Eastbound	Northbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	50 F	17 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH

NARRATIVE

V1 WAS EB ON 233RD, WAITING TO CROSS HWY 47. THERE WERE ABOUT 4 VEHICLES IN THE LEFT TURN LANE FROM NB 47 TO WB 233RD AVE. D1 DIDN'T SEE V2 NB BEHIND THE VEHICLES WAITING TO TURN. V1 ATTEMPTED TO CROSS HWY 47, AND PULLED OUT IN FRONT OF V2 THAT WAS NB WITH THE FLOW OF TRAFFIC PER THE WITNESS. V2 STRUCK V1. V1 WENT TO IT'S SIDE, AND V2 RAN OFF THE ROAD. THE OCCUPANTS OF V1 WERE TRANSPORTED TO CAMBRIDGE MEDICAL CENTER TO BE CHECKED FOR INJURIES.

Crash Detail Report - Short Form

TH 47 and 233rd

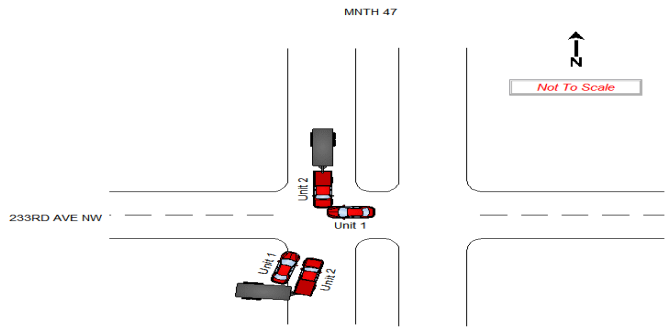
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00860606	05-MSAS	0101	0.047	233RD AVE NW	0500023964870101-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
SAINT FRANCIS BLVD NW	2	0	11/01/20	11:21	Sun	45.391846	-93.367874	471204.8	5026545.9	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Westbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	79 F	59 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

CLEAR-SUNNY-DRY ROADS-SLIGHT WIND-UNIT 1 WEST ON 233RD AVE NW GOING ACROSS MNTH 47. UNIT 2 SOUTH BOUND ON MNTH 47. UNIT 1 DIDN'T SEE UNIT 2 AND WENT THROUGH INTERSECTION STRIKING UNIT 2 IN THE FRONT. UNIT 2 PULLING TRAILER: OWNER OF TRAILER MICHAEL FELIX PHONE # 612-270-3937-INSURANCE FOR TRAILER CYT9939 THAT BPV216 WAS PULLING. AMERICAN FAMILY INSURANCE POLICY 7233-8747-14-92-FOTH-MN. MODERATE DAMAGE TO UNIT 2 AND TRAILER. SEVERE DAMAGE TO UNIT 1. DRIVER AND PASSENGER OF UNIT 2 GOT A RIDE FROM SCENE. DRIVER OF UNIT 1 TRANSPORTED TO MERCY HOSPITAL. DRIVER OF UNIT 1 CITED WITH FAIL TO YIELD RIGHT OF WAY. OWNER OF TRAILER CAME AND LOADED TRAILER WHICH SUFFERED MODERATE DAMAGE TO FRONT END.

Selection Filter:

WORK AREA: County('659447') - FILTER: Year('2020','2021','2022') - SPATIAL FILTER APPLIED

Analyst: Mallori Fitzpatrick

Notes: 2020-2022

Crash Detail Report - Short Form

TH 47 and Ambassador

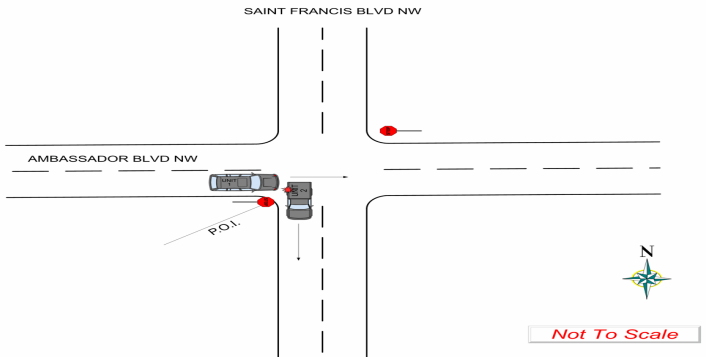
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00867526	03-MNTH	0047	35.567	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
AMBASSADOR BLVD NW	2	0	12/11/20	13:20	Fri	45.399139	-93.367942	471203.2	5027356.2	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Pickup		
Direction of Travel	Eastbound	Southbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	16 M	73 M		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

RESPONDED TO A POSSIBLE PI ACCIDENT ON SAINT FRANCIS BLVD NW / AMBASSADOR BLVD NW. UPON ARRIVAL THERE WAS DEBRIS IN THE MIDDLE OF THE ROAD ON SAINT FRANCIS BLVD. MN LIC:CW2900 WAS IN THE DITCH ON WESTSIDE OF SAINT FRANCIS BLVD WITH SIGNIFICANT REAR PASSENGER SIDE DAMAGE. MN LIC: 7577AB WAS PARKED ON AMBASSADOR BLVD NW JUST EAST OF SAINT FRANCIS BLVD NW WITH SIGNIFICANT FRONT DAMAGE. FIRE AND EMS WERE PAGED. ARK TOWING WAS REQUESTED TO TOW BOTH VEHICLES DUE TO DISABLING DAMAGE. I SPOKE WITH THE DRIVER OF MN LIC: CW2900 AND IDENTIFIED HIM AS RICHARD MARVIN BEARD. MARVIN WAS ALERT AND COULD ANSWER QUESTIONS WITH DELAY. RICHARD PROVIDED PROOF OF INSURANCE THAT IS WITH STATE FARM: POLICY NUMBER 254-2099-E10-23A. RICHARD STATED THERE WAS A VEHICLE THAT WAS SLOWING DOWN TO TURN AND ALL OF A SUDDEN HE WAS STRUCK BY A VEHICLE GOING EAST BOUND ON AMBASSADOR BLVD

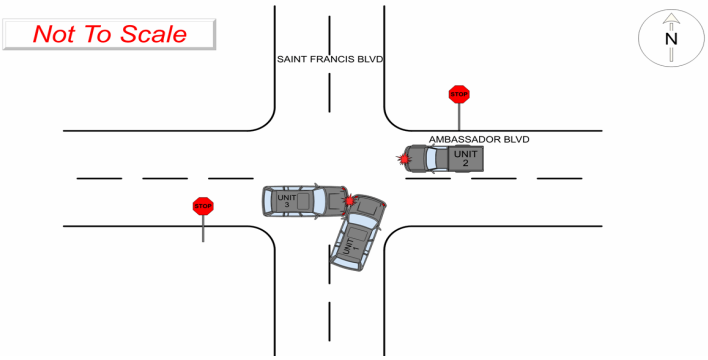
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01060351	03-MNTH	0047	35.568	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
AMBASSADOR BLVD NW	3	0	11/21/22	16:49	Mon	45.399158	-93.367942	471203.2	5027358.3	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport	Motor Vehicle in Transport	
Vehicle Type	Passenger Car	Pickup	Sport Utility Vehicle	
Direction of Travel	Northbound	Westbound	Eastbound	
Maneuver	Moving Forward	Parked or Entering or Leaving	Moving Forward	
Age/Sex	48 M	59 M	58 M	
Physical Cond	Apparently Normal	Apparently Normal	Apparently Normal	
Contributing Factor 1	No Clear Contributing Action	No Clear Contributing Action	Failure to Yield Right-of-Way	

OFFICER SKETCH



NARRATIVE

ON 11/21/2022 OFFICER BULERA, OFFICER CHANTHAPANYA, OFFICER HEARN, SGT. LARSON, AND MYSELF, OFFICER SHERBURNE, WERE DISPATCHED TO AMBASSADOR BLVD NW/SAINT FRANCIS BLVD NW FOR A PI ACCIDENT. UPON ARRIVAL, OFFICER BULERA AND MYSELF FOUND ALL INVOLVED AND CONFIRMED THERE WERE NO INJURIES. OFFICERS CONFIRMED TO DISPATCHED THAT THEY COULD CANCEL ALLINA. OFFICERS SPOKE WITH THE FIRST DRIVER, WHO WAS IDENTIFIED AS SCOTT, AND HE STATED HE WAS DRIVING NORTHBOUND ON SAINT FRANCIS BLVD WHEN A VEHICLE TRIED TO CROSS FROM THE WEST AT AMBASSADOR BLVD NW TO BEAT THE TRAFFIC . SCOTT THEN STATED HE TRIED TO MISS THE VEHICLE BY SWERVING EAST AND THAT IS WHEN HE GOT HIT FROM THE DRIVER SIDE AND HE ALSO STRUCK A VEHICLE THAT WAS STOPPED AT THE STOP SIGN ON THE EAST SIDE OF AMBASSADOR BLVD NW. THE DRIVER THAT CROSSED FROM THE WEST, WHO WAS IDENTIFIED AS

Crash Detail Report - Short Form

TH 47 and Ambassador

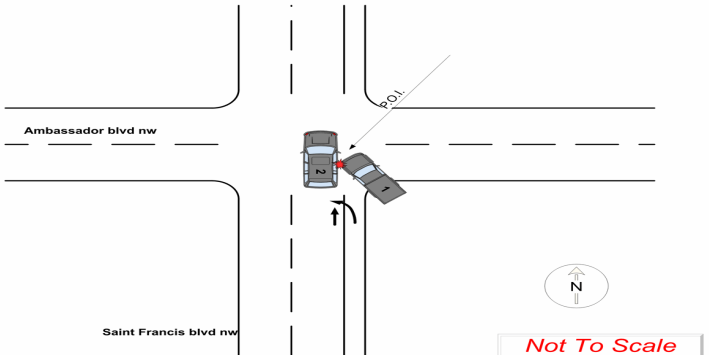
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
00974087	03-MNTH	0047	35.570	SAINT FRANCIS BLVD N	0300000000000047-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
AMBASSADOR BLVD NW	2	0	10/01/21	18:06	Fri	45.399183	-93.367942	471203.2	5027361.1	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Pickup	Sport Utility Vehicle		
Direction of Travel	Northbound	Northbound		
Maneuver	Turning Left	Moving Forward		
Age/Sex	26 M	48 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	Improper Turn/Merge	No Clear Contributing Action		

OFFICER SKETCH



NARRATIVE

ON 10/01/2021 OFFICER HEARN, BURLERA, AND I, OFFICER HADLER, WERE DISPATCHED TO ADDRESS FOR A POSSIBLE PERSONAL INJURY ACCIDENT. UPON ARRIVAL MN LIC: YAG7188 WAS ON THE SIDE OF THE ROAD JUST NORTH OF AMBASSADOR ON SAINT FRANCIS BLVD. I DID NOT LOCATE ANYBODY INSIDE THE VEHICLE. MN LIC: 0278AB WAS NORTH OF THE ACCIDENT APPROXIMATELY 100 YARDS. I SPOKE WITH LANA KRANICK WHO STATED SHE WAS DRIVING HER VEHICLE MN LIC: 0278AB NORTH ON SAINT FRANCIS BLVD NW WHEN SHE WAS APPROACHING AMBASSADOR, MN LIC: YAG7188 WAS IN FRONT OF HER AND SLOWED DOWN GOING INTO THE SHOULDER. LANA STATED THE VEHICLE APPEARED TO BE MAKING A U-TURN AND TURNED RIGHT INTO HER PASSENGER SIDE OF HER VEHICLE, CAUSING ALL OF HER AIRBAGS TO DEPLOY. LANA STATED THAT SHE DID NOT HAVE ANY INJURIES. I THEN SPOKE WITH CALVIN ONDIGI WHO STATED HE WAS A MEDIC AND WAS CHECKING ON LANA. CALVIN STATED THAT HE WAS

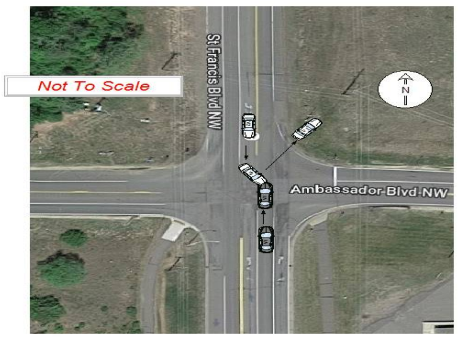
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01025327	04-CSAH	0028	4.723	NB HWY 47 & AMBASSA	0400006594470028-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	05/22/22	22:02	Sun	45.399158	-93.367976	471200.6	5027358.4	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Head On	A - Serious Injury	Motor Vehicle In Transport	Dark (Str Lights On)	Clear

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Passenger Car		
Direction of Travel	Northbound	Southbound		
Maneuver	Moving Forward	Turning Left		
Age/Sex	39 M	26 M		
Physical Cond	Apparently Normal	Has Been Drinking Alcohol		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

DRIVER OF VEHICLE 1 STATED HE HAD HIS CRUISE CONTROL SET TO THE SPEED LIMIT WHICH WAS 45MPH. STATED THERE WAS A TAN PASSENGER CAR TURNED LEFT IN FRONT OF HIM. HE STATED THAT IT CAUSED HIM TO BRAKE LIGHTLY. HE STATED HE DID NOT SEE THE SECOND VEHICLE TURNING IN FRONT OF HIM UNTIL IT WAS TOO LATE. STATED VEHICLE 2 TURN IN FRONT OF HIM AND HIT VEHICLE 2. DRIVER HAS A BROKEN LEG (ROD IN PLACE). TRANSPORTED TO HOSPITAL. PASSENGER OF VEHICLE 1 STATED SHE HAD HER EYES CLOSED AS SHE WAS NOT FEELING WELL AFTER DINNER. PASSENGER IS ALSO 10 WEEKS PREGNANT. MINOR IN THE BACK CAR SEAT HAD MINOR INJURIES. BOTH WERE ALSO TRANSPORTED. DRIVER OF VEHICLE 2 STATED HE WAS TURNING LEFT AND DID NOT SEE VEHICLE 1. DRIVER WAS TRANSPORTED TO HOSPITAL FOR CHEST PAIN. DRIVER WAS ARRESTED ON SUSPICION OF DWI. BOTH VEHICLES TOWED ST. FRANCIS PD DOES HAVE PICTURES FROM THE

Crash Detail Report - Short Form

TH 47 and Ambassador

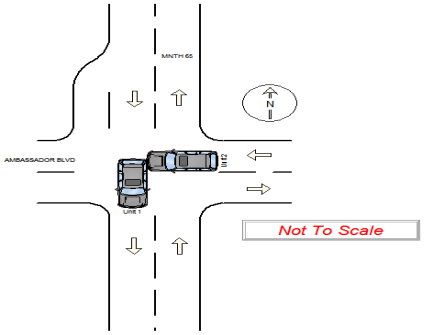
INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01044825	04-CSAH	0028	4.723	AMBASSADOR BLVD NW	0400006594470028-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	09/09/22	13:55	Fri	45.399158	-93.367976	471200.6	5027358.4	NOT APPLICABLE

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

	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Sport Utility Vehicle	Sport Utility Vehicle		
Direction of Travel	Southbound	Westbound		
Maneuver	Moving Forward	Moving Forward		
Age/Sex	55 M	39 F		
Physical Cond	Apparently Normal	Apparently Normal		
Contributing Factor 1	No Clear Contributing Action	Failure to Yield Right-of-Way		

OFFICER SKETCH



NARRATIVE

DRIVER OF VEHICLE ONE STATED THAT HE WAS SB HWY 47 APPROACHING AMBASSADOR BLVD IN ST. FRANCIS, MN TRAVELING 45MPH. HE STATED THAT HE COULD NOT SEE VEHICLE TWO UNTIL JUST BEFORE THEY HIT EACH OTHER. DRIVER ONE TRIED TO BREAK BUT THE VEHICLE TWO HIT HIS REAR DRIVERS SIDE. DRIVER OF VEHICLE TWO STATED THAT SHE WAS WB ON AMBASSADOR CROSSING HWY 47. SHE STATED THE VEHICLE IN FRONT OF HER WENT AND THEN SHE WENT RIGHT AFTER. SHE STATED THAT SHE DID CHECK NORTH AND SOUTH BOUND TRAFFIC AND THOUGHT THAT SHE COULD MAKE IT THROUGH THE INTERSECTION BUT SHE WAS WRONG. SHE STATED THAT SHE MAY NOT HAVE COME TO A COMPLETE STOP AT THE STOP SIGN.

INCIDENT ID	ROUTE SYS	ROUTE NUM	MEASURE	ROUTE NAME	ROUTE ID	COUNTY	CITY
01031208	04-CSAH	0028	4.726	HWY 47 & AMBASSADO	0400006594470028-I	2-Anoka	Saint Francis

INTERSECT WITH	# VEH	# KILL	DATE	TIME	DAY	LAT	LONG	UTM X	UTM Y	WORK ZONE TYPE
	2	0	06/27/22	19:15	Mon	45.399157	-93.367920	471204.9	5027358.2	NOT APPLICABLE

BASIC TYPE	CRASH SEVERITY	FIRST HARMFUL	LIGHT CONDITION	WEATHER PRIMARY
Other	C - Possible Injury	Motor Vehicle In Transport	Dark (Str Lights On)	Clear

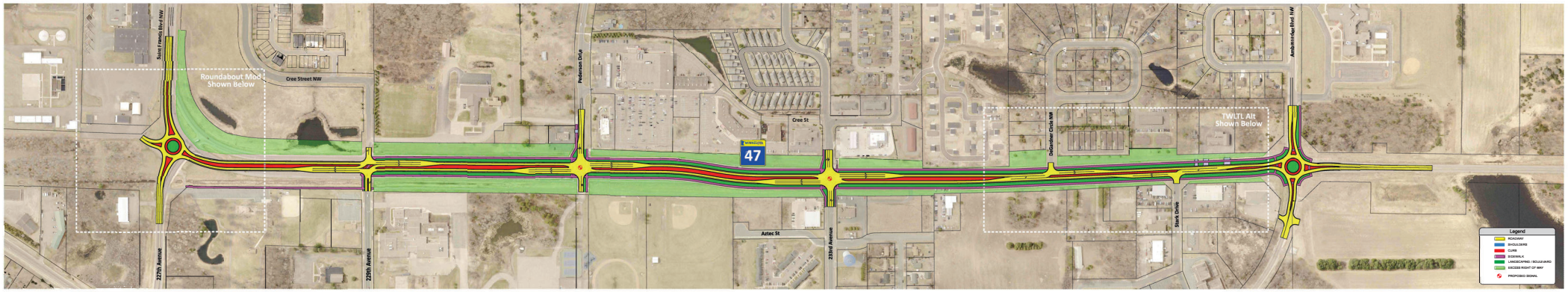
	Unit 1	Unit 2	Unit 3	Unit 4
Unit Type	Motor Vehicle in Transport	Motor Vehicle in Transport		
Vehicle Type	Passenger Car	Pickup		
Direction of Travel	Westbound	Northbound		
Maneuver	Unknown	Moving Forward		
Age/Sex	59 F	44 M		
Physical Cond	Has Been Drinking Alcohol	Apparently Normal		
Contributing Factor 1	Failure to Yield Right-of-Way	No Clear Contributing Action		

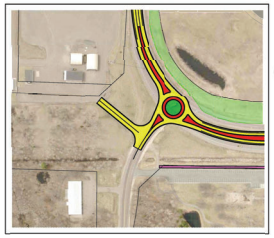
OFFICER SKETCH

NARRATIVE

PICTURES OF THE CRASH ARE AVAILABLE FROM ST. FRANCIS PD. CASE 22139033 TRAFFIC TRAVELING NORTH OR SOUTH ON HIGHWAY 47 HAS THE RIGHT OF WAY AND DOES NOT HAVE ANY TRAFFIC CONTROL DEVICES. TRAFFIC TRAVELING EAST OR WEST ON AMBASSADOR BLVD HAS A STOP SIGN. DRIVER OF VEHICLE 1 WAS IN THE AMBULANCE BY THE TIME I ARRIVED. COMBO AIRBAG DEPLOYMENT. DRIVER DID NOT GIVE ME ANY INFORMATION BEYOND SHE WAS COMING FROM PINE CITY AND TRYING TO GET TO ISANTI. ADVISED THE DRIVER SHE WAS NOT NEAR ISANTI AND SHE WAS IN ST. FRANCIS. DRIVER STATED SHE THOUGHT SHE WAS GOING NORTH AND THAT SHE GOT HIT. AT THE HOSPITAL SHE WAS ABLE TO RECALL SHE WAS ON AMBASSADOR BLVD NW. DID NOT RECALL SEEING A STOP SIGN. DRIVER COMPLAINED OF NECK PAIN. WAS TRANSPORTED BY ALLINA TO FAIRVIEW WYOMING. BY THE TIME I WAS ABLE TO TALK TO THE DRIVER OF VEHICLE 2 HE COULD NOT RECALL ANYTHING.

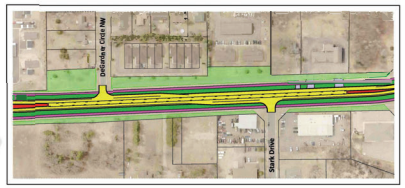
TH 47 (Saint Francis Blvd NW) Improvement Project
City of St. Francis, Anoka County, Minnesota





Roundabout Mod

TWLTL Alt



Figure/Concept 3

Anoka County
TRANSPORTATION DIVISION
Highway

Joseph J. MacPherson, P.E.
County Engineer

December 12, 2023

Ms. Kate Thunstrom, City Administrator
City of St. Francis
23340 Cree St NW
St. Francis, MN 55070

Dear Ms. Thunstrom;

On behalf of the Anoka County Transportation Division, we extend our support to the City of St. Francis for their funding application through the Met Council's 2024 Regional Solicitation. The subject project includes TH 47 corridor improvements from CSAH 24 (227th Avenue NW) to CSAH 28 (Ambassador Boulevard NW).

The proposed project will help reduce conflict points for corridor users, reduce crash severity, improve traffic flow, and provide safer facilities for pedestrians and bicyclists. These improvements will also provide improved access to local businesses and optimize traffic operations.

If you have any questions, or need additional information, please let us know.

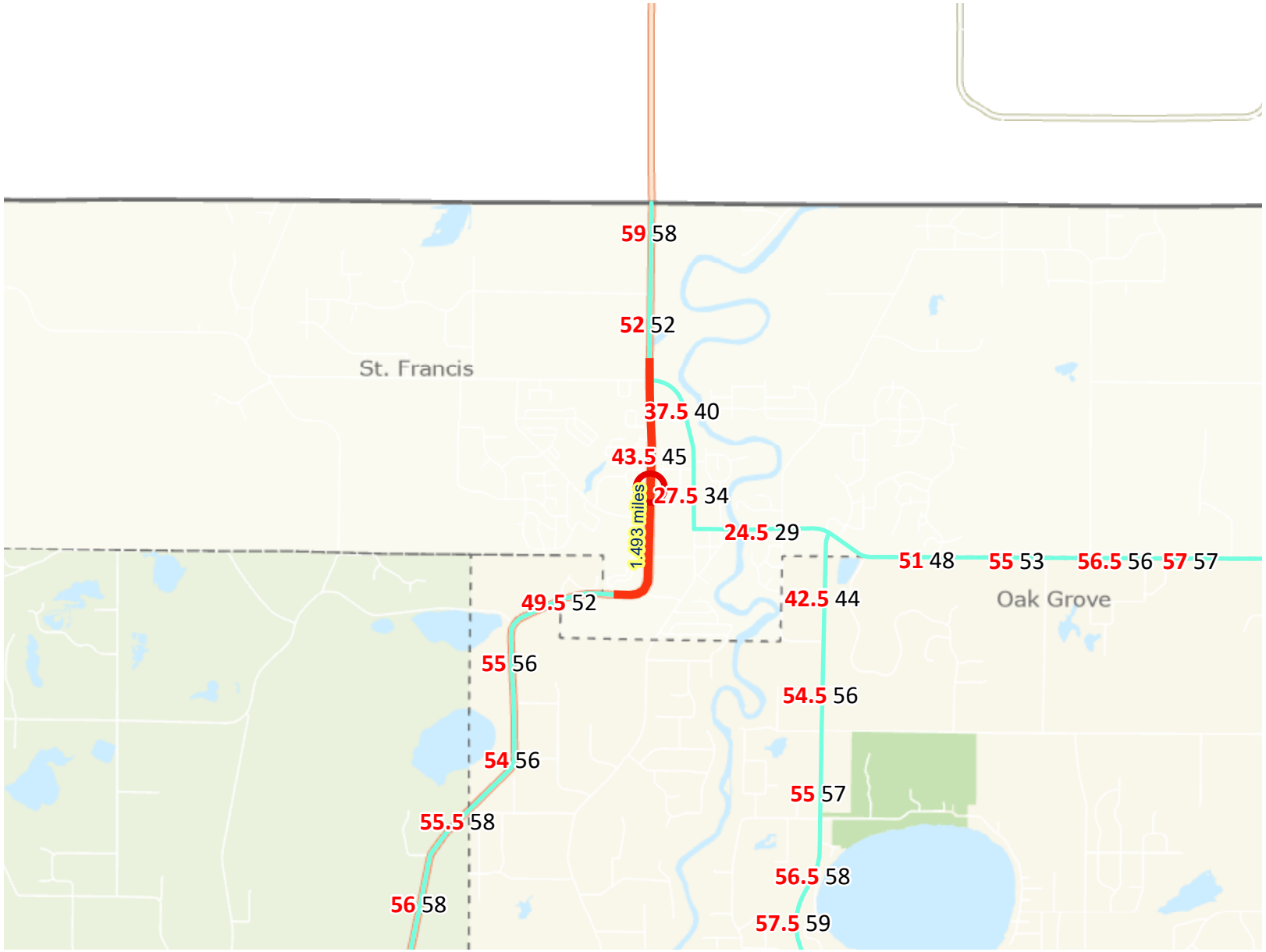
Sincerely,

Joseph MacPherson

Joe MacPherson, P.E.
Chief Officer, Transportation & County Engineer

Level of Congestion

Roadway Reconstruction/Modernization Project: TH 47 / St. Francis Blvd Modernization | Map ID: 1701888048614



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

0 0.5 1 2 3 4 Miles

Created: 12/6/2023
LandscapeRSA1

METROPOLITAN COUNCIL

Project Name: TH 47 / St. Francis Blvd Modernization

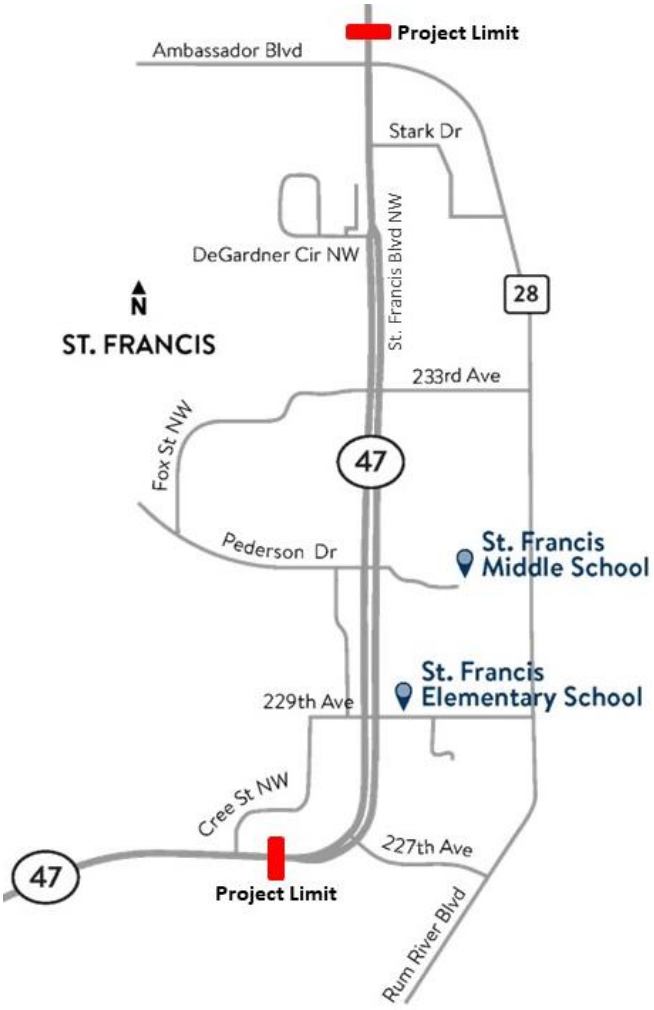
Applicant: City of St. Francis
Project Location: St. Francis Blvd NW (TH 47) from Cree Street NW to Ambassador Blvd NW in the City of St. Francis
Total Project Cost: $17,988,868
Requested Federal Amount: $7,000,000
Local Match: $10,988,868 (61%)

Project Description:

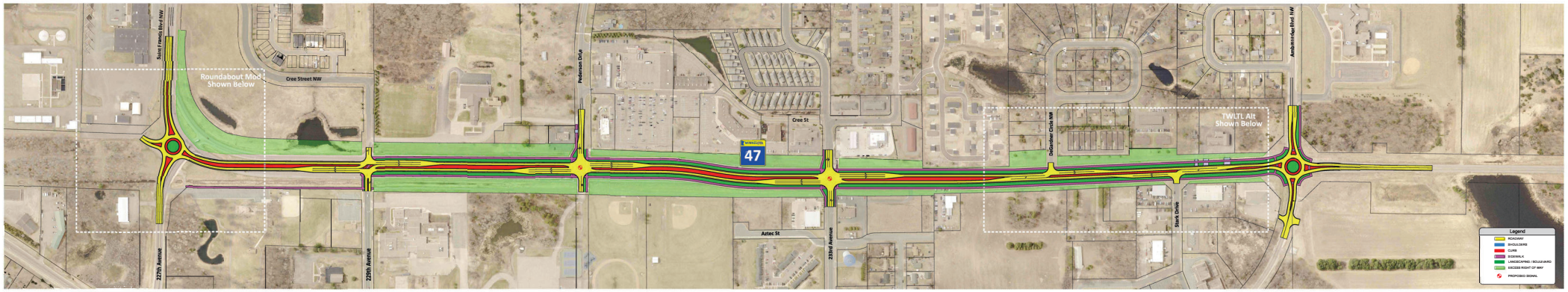
The City of St. Francis, in partnership with MnDOT and Anoka County, is proposing to reconstruct a 1.4-mile segment of St. Francis Blvd (TH 47) from Cree Street NW to Ambassador Blvd NW in the City of St. Francis. The proposed project would reduce the highway from four lanes to two lanes, construct two new roundabouts, add a new signalized intersection, and implement access management improvements. Existing trails along the corridor would be reconstructed and extended along with improvements to bicycle and pedestrian crossings.

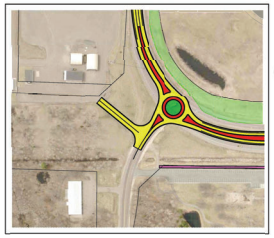
Project Benefits:

- **Safety:** Reduce vehicle speeds and conflict points by narrowing the corridor and constructing roundabouts. Improve safety at pedestrian and bicycle crossings.
- **Walkability/Bikeability:** Increase safety by reducing vehicle speeds and the number of through lanes to cross, improving crossing locations, and narrowing the overall roadway width. Increase mobility by constructing complete trails on both sides of the road.
- **Infrastructure Improvement:** Improve pavement condition while adding new infrastructure such as medians, trail facilities, and dedicated pedestrian and bicycle crossings.
- **Intersection Control & Corridor Crossings:** Improve opportunities for motorists to cross the corridor and to enter/exit TH 47 to/from intersecting streets by enhancing intersection controls at key locations along the corridor.
- **Economic Competitiveness:** Foster a more business-friendly environment with improved access, traffic operations, and safer bicycle and pedestrian accessibility while increasing efficiency for commercial vehicle operations.



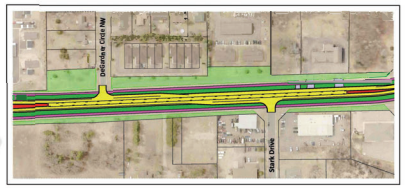
TH 47 (Saint Francis Blvd NW) Improvement Project
City of St. Francis, Anoka County, Minnesota





Roundabout Mod

TWLTL Alt



Figure/Concept 3

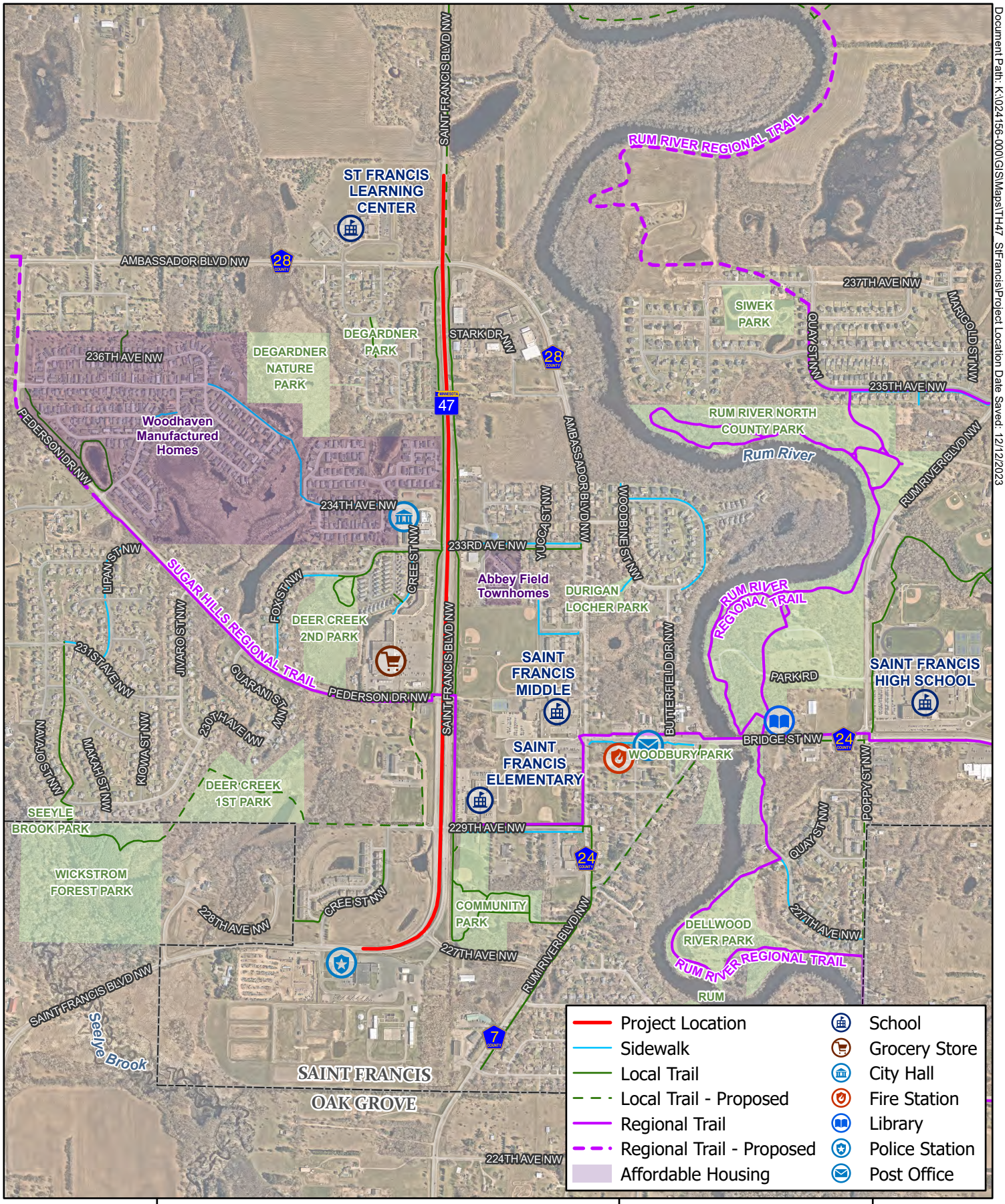
Trunk Highway (TH) 47/St Francis Boulevard Modernization

Photo 1: TH 46 at 227th Ave looking northeast, showing location of proposed roundabout (December 2023).

Photo 2: TH 47 at Pederson Dr looking north (December 2023).

Photo 3: TH 47 at 233rd Ave looking north (December 2023).

Photo 4: TH 47 at Ambassador Blvd NW looking south (December 2023).



Document Path: K:\024156-000\GIS\Maps\TH47 StFrancis\Project Location Date Saved: 12/12/2023

Figure 1 - Project Location

TH 47 / St. Francis Blvd Modernization
City of St. Francis, MN

N

0 1,000 Feet

1 inch = 1,200 feet

City of St. Francis

wsb

DEPARTMENT OF TRANSPORTATION

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

December 13, 2023

Kate Thunstrom
City Administrator
City of St. Francis

Re: MnDOT Letter of Support for City of St. Francis' Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding Request for Modernization to Trunk Highway (TH) 47/St. Francis Blvd NW between Cree St NW and Ambassador Blvd NW

Ms. Thunstrom,

This letter documents MnDOT Metro District's recognition for the City of St. Francis to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation to reconstruct TH 47 between Cree St NW and Ambassador Blvd NW through the heart of the business district in St. Francis.

The proposed project would reduce the four-lane section of TH 47 to two through lanes. The following would also be included: medians, trail facilities, dedicated pedestrian and bicycle crossings at key intersections and roundabouts or signals at five key intersections - 227th Ave NW, 229th Ave NW, Pederson Dr NW, 233rd Ave NW, and Ambassador Blvd NW. As proposed, this project impacts MnDOT right-of-way on TH 47. This project is consistent with the City of Francis' plans and is supported by Anoka County.

As the agency with jurisdiction over TH 47, MnDOT will allow St. Francis to seek improvements proposed in the application. Details of any future maintenance agreement with the City will need to be determined during the project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

MnDOT Metro has programmed a pavement preservation project for TH 47 in 2028, in the amount of $1.75million. This project is aimed at addressing pavement conditions and does not currently include the elements that would reconfigure the TH 47 corridor, as described above. If the City of St. Francis' project is awarded funding, MnDOT area staff will continue to work with St. Francis and Anoka County staff to coordinate needs and opportunities for cooperation. MnDOT Metro District looks forward to continued cooperation with St. Francis as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to North Area Manager Molly McCartney at molly.mccartney@state.mn.us or 651-775-0326.

Sincerely,

Sheila Kauppi

Digitally signed by Sheila Kauppi
Date: 2023.12.13 13:17:28 -06'00'

Sheila Kauppi, PE
Metro District Engineer

CC:
Molly McCartney, North Area Manager
Aaron Tag, Metro Program Director
Dan Erickson, Metro State Aid Engineer