



Application

19837 - 2024 Roadway Spot Mobility
20331 - CSAH 14 (Main Street) and CSAH 23 (Lake Drive) Intersection Spot Mobility and Safety Improvement
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 12/15/2023 10:14 AM

Primary Contact

Feel free to edit your profile anytime your information changes. Create your own personal alerts using [My Alerts](#).

Name: Mr. Jack L Forslund
Pronouns First Name Middle Name Last Name

Title: Transportation Planner

Department: Anoka County Transportation Division

Email: jack.forslund@co.anoka.mn.us

Address: 1440 Bunker Lake Boulevard NW

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

763-324-3179
Phone Ext.

Fax: 763-324-3020

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

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: 1440 BUNKER LAKE BLVD

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

Phone: 763-324-3100
Ext.

Fax: 763-324-3020

PeopleSoft Vendor Number 0000003633A15

Project Information

Project Name CSAH 14 and CSAH 23 Intersection Project

Primary County where the Project is Located Anoka

Cities or Townships where the Project is Located: Lino Lakes

Jurisdictional Agency (If Different than the Applicant):

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

The CSAH 14 (Main Street) and CSAH 23 (Lake Drive) Intersection Project will convert the intersection from a traffic signal to a single lane roundabout with added and enhanced pedestrian and multimodal facilities. The western leg of CSAH 14 and the southern leg of CSAH 23 are Principal Arterials. The northern leg of the intersection is classified as an A Minor Reliever with the eastern leg classified as an A Minor Expander. The project includes a new trail facility along CSAH 14 on the Regional Bicycle Trail Network 700 ft west to connect to Lino Lakes Elementary School. The multimodal and specifically pedestrian crossing facilities will be improved at the intersection through reduction in crossing distance, vehicle speed reduction through the intersection, and reduced vehicle-pedestrian conflict points. The project will address an established safety and mobility problem location. Peak hour delay per vehicle will be reduced by almost 80% with crashes reduced by over 50%.

(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.

Construct single lane roundabout at the intersection of CSAH 14 and CSAH 23 including approx. 700 ft trail on CSAH 14 west of CSAH 23

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)

0.4

to the nearest one-tenth of a mile

Project Funding

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

No

If yes, please identify the source(s)

Federal Amount

\$2,137,360.00

Match Amount

\$534,340.00

Minimum of 20% of project total

Project Total

\$2,671,700.00

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

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Anoka County

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

Preferred Program Year

Select one:

2028

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

Additional Program Years:

2027

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

Project Information: Roadway Projects

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

Anoka County

Functional Class of Road

Principal Arterial, A Minor Arterial Reliever, A Minor Arterial - Expander

Road System

CSAH

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

Road/Route No.

1423

i.e., 53 for CSAH 53

Name of Road

Main Street, Lake Drive

Example: 1st ST., MAIN AVE

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

From:

Road System

Road/Route No.

i.e., 53 for CSAH 53

Name of Road

Example: 1st ST., MAIN AVE

To:
Road System

DO NOT INCLUDE LEGAL DESCRIPTION

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)

OR:

At:

Road System

Intersection of CSAH 14 (Main Street) and CSAH 23

(TH, CSAH, MSAS, CO. RD., TWP. RD., City Street)

Road/Route No.

i.e., 53 for CSAH 53

Name of Road

Main Street and Lake Drive

Example; 1st ST., MAIN AVE

In the City/Cities of:

Lino Lakes

(List all cities within project limits)

PROJECT LENGTH

Miles

.4

(nearest 0.1 miles)

Primary Types of Work (check all the apply)

New Construction

Yes

Reconstruction

Yes

Resurfacing

Bituminous Pavement

Yes

Concrete Pavement

Roundabout

Yes

New Bridge

Bridge Replacement

Bridge Rehab

New Signal

Signal Replacement/Revision

Bike Trail

Yes

Other (do not include incidental items)

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

55014

Approximate Begin Construction Date

05/01/2028

Approximate End Construction Date

10/31/2028

Miles of Trail (nearest 0.1 miles)

0.3

Miles of Sidewalk (nearest 0.1 miles)

0.1

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

0.3

Is this a new trail?

Yes

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 B. Safety and Security; Objective A. Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport; Strategies B1, B4, B6

Goal C. Access to Destinations; Objective A. Increase the availability of multimodal travel options, especially in congested highway corridors; Objective B. Increase travel time reliability and predictability for travel on highway and transit systems; Strategies C1, C9, C17

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.

This project need is identified in the August 2020 Anoka County CSAH 23 Preliminary Traffic Analysis (Lexington Avenue to Main Street). The project is under development as part of the Anoka County Highway 23 (Lake Drive) Corridor Study currently underway. CSAH 14 is identified in the Anoka County Transportation Plan for safety and access improvements at this location.

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:

03/01/2018

Link to plan:

March 2018 <http://anokacountyada.com/wp-content/uploads/2018/05/ACHD-Transition-Plan2018.pdf>

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public right of way/transportation.

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

10. The project must be accessible and open to the general public.

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

Yes

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. 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)	\$93,800.00
Removals (approx. 5% of total cost)	\$187,900.00
Roadway (grading, borrow, etc.)	\$111,100.00
Roadway (aggregates and paving)	\$470,200.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$230,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$319,100.00
Traffic Control	\$93,800.00
Striping	\$28,150.00
Signing	\$28,150.00
Lighting	\$100,000.00
Turf - Erosion & Landscaping	\$140,700.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00

RR Crossing	\$0.00
Roadway Contingencies	\$356,200.00
Other Roadway Elements	\$400,000.00
Totals	\$2,559,100.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$70,900.00
Sidewalk Construction	\$2,900.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$20,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$18,800.00
Other Bicycle and Pedestrian Elements	\$0.00
Totals	\$112,600.00

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: This project includes eligible storm sewer and turf and erosion and landscaping improvements for a total PROTECT eligible amount of \$370,700.

Totals

Total Cost	\$2,671,700.00
Construction Cost Total	\$2,671,700.00
Transit Operating Cost Total	\$0.00

Congestion within Project Area:

Free-Flow Travel Speed:	46
<i>The free-flow travel speed is the black number</i>	
Peak Hour Travel Speed:	30
<i>The peak hour travel speed is the red number</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):	34.78%

Upload the "Level of Congestion" map:

1702498631187_Anoka CSAH 23-14_Level of Congestion_Map.pdf

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor

Lexington Avenue

Adjacent Parallel Corridor Start and End Points:

Start Point:

109th Ave NE

End Point:

Bunker Lake Blvd

Free-Flow Travel Speed:

59

The Free-Flow Travel Speed is black number.

Peak Hour Travel Speed:

56

The Peak-Hour Travel Speed is red number.

Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation):

5.08%

Upload the "Level of Congestion" map:

1702498631187_Anoka CSAH 23-14_Level of Congestion_Map.pdf

Principal Arterial Intersection Conversion Study:

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

(70 Points)

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

(65 Points)

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

(60 Points)

Not listed as a priority in the study:

Yes

(0 Points)

Congestion Management and Safety Plan IV:

Proposed at-grade project that reduces delay at a CMSP opportunity area:

(70 Points)

Not listed as a CMSP priority location:

Yes

(0 Points)

Measure C: Current Heavy Commercial Traffic

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

Along Tier 1:

Miles:

0

(to the nearest 0.1 miles)

Along Tier 2:

Miles:

0

(to the nearest 0.1 miles)

Along Tier 3:

Miles:

0

(to the nearest 0.1 miles)

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

None of the tiers:

Yes

Measure A: 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 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:

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

The project is located in Census Tract 502.33. Per the 5-year estimate from the 2021 American Community Survey, the population under 18 years old is 27.6% in Census Tract 502.33, above the Region's 23.7%. The percentage of the population over 60 is 17.5% in Census Tract 502.33 and 21.6% in the city of Lino Lakes, compared to the Region's 20.2%. The non-White Alone population is 8.7% in Census Tract 502.33 and 10.3% in the city of Lino Lakes. The percentage of the population with a disability is 7.8% in Census Tract 502.33 and 7.7% in the city of Lino Lakes. The percentage of the population below poverty level is 0.8% in Census Tract 502.33 and 1.9% in the city of Lino Lakes. This analysis identifies vulnerable populations located in the surrounding project area, most significantly the population under 18, which is above the regional average and the population over 60, which citywide is above the regional average.

A public open house was held on December 14, 2023. Nearly 100 people attended the meeting. Advertising of the meeting was done through direct mailing as well as through the newspaper (ABC Newspapers, and social media). Residents and property owners were in favor of the proposed concept, particularly the safety benefits and improved multimodal facilities to be implemented with the project. Anoka County also engaged specific disadvantaged communities through an online survey on the project website where residents were asked to "Tell us how these projects fit into your vision for our community. We seek your input and value your opinions on these important transportation improvement investments." Several comments were received from the over 200 visitors to our Anoka County STP Website (<https://www.anokastpprojects.com/#content>) showing support for this important project.

(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:

The proposed project will directly benefit equity populations through improvements to and prioritization of multimodal transportation facilities.

This project will improve travel time through the intersection as well as emissions in the project area due to the conversion to a single lane roundabout from a traffic signal. Safety will be improved at the intersection, with an expected decrease in crashes of 52%. Vehicle speed will also be decreased through the intersection as part of the project. Pedestrian and multimodal safety and crossing improvements will add to the multimodal network on this corridor for better access to nearby commercial uses. Pedestrian crossing distance will be decreased through the addition of pedestrian refuge islands on all legs of the intersection and reduced overall pavement width. A dedicated trail will be extended west on CSAH 14 to connect to the Lino Lakes Elementary School. No negative impacts to disadvantaged communities are expected as part of this project.

The project will not impose adverse health or environmental effects on equity populations. Project construction will incorporate proper noise, dust, and traffic mitigation as well as planned detour routes consistent with adopted County policies. The project requires no relocations of residences or businesses.

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

Measure C: Affordable Housing Access

Describe any affordable housing 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:

The Streams HousingLink detail shows an affordable housing property called Lakewood Apartments located south of the project area along CSAH 23 at I-35W. This is approximately 1.5 miles from the project area. The apartment building includes 60 total affordable units with all of them designated for households at or below 50% of the area median income. 12 of the units are 2 bedrooms and 48 units are 3 bedrooms. It is likely that the project area is regularly used by residents at this housing location due to the suburban development type of the area and the longer distances between services and commercial development. A second cluster of affordable housing properties is located approximately 3 miles from the project area at Cottage Homesteads of Willow Ponds. This development contains 48 total units with 46 of them designated for households at or below 60% of the area median income. 6 of these units are 1 bedroom and 40 of the units are 2 bedroom.

This project will improve travel time through the intersection as well as emissions in the project area due to the conversion to a roundabout from a signal. Pedestrian safety and crossing improvements will add to the multimodal network on this corridor for better access to nearby commercial uses.

(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):

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

Upload the 'Socio-Economic Conditions' map used for this measure. [1702498752596_Anoka CSAH 23-14_Socio-Economic_Map.pdf](#)

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
48.7	27.3	21.4	2062	2062	100419.4	56292.6	44126.8	Signal was last retimed in January of 2023.	1702594719830_Anoka CSAH 23-14_Existing-Build PM.pdf
56293									

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):
5.78	4.19	1.59
6	4	2

Total

Total Emissions Reduced:	1.59
Upload Synchro Report	1702594661727_Anoka CSAH 23-14_Existing-Build PM.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

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used:

CMF 225 = 0.52

(Limit 700 Characters; approximately 100 words)

Rationale for Crash Modification Selected:

CMF 225 is used for all crash types and severities for an existing signalized intersection that is being converted to a single-lane roundabout. CMF 225 was used because the project proposes to construct a single-lane roundabout at the existing intersection of CSAH 23 and CSAH 14.

(Limit 1400 Characters; approximately 200 words)

Project Benefit (\$) from B/C Ratio	\$1,809,879.00
Total Fatal (K) Crashes:	0
Total Serious Injury (A) Crashes:	0
Total Non-Motorized Fatal and Serious Injury Crashes:	0
Total Crashes:	14
Total Fatal (K) Crashes Reduced by Project:	0
Total Serious Injury (A) Crashes Reduced by Project:	0
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	0
Total Crashes Reduced by Project:	6
Worksheet Attachment	1702591800317_Anoka Co 23-14_HSIP Benefit Cost Worksheet-Crashreports-CMF.pdf

Upload Crash Modification Factors and B/C Worksheet in PDF form

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:

The existing intersection of CSAH 23 and CSAH 14 currently provides marked crosswalks and pedestrian signal heads on all approaches. The proposed project is expected to construct a roundabout with pedestrian facilities, including crosswalks, pedestrian refuge islands, and trails.

According to Minnesota's Best Practices for Pedestrian and Bicycle Safety, Minnesota-based research has found that roundabouts provide approximately 60% Crash Reduction Factor for pedestrian crashes after a conversion from a traditional four-legged intersection. The construction of a roundabout at the intersection of CSAH 23 and CSAH 14 will introduce pedestrian refuge islands on all approaches, which will decrease the distance from curb to refuge curb. For example, pedestrians would currently have to cross 2-lanes of traffic plus two turn lanes between curbs for a crossing distance of approximately 58 feet. The single lane roundabout will create an environment where pedestrians are crossing one lane of traffic at a time with decreased distance between curb and pedestrian median refuge. This will also decrease the pedestrian-vehicle conflict points.

(Limit 2,800 characters; approximately 400 words)

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

Select one:

Yes

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:

The signal at the intersection of CSAH 23 and CSAH 14 is being replaced by a single-lane roundabout with pedestrian facilities. The roundabout is expected to provide safer pedestrian crossing opportunities by slowing motorist speed at the intersection and providing refuge islands for pedestrians. Pedestrian-vehicle conflict points will be reduced by the project with conversion to a single-lane roundabout with pedestrian refuge areas.

(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:

0

? 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:

The construction of a single-lane roundabout will reduce motorist speed through the intersection compared to the existing signalized intersection. The roundabout will incorporate horizontal curves and other geometric design standards to compel vehicles to decelerate safely when entering and circulating the roundabout. The extended raised splitter islands will visually narrow the approach lanes and further manage the vehicle speeds while also managing turning movements at the adjacent driveways. Pavement width at the intersection will be significantly decreased, which is shown to reduce speeds. The single lane roundabout will be an improvement to managing speed and turning movements compared to the existing condition. The concrete truck apron is a key component of the roundabout design and is located between the central raised island and the primary roadway. The truck apron will enable semi-trailers and other large vehicles to circulate the roundabout at a safe and comfortable speed.

(Limit 2,800 characters; approximately 400 words)

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

Response:

The existing posted speed limit is 40 mph on CSAH 14 eastern leg and 30 mph on CSAH 14 west of the intersection within the school speed zone. The existing posted speed limit is 55 mph on CSAH 23. These posted speed limits will not change. The addition of the roundabout at the intersection will decrease speed from the existing condition. The design speed for vehicles entering the single-lane roundabout is 15 mph.

(Limit 1,400 characters; approximately 200 words)

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

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

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

or

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

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

Yes

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

List the AADT

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

These factors are based on 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:

Several commercial uses are located at the project location intersection including The Tavern on Main, Mama Mia Mexican Grill, US Bank Branch, Marathon Gas Station, BILL's Superette, G-Will Liquors, Jackigene's Hair Studio, and more.

(Limit 1,400 characters; approximately 200 words)

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

If checked, please describe:

Lino Lakes Elementary School, with over 450 students, is located adjacent to the project area.

(Limit 1,400 characters; approximately 200 words)

Measure A: Multimodal Elements and Existing Connections

Response:

The proposed project will convert the intersection from a traffic signal to a single lane roundabout with added and enhanced pedestrian and multimodal facilities. The pedestrian crossing distance will be decreased from curb to pedestrian refuge. The pedestrian-vehicle conflict points will be significantly reduced. A dedicated pedestrian facility will be added to the north side of CSAH 23 extending an additional 700 feet to connect to the Lino Lakes Elementary School. These multimodal project components will enhance the multimodal components of the corridor, which is designated as part of the RBTN. CSAH 14 is designated as a RBTN Tier 2 Alignment and CSAH 23 is designated as a RBTN Tier 2 Corridor, meaning the full project is within the RBTN designation. I-35W south of the project area is designated as an expressway barrier as part of the Regional Bicycle Barriers designation a Tier 3 Expressway Barrier Crossing area is within a ¼ mile of the project area. There is no fixed route transit service directly in the project area; however, the project area connects to the 35-E Park and Ride serviced by Route 275 in Centerville five miles southeast of the project area. Curb ramps within the project area were given a Tier 1 ? Good rating as part of the 2018 Anoka County ADA Transition Plan. All curb ramps will be reconstructed and/or updated in accordance with ADA requirements.

(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:

Most recently, residents were invited to learn about the project, provide input and connect with County staff at <http://anokastpprojects.com>. The website was advertised through press releases and social media. The website included an online survey, web-based mapping interface, and contact information, where residents could connect with County staff.

Residents were invited to a public open house meeting on December 14, 2023, at the Columbus Community Center from 5-7pm. The meeting was advertised ahead of time through press releases, social media, and through the three project agency websites (1 Counties & 2 Cities). The purpose of the meeting was to seek input on conceptual design options and to answer questions from the community. An online survey was administered where residents were asked to "Tell us how these projects fit into your vision for our community. We seek your input and value your opinions on these important transportation improvement investments."

PROJECT WEBSITES:

CSAH 23 Corridor Study:
<https://storymaps.arcgis.com/stories/422db3bcd40b4df4932d4dd7b0f8ecc3>

Anoka County 2024 STP Projects: <https://www.anokastpprojects.com/>

(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.

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.

Yes

25%

Layout has not been started

0%

Attach Layout

1702500140684_CSAH14-23_Concept_0T4M00213_RAB_Figure.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

100%

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

50%

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

25%

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

0%

5. Railroad Involvement (15 Percent of Points)

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

100%

Signature Page

Please upload attachment in PDF form

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

50%

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

0%

Measure A: Cost Effectiveness

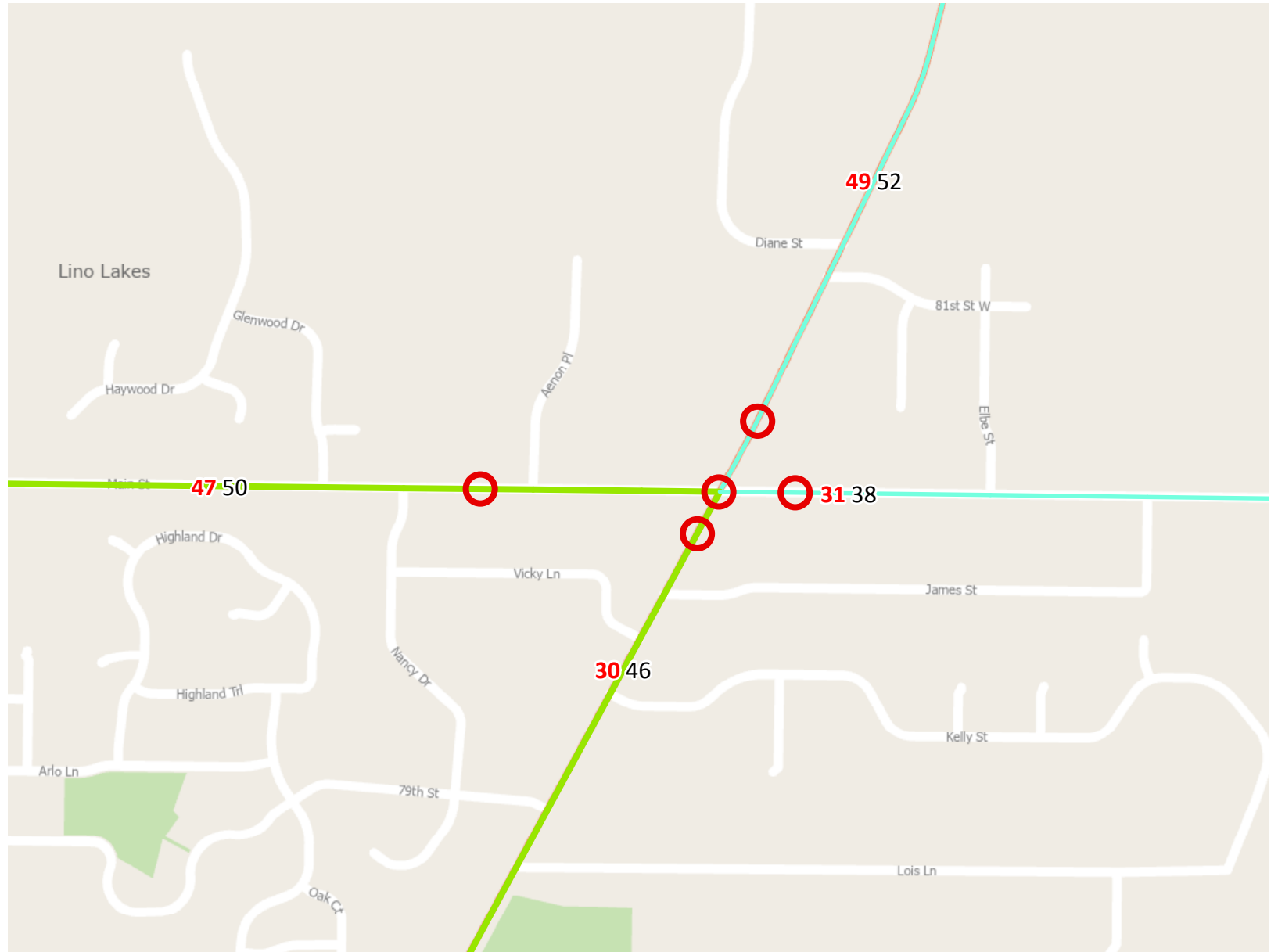
Total Project Cost (entered in Project Cost Form):	\$2,671,700.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$2,671,700.00
Enter amount of any outside, competitive funding:	\$0.00
Attach documentation of award:	
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
Affordable Housing Map-Streams HousingLink Property Detail_Combined.pdf	Affordable Housing Map	4.1 MB
Anoka Co CSAH 14-CSAH 23 Existing Conditions.pdf	Existing conditions pictures	727 KB
Anoka Co_Resolution #2023-137_14-23 Roundabout.pdf	Anoka County Resolution of support	382 KB
AnokaCounty_STPSummary2023_MainStandLakeDr.pdf	Engagement Summary	583 KB
CSAH14-23_Concept_0T4M00213_RAB_Figure.pdf	Project Concept drawing	388 KB
One Page Description-CSAH 14-CSAH 23 Intersection Project.pdf	One Page Project Summary	285 KB

Level of Congestion

Roadway Spot Mobility & Safety Project: Anoka CSAH 23/CSAH 14 Intersection | Map ID: 1701378124378



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



Created: 11/30/2023
LandscapeRSA1

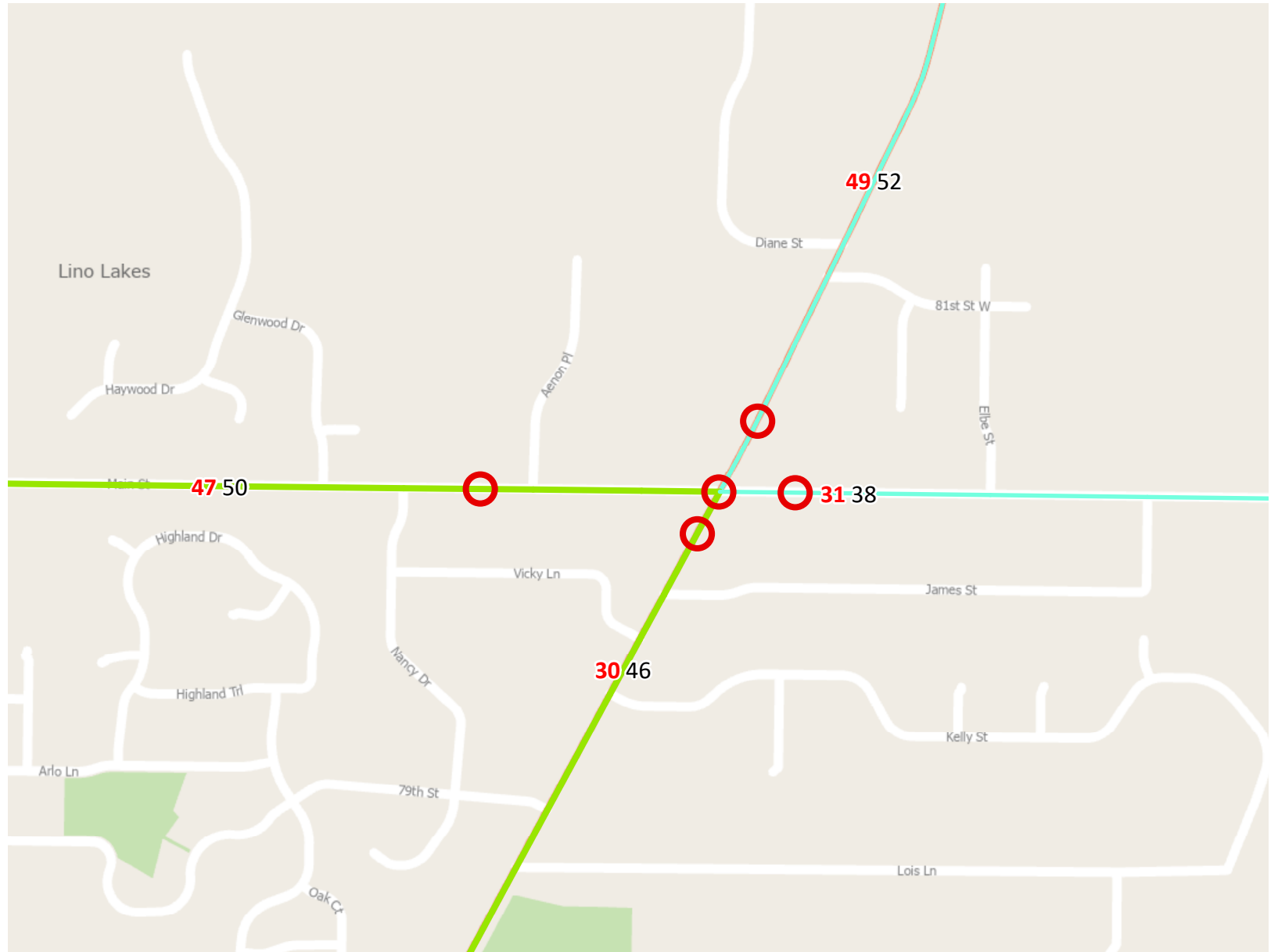


For complete disclaimer of accuracy, please visit
<https://giswebsite.metc.state.mn.us/gisite/notice.aspx>



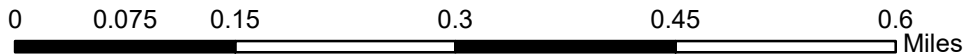
Level of Congestion

Roadway Spot Mobility & Safety Project: Anoka CSAH 23/CSAH 14 Intersection | Map ID: 1701378124378



Project Points A Minor Arterials A Minor Arterials Planned

Principal Arterials Principal Arterials Planned



Created: 11/30/2023
LandscapeRSA1



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



Socio-Economic Conditions

Results

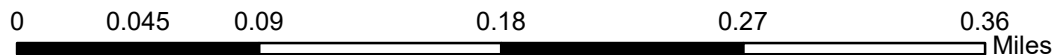
Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 0

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



 Points

 Area of Concentrated Poverty



Created: 11/30/2023
LandscapeRSA2



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



Lanes, Volumes, Timings
1: CSAH 23 & CSAH 14

Existing 2023
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	227	82	219	283	45	99	318	221	33	176	171
Future Volume (vph)	188	227	82	219	283	45	99	318	221	33	176	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	250		250	280		220	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			50			55	
Link Distance (ft)		1217			1018			1129			1025	
Travel Time (s)		20.7			17.4			15.4			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	209	252	91	243	314	50	110	353	246	37	196	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	252	91	243	314	50	110	353	246	37	196	190
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4

Lanes, Volumes, Timings
1: CSAH 23 & CSAH 14

Existing 2023
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.0	25.0	25.0	14.0	25.0	25.0	14.0	25.0	25.0	14.0	25.0	25.0
Total Split (s)	16.0	25.0	25.0	16.0	25.0	25.0	14.0	25.0	25.0	14.0	25.0	25.0
Total Split (%)	20.0%	31.3%	31.3%	20.0%	31.3%	31.3%	17.5%	31.3%	31.3%	17.5%	31.3%	31.3%
Maximum Green (s)	9.0	18.0	18.0	9.0	18.0	18.0	7.0	18.0	18.0	7.0	18.0	18.0
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.2	16.1	16.1	9.8	16.7	16.7	7.9	18.4	18.4	7.1	14.8	14.8
Actuated g/C Ratio	0.13	0.22	0.22	0.13	0.23	0.23	0.11	0.25	0.25	0.10	0.20	0.20
v/c Ratio	0.95	0.62	0.26	1.03	0.74	0.14	0.58	0.76	0.62	0.22	0.52	0.60
Control Delay	86.7	34.9	28.2	104.3	40.2	25.9	48.8	39.7	34.6	37.1	33.2	36.7
Queue Delay	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 Delay	86.7	34.9	28.2	104.3	40.2	25.9	48.8	39.7	34.6	37.1	33.2	36.7
LOS	F	C	C	F	D	C	D	D	C	D	C	D
Approach Delay		53.4			64.7			39.3			35.1	
Approach LOS		D			E			D			D	
90th %ile Green (s)	9.0	18.0	18.0	9.0	18.0	18.0	7.0	18.0	18.0	7.0	18.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	9.0	18.0	18.0	9.0	18.0	18.0	7.9	18.0	18.0	7.0	17.1	17.1
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Hold	Max	Max	Max	Gap	Gap
50th %ile Green (s)	9.0	15.9	15.9	11.1	18.0	18.0	10.2	18.0	18.0	7.0	14.8	14.8
50th %ile Term Code	Max	Gap	Gap	Hold	Max	Max	Hold	Max	Max	Max	Gap	Gap
30th %ile Green (s)	9.0	14.0	14.0	10.2	15.2	15.2	7.0	25.6	25.6	0.0	11.6	11.6
30th %ile Term Code	Max	Min	Min	Hold	Gap	Gap	Max	Hold	Hold	Skip	Gap	Gap
10th %ile Green (s)	9.0	14.0	14.0	9.0	14.0	14.0	0.0	12.3	12.3	0.0	12.3	12.3
10th %ile Term Code	Max	Min	Min	Max	Min	Min	Skip	Gap	Gap	Skip	Hold	Hold
Stops (vph)	142	197	66	163	244	38	83	263	184	31	149	149
Fuel Used(gal)	6	5	2	8	7	1	3	9	6	1	5	5
CO Emissions (g/hr)	438	379	126	543	466	64	207	621	417	73	356	360
NOx Emissions (g/hr)	85	74	24	106	91	13	40	121	81	14	69	70
VOC Emissions (g/hr)	102	88	29	126	108	15	48	144	97	17	83	84
Dilemma Vehicles (#)	0	13	0	0	17	0	0	19	0	0	11	0
Queue Length 50th (ft)	~116	118	39	123	147	20	52	169	113	18	90	89
Queue Length 95th (ft)	#246	188	77	#290	#263	48	#133	#311	#210	46	148	149
Internal Link Dist (ft)		1137			938			1049			945	
Turn Bay Length (ft)	300		300	250		250	280		220	300		300
Base Capacity (vph)	221	465	395	236	465	395	190	505	429	171	465	395
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0

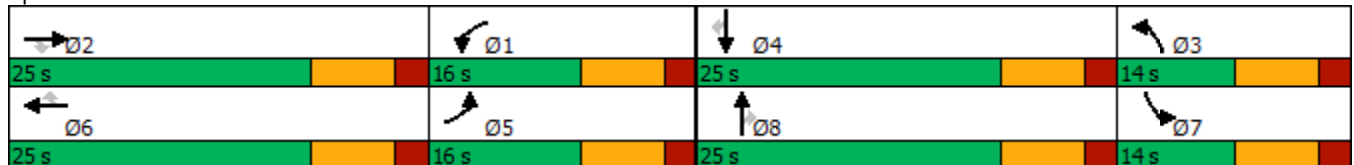


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.54	0.23	1.03	0.68	0.13	0.58	0.70	0.57	0.22	0.42	0.48

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	73.4
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	48.7
Intersection LOS:	D
Intersection Capacity Utilization	71.2%
ICU Level of Service	C
Analysis Period (min)	15
90th %ile Actuated Cycle:	80
70th %ile Actuated Cycle:	80
50th %ile Actuated Cycle:	80
30th %ile Actuated Cycle:	70.8
10th %ile Actuated Cycle:	56.3
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: CSAH 23 & CSAH 14



1: CSAH 23 & CSAH 14

Direction	All
Future Volume (vph)	2062
Control Delay / Veh (s/v)	49
Queue Delay / Veh (s/v)	0
Total Delay / Veh (s/v)	49
Total Delay (hr)	28
Stops / Veh	0.83
Stops (#)	1709
Average Speed (mph)	11
Total Travel Time (hr)	37
Distance Traveled (mi)	430
Fuel Consumed (gal)	58
Fuel Economy (mpg)	7.4
CO Emissions (kg)	4.05
NOx Emissions (kg)	0.79
VOC Emissions (kg)	0.94
Unserviced Vehicles (#)	9
Vehicles in dilemma zone (#)	60

Intersection				
Intersection Delay, s/veh	27.3			
Intersection LOS	D			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	552	607	709	423
Demand Flow Rate, veh/h	563	619	723	432
Vehicles Circulating, veh/h	486	685	508	680
Vehicles Exiting, veh/h	626	546	541	624
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.1	39.4	31.8	17.0
Approach LOS	C	E	D	C
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	563	619	723	432
Cap Entry Lane, veh/h	841	686	822	690
Entry HV Adj Factor	0.980	0.980	0.981	0.979
Flow Entry, veh/h	552	607	709	423
Cap Entry, veh/h	824	673	806	675
V/C Ratio	0.670	0.902	0.880	0.626
Control Delay, s/veh	16.1	39.4	31.8	17.0
LOS	C	E	D	C
95th %tile Queue, veh	5	12	11	4

1: CSAH 23 & CSAH 14

Direction	All
Future Volume (vph)	2062
Control Delay / Veh (s/v)	0
Queue Delay / Veh (s/v)	0
Total Delay / Veh (s/v)	0
Total Delay (hr)	0
Stops / Veh	1.00
Stops (#)	2062
Average Speed (mph)	45
Total Travel Time (hr)	10
Distance Traveled (mi)	430
Fuel Consumed (gal)	42
Fuel Economy (mpg)	10.2
CO Emissions (kg)	2.94
NOx Emissions (kg)	0.57
VOC Emissions (kg)	0.68
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	0

Lanes, Volumes, Timings
1: CSAH 23 & CSAH 14

Existing 2023
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	227	82	219	283	45	99	318	221	33	176	171
Future Volume (vph)	188	227	82	219	283	45	99	318	221	33	176	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	250		250	280		220	300		300
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			50			55	
Link Distance (ft)		1217			1018			1129			1025	
Travel Time (s)		20.7			17.4			15.4			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	209	252	91	243	314	50	110	353	246	37	196	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	252	91	243	314	50	110	353	246	37	196	190
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4

Lanes, Volumes, Timings
1: CSAH 23 & CSAH 14

Existing 2023
Timing Plan: PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	14.0	14.0	7.0	14.0	14.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.0	25.0	25.0	14.0	25.0	25.0	14.0	25.0	25.0	14.0	25.0	25.0
Total Split (s)	16.0	25.0	25.0	16.0	25.0	25.0	14.0	25.0	25.0	14.0	25.0	25.0
Total Split (%)	20.0%	31.3%	31.3%	20.0%	31.3%	31.3%	17.5%	31.3%	31.3%	17.5%	31.3%	31.3%
Maximum Green (s)	9.0	18.0	18.0	9.0	18.0	18.0	7.0	18.0	18.0	7.0	18.0	18.0
Yellow Time (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
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	9.2	16.1	16.1	9.8	16.7	16.7	7.9	18.4	18.4	7.1	14.8	14.8
Actuated g/C Ratio	0.13	0.22	0.22	0.13	0.23	0.23	0.11	0.25	0.25	0.10	0.20	0.20
v/c Ratio	0.95	0.62	0.26	1.03	0.74	0.14	0.58	0.76	0.62	0.22	0.52	0.60
Control Delay	86.7	34.9	28.2	104.3	40.2	25.9	48.8	39.7	34.6	37.1	33.2	36.7
Queue Delay	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 Delay	86.7	34.9	28.2	104.3	40.2	25.9	48.8	39.7	34.6	37.1	33.2	36.7
LOS	F	C	C	F	D	C	D	D	C	D	C	D
Approach Delay		53.4			64.7			39.3			35.1	
Approach LOS		D			E			D			D	
90th %ile Green (s)	9.0	18.0	18.0	9.0	18.0	18.0	7.0	18.0	18.0	7.0	18.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	9.0	18.0	18.0	9.0	18.0	18.0	7.9	18.0	18.0	7.0	17.1	17.1
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Hold	Max	Max	Max	Gap	Gap
50th %ile Green (s)	9.0	15.9	15.9	11.1	18.0	18.0	10.2	18.0	18.0	7.0	14.8	14.8
50th %ile Term Code	Max	Gap	Gap	Hold	Max	Max	Hold	Max	Max	Max	Gap	Gap
30th %ile Green (s)	9.0	14.0	14.0	10.2	15.2	15.2	7.0	25.6	25.6	0.0	11.6	11.6
30th %ile Term Code	Max	Min	Min	Hold	Gap	Gap	Max	Hold	Hold	Skip	Gap	Gap
10th %ile Green (s)	9.0	14.0	14.0	9.0	14.0	14.0	0.0	12.3	12.3	0.0	12.3	12.3
10th %ile Term Code	Max	Min	Min	Max	Min	Min	Skip	Gap	Gap	Skip	Hold	Hold
Stops (vph)	142	197	66	163	244	38	83	263	184	31	149	149
Fuel Used(gal)	6	5	2	8	7	1	3	9	6	1	5	5
CO Emissions (g/hr)	438	379	126	543	466	64	207	621	417	73	356	360
NOx Emissions (g/hr)	85	74	24	106	91	13	40	121	81	14	69	70
VOC Emissions (g/hr)	102	88	29	126	108	15	48	144	97	17	83	84
Dilemma Vehicles (#)	0	13	0	0	17	0	0	19	0	0	11	0
Queue Length 50th (ft)	~116	118	39	123	147	20	52	169	113	18	90	89
Queue Length 95th (ft)	#246	188	77	#290	#263	48	#133	#311	#210	46	148	149
Internal Link Dist (ft)		1137			938			1049			945	
Turn Bay Length (ft)	300		300	250		250	280		220	300		300
Base Capacity (vph)	221	465	395	236	465	395	190	505	429	171	465	395
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0

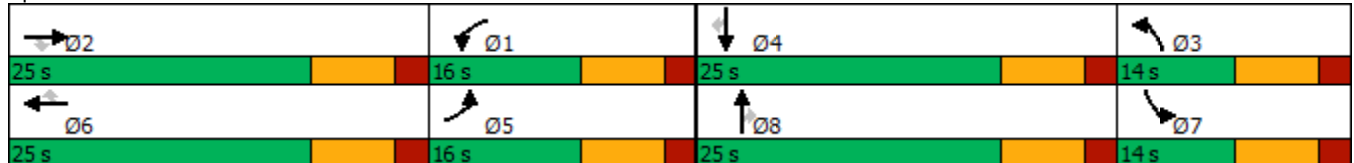


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.54	0.23	1.03	0.68	0.13	0.58	0.70	0.57	0.22	0.42	0.48

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	73.4
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	48.7
Intersection LOS:	D
Intersection Capacity Utilization	71.2%
ICU Level of Service	C
Analysis Period (min)	15
90th %ile Actuated Cycle:	80
70th %ile Actuated Cycle:	80
50th %ile Actuated Cycle:	80
30th %ile Actuated Cycle:	70.8
10th %ile Actuated Cycle:	56.3
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 1: CSAH 23 & CSAH 14



1: CSAH 23 & CSAH 14

Direction	All
Future Volume (vph)	2062
Control Delay / Veh (s/v)	49
Queue Delay / Veh (s/v)	0
Total Delay / Veh (s/v)	49
Total Delay (hr)	28
Stops / Veh	0.83
Stops (#)	1709
Average Speed (mph)	11
Total Travel Time (hr)	37
Distance Traveled (mi)	430
Fuel Consumed (gal)	58
Fuel Economy (mpg)	7.4
CO Emissions (kg)	4.05
NOx Emissions (kg)	0.79
VOC Emissions (kg)	0.94
Unserviced Vehicles (#)	9
Vehicles in dilemma zone (#)	60

Intersection				
Intersection Delay, s/veh	27.3			
Intersection LOS	D			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	552	607	709	423
Demand Flow Rate, veh/h	563	619	723	432
Vehicles Circulating, veh/h	486	685	508	680
Vehicles Exiting, veh/h	626	546	541	624
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.1	39.4	31.8	17.0
Approach LOS	C	E	D	C
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	563	619	723	432
Cap Entry Lane, veh/h	841	686	822	690
Entry HV Adj Factor	0.980	0.980	0.981	0.979
Flow Entry, veh/h	552	607	709	423
Cap Entry, veh/h	824	673	806	675
V/C Ratio	0.670	0.902	0.880	0.626
Control Delay, s/veh	16.1	39.4	31.8	17.0
LOS	C	E	D	C
95th %tile Queue, veh	5	12	11	4

1: CSAH 23 & CSAH 14

Direction	All
Future Volume (vph)	2062
Control Delay / Veh (s/v)	0
Queue Delay / Veh (s/v)	0
Total Delay / Veh (s/v)	0
Total Delay (hr)	0
Stops / Veh	1.00
Stops (#)	2062
Average Speed (mph)	45
Total Travel Time (hr)	10
Distance Traveled (mi)	430
Fuel Consumed (gal)	42
Fuel Economy (mpg)	10.2
CO Emissions (kg)	2.94
NOx Emissions (kg)	0.57
VOC Emissions (kg)	0.68
Unserviced Vehicles (#)	0
Vehicles in dilemma zone (#)	0

Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description

Route	CSAH 23	District		County	Anoka
Begin RP	CSAH 14	End RP	CSAH 14	Miles	0.000
Location	The intersection of CSAH 23 and CSAH 14				

B. Project Description

Proposed Work	Converting signalized intersection to a roundabout				
Project Cost*		Installation Year	2027		
Project Service Life	20 years	Traffic Growth Factor	1.0%		

* exclude Right of Way from Project Cost

C. Crash Modification Factor

0.52	Fatal (K) Crashes	Reference	CMF 225		
0.52	Serious Injury (A) Crashes				
0.52	Moderate Injury (B) Crashes	Crash Type	All		
0.52	Possible Injury (C) Crashes				
0.52	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				
Crash Severity	All	< optional 2nd CMF >		
K crashes	0			
A crashes	0			
B crashes	0			
C crashes	3			
PDO crashes	11			

F. Benefit-Cost Calculation

\$1,809,879	Benefit (present value)	B/C Ratio = N/A
\$0	Cost	

Proposed project expected to reduce 3 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: 1.0% 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	1.44	0.48	\$62,400
PDO crashes	5.28	1.76	\$26,400

\$88,800

H. Amortized Benefit

Year	Crash Benefits	Present Value
2027	\$88,800	\$88,800
2028	\$89,688	\$88,976
2029	\$90,585	\$89,153
2030	\$91,491	\$89,330
2031	\$92,406	\$89,507
2032	\$93,330	\$89,684
2033	\$94,263	\$89,862
2034	\$95,206	\$90,041
2035	\$96,158	\$90,219
2036	\$97,119	\$90,398
2037	\$98,090	\$90,578
2038	\$99,071	\$90,757
2039	\$100,062	\$90,938
2040	\$101,063	\$91,118
2041	\$102,073	\$91,299
2042	\$103,094	\$91,480
2043	\$104,125	\$91,661
2044	\$105,166	\$91,843
2045	\$106,218	\$92,025
2046	\$107,280	\$92,208
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0
0	\$0	\$0

Total = \$1,809,879

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



Crash Summary

CSAH 23 & CSAH 14

Crash Severity/Crash Year												
Crash Severity	Total	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	0	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	3	0	0	0	0	0	0	0	0	0	3	0
N - Prop Dmg Only	11	0	0	0	0	0	0	0	2	5	4	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	0	0	0	0	0	0	0	2	5	7	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	0	0	0	0	0
C - Possible Injury	3	0	0	2	1
N - Prop Dmg Only	11	0	0	8	3
U - Unknown	0	0	0	0	0
Total	14	0	0	10	4

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		2	14.3
Four-Way Intersection		11	78.6
T or Y Intersection		0	0.0
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		0	0.0
Driveway Access Related		0	0.0
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		0	0.0
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		1	7.1
Total		14	100.0

Basic Type Summary			Total	%
Pedestrian			0	0.0
Bike			0	0.0
Single Vehicle Run Off Road			0	0.0
Single Vehicle Other			0	0.0
Sideswipe Same Direction			0	0.0
Sideswipe Opposing			1	7.1
Rear End			10	71.4
Head On			0	0.0
Left Turn			0	0.0
Angle			1	7.1
Other			2	14.3
Total			14	100.0

Weather 1 Summary		Total	%
Clear		11	78.6
Cloudy		2	14.3
Rain		0	0.0
Snow		1	7.1
Sleet, Hail (Freezing Rain/Drizzle)		0	0.0
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
Total		14	100.0

First Harmful Event Summary			Total	%
Pedestrian			0	0.0
Bicyclist			0	0.0
Motor Vehicle In Transport			14	100.0
Parked Motor Vehicle			0	0.0
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			0	0.0
Non-Collision Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			14	100.0

Light Condition Summary		Total	%
Daylight		14	100.0
Sunrise		0	0.0
Sunset		0	0.0
Dark (Str Lights On)		0	0.0
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
Total		14	100.0



Crash Summary

CSAH 23 & CSAH 14

Time of Day/Day of Week														
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59	Total	%
SUN	0	0	0	0	0	1	0	1	0	0	0	0	2	14.3
MON	0	0	0	0	1	0	1	0	1	0	0	0	3	21.4
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
WED	0	0	0	0	0	0	2	0	1	0	0	0	3	21.4
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	1	2	1	0	0	0	4	28.6
SAT	0	0	0	0	0	0	0	2	0	0	0	0	2	14.3
Total	0	0	0	0	1	1	4	5	3	0	0	0	14	100.0
%	0.0	0.0	0.0	0.0	7.1	7.1	28.6	35.7	21.4	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary							
Age	M	F	NR	No Value	Total	%	
<14	0	0	0	0	0	0.0	
14	0	0	0	0	0	0.0	
15	0	0	0	0	0	0.0	
16	0	0	0	0	0	0.0	
17	1	1	0	0	2	6.2	
18	1	0	0	0	1	3.1	
19	0	0	0	0	0	0.0	
20	1	1	0	0	2	6.2	
21-24	0	2	0	0	2	6.2	
25-29	2	3	0	0	5	15.6	
30-34	1	0	0	0	1	3.1	
35-39	1	0	0	0	1	3.1	
40-44	2	1	0	0	3	9.4	
45-49	2	1	0	0	3	9.4	
50-54	1	1	0	0	2	6.2	
55-59	1	0	0	0	1	3.1	
60-64	0	1	0	0	1	3.1	
65-69	1	1	0	0	2	6.2	
70-74	3	0	0	0	3	9.4	
75-79	2	0	0	0	2	6.2	
80-84	0	0	0	0	0	0.0	
85-89	0	0	0	0	0	0.0	
90-94	0	0	0	0	0	0.0	
95+	0	0	0	0	0	0.0	
No Value	0	0	0	1	1	3.1	
Total	19	12	0	1	32	100.0	
%	59.4	37.5	0.0	3.1	100.0	100.0	

Month Summary			Total	%
January			0	0.0
February			2	14.3
March			1	7.1
April			3	21.4
May			1	7.1
June			2	14.3
July			1	7.1
August			2	14.3
September			2	14.3
October			0	0.0
November			0	0.0
December			0	0.0
Total			14	100.0

Physical Condition Summary			Total	%
Apparently Normal (Including No Drugs/Alcohol)			30	96.8
Physical Disability (Short Term or Long Term)			0	0.0
Medical Issue (Ill, Sick or Fainted)			1	3.2
Emotional (Depression, Angry, Disturbed, etc.)			0	0.0
Asleep or Fatigued			0	0.0
Has Been Drinking Alcohol			0	0.0
Has Been Taking Illicit Drugs			0	0.0
Has Been Taking Medications			0	0.0
Other/Unknown			0	0.0
Not Applicable			0	0.0
Total			31	100.0

Selection Filter:

WORK AREA: County('659447') - FILTER: Basic Type('1','2','3','4','5','6','7','8','9','10','90'), Year('2020','2021','2022')

Analyst:

Ross Tillman

Notes:

CMF / CRF Details

CMF ID: 225

CMF Name: Convert signalized intersection to modern roundabout

Description:

Prior Condition: No Prior Condition(s)

Category: Intersection geometry

Study ID: [NCHRP Report 572: Applying Roundabouts in the United States, Rodegerdts et al. 2007](#)

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.52
Adjusted Standard Error:	0.06
Unadjusted Standard Error:	0.05

Crash Reduction Factor	
Value:	48
Adjusted Standard Error:	6
Unadjusted Standard Error:	5

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Minimum Number of Lanes:	1
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:	
<i>If countermeasure is intersection-based.</i>	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	Not Specified
Traffic Control:	Signalized
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:	
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes

Other Details	
Included in HSM:	Yes. HSM lists this CMF in font to indicate that it has the highest
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	Countermeasure name changed to match HSM

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

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

LEGEND

-  ROADWAY
-  CONCRETE
-  TRAIL
-  LANDSCAPING



150

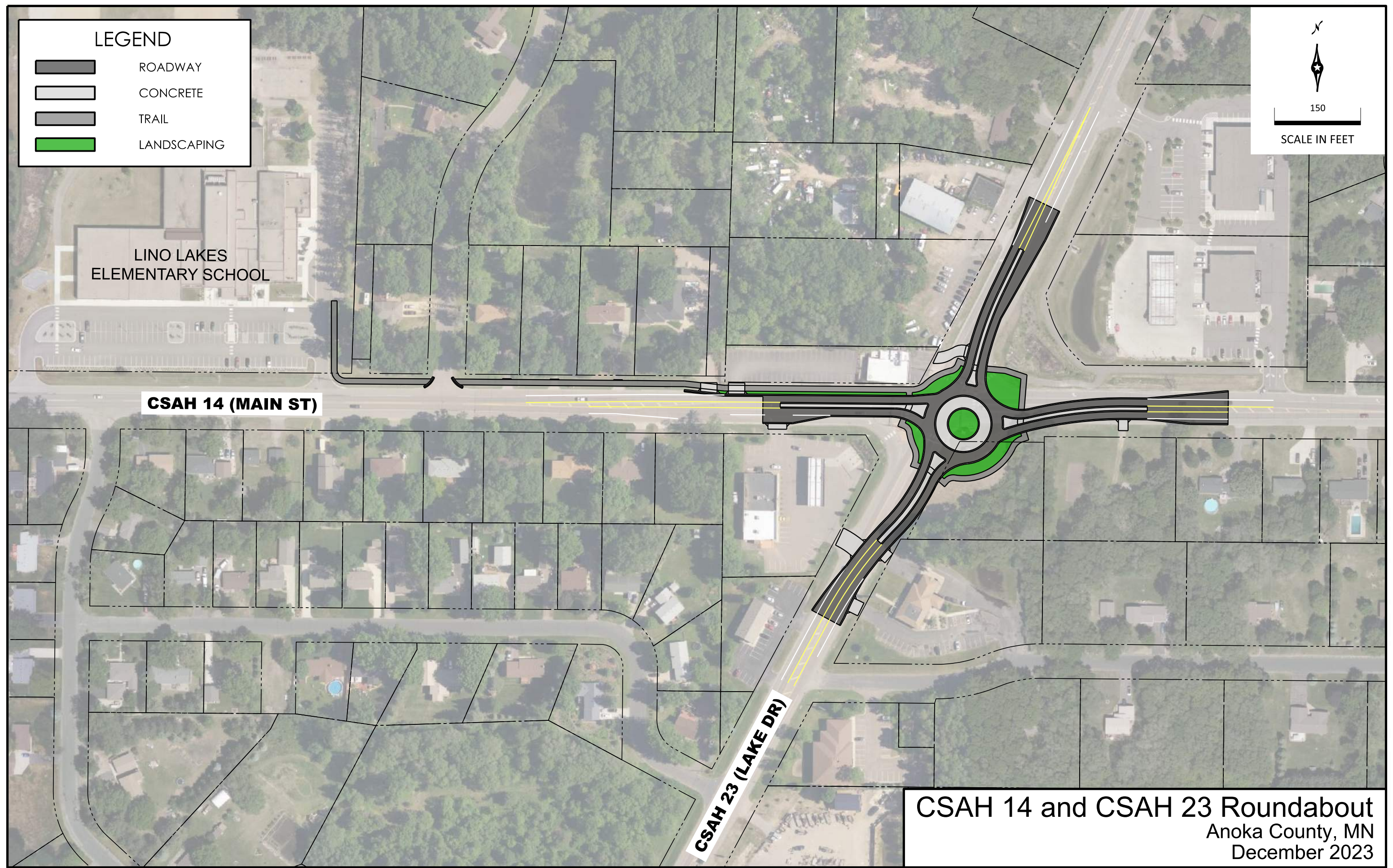
SCALE IN FEET

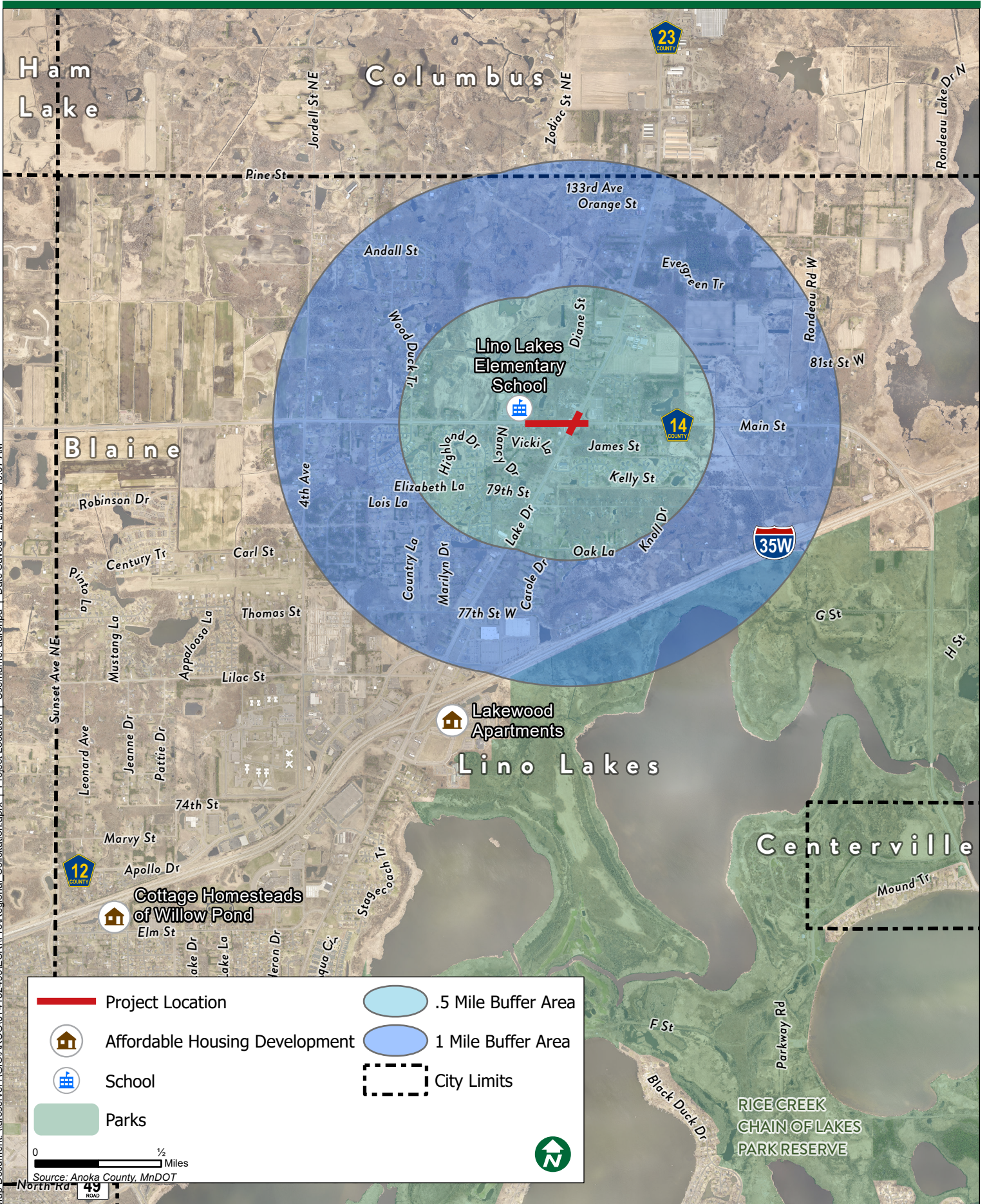
LINO LAKES
ELEMENTARY SCHOOL

CSAH 14 (MAIN ST)

CSAH 23 (LAKE DR)

CSAH 14 and CSAH 23 Roundabout
Anoka County, MN
December 2023






Map Document: \\arcserver1\GIS\AKCO\074132499\ESRI\Proj\Regional_Solicitation.aprx | Project Location | Username: aaronpa | Date Saved: 12/16/2023 10:07 AM

	Project Location		.5 Mile Buffer Area
	Affordable Housing Development		1 Mile Buffer Area
	School		City Limits
	Parks		

0 1/2 Miles

Source: Anoka County, MnDOT



[Return to main site](#)

Property Detail

About Streams

Lakewood Apts

705 Town Center Pkwy
Lino Lakes, MN 55014

Funding Categories

Tax Credit
Subsidized-Other
Tax Credit (LIHTC 9%)

Property Information

Year Built: 2008
Building Type: Apartment
Groups Served: Family, Elderly, Disabled
Total Units: 60
Affordable Units: 60

Affordable Units by Bedroom

2 BR: 12
3 BR: 48

Units by Area Median Income

50%: 60



[Housing+Transit Cost](#)

[Walk Score®: 14](#)

[Report a problem](#)

Listing Summary

BR Size	1st Listing	Last Listing	Low Rent	High Rent	Last Rent
2	01/10/2008	03/01/2020	\$844	\$1,258	\$1,059
3	01/10/2008	10/20/2022	\$979	\$1,717	\$1,400

Known Property Addresses

1	705 Town Center Pkwy	Lino Lakes
---	----------------------	------------

Funding Dates & Programs

First known closing: 7/1/2007
Most recent closing: 12/17/2008
Earliest expiration: 1/1/2035
Last Activity: New Construction

MHFA: Housing Tax Credits
Close Date: 1/1/2005
Estimated Expiration: 1/1/2035

MHFA: Housing Tax Credits 9%
Close Date: 1/1/2008
Expiration: 1/1/2038

MHFA: HOME
Close Date: 12/17/2008

Estimated Expiration: 12/17/2038

MHFA: LHIA

Close Date: 12/17/2008

Estimated Expiration: 12/17/2038

MHFA: LMIR

Close Date: 12/17/2008

Expiration: 1/1/2039

Known Property Identifiers

HousingLink: 9678

MHFA: D3792

HUDLIHTC9: MNA20089009

[Return to main site](#)

Property Detail

About Streams

Cottage Homesteads Of Willow Ponds

Multiple addresses listed at bottom of page

Funding Categories

- Tax Credit
- Tax Credit (LIHTC 9%)

Property Information

- Year Built:
- Building Type:
- Groups Served:
- Total Units: 48
- Affordable Units: 46

Affordable Units by Bedroom

- 1 BR: 6
- 2 BR: 40

Units by Area Median Income

60%: 46



[Housing+Transit Cost](#)

[Walk Score®: 4](#)

[Report a problem](#)

Known Property Addresses

1	61 Willow Pond Trail	Lino Lakes
2	79 Elm St	Lino Lakes
3	107 Elm St	Lino Lakes
4	103 Willow Pond Trail	Lino Lakes

Funding Dates & Programs

- First known closing: 1/1/1994
- Most recent closing: 1/1/1996
- Earliest expiration: 1/1/2024
- Last Activity: New Construction

MHFA: Housing Tax Credits
 Close Date: 1/1/1994
 Estimated Expiration: 1/1/2024

MHFA: Housing Tax Credits 9%
 Close Date: 1/1/1996
 Expiration: 1/1/2026

Known Property Identifiers

- HousingLink: 5973
- MHFATC9: D0701

HUDLIHTC9: MNA1996060

Anoka County CSAH 14 and CSAH 23 Intersection Improvement Project Existing Conditions Pictures

Aerial view of CSAH 14 (Main St.) and CSAH 23 (Lake Dr.)



CSAH 23 (Lake Dr.) at CSAH 14 (Main St.) facing north



CSAH 14 (Main St.) at CSAH 23 (Lake Dr.) facing west



Images from Google 2023.

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: December 1, 2023

RESOLUTION #2023-137

OFFERED BY COMMISSIONER: Reinert

AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE CSAH 14 / CSAH 23 INTERSECTION IMPROVEMENT PROJECT

WHEREAS, the intersection of CSAH 14 (Main Street), a Non-Freeway "Principal" Arterial, and CSAH 23 (Lake Drive), a Non-Freeway "Principal" Arterial, is a vital transportation intersection utilized by thousands of travelers each day; and,

WHEREAS, Anoka County and the City of Lino Lakes have identified the need to improve the CSAH 14 / CSAH 23 intersection; and,

WHEREAS, existing traffic volumes on CSAH 14 and CSAH 23 have been increasing and are projected to continue to increase as the area develops; and,

WHEREAS, proposed transportation improvements to the CSAH 14 / CSAH 23 intersection will improve the safety and mobility for all modes of travel; and,

WHEREAS, the Anoka County Highway Department is proposing to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2024 Regional Solicitation program to receive federal transportation funds to improve the intersection of CSAH 14 / CSAH 23 in the city of Lino Lakes; and,

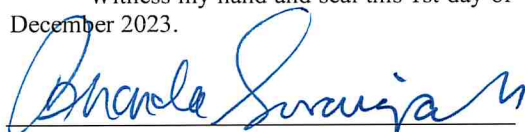
WHEREAS, Anoka County has the necessary capabilities to adequately fund its local cost share for this public improvement project:

NOW, THEREFORE, BE IT RESOLVED that Anoka County, by and through its Board of Commissioners, hereby authorizes the Anoka County Highway Department to submit an application to the Transportation Advisory Board through the Metropolitan Council's 2024 Regional Solicitation program in the Spot Mobility and Safety category, to receive federal transportation funds to make capacity and safety improvements to the CSAH 14 / CSAH 23 intersection in the city of Lino Lakes.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

I, Rhonda Sivarajah, County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on December 1, 2023, and that the same is a true and correct copy of said original record and of the whole thereof, and that said resolution was duly passed by said board at said meeting.

Witness my hand and seal this 1st day of December 2023.



RHONDA SIVARAJAH
COUNTY ADMINISTRATOR

	<u>YES</u>	<u>NO</u>
DISTRICT #1 – LOOK	X	
DISTRICT #2 – BRAASTAD	X	
DISTRICT #3 – REINERT	X	
DISTRICT #4 – SCHULTE	X	
DISTRICT #5 – GAMACHE	X	
DISTRICT #6 – JEPPSON	X	
DISTRICT #7 – MEISNER	X	

Solicitation for Transportation Funding

Website Summary

Intersection of Main Street and Lake Drive in Lino Lakes

A Unique Approach

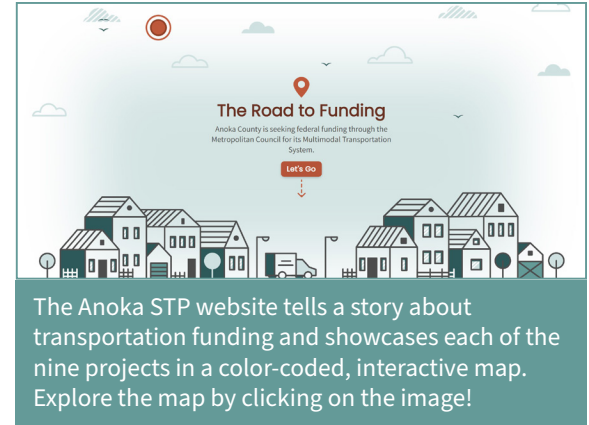
Anoka County created an interactive website to share six future projects that will be submitted for federal funding through the Metropolitan Council:

www.anokastpprojects.com

This mobile-friendly website provides transparency into the funding process, educates readers on how projects are funded, and allows the community to see and comment on future transportation and mobility improvements. The six projects fit into four funding categories: Roadway Expansion, Roadway Spot Mobility & Safety, Traffic Management Technologies, and Multi-use Trail.

The website opens into a series of storyboards that guide the reader through the content they are about to see, and why it matters. This approach provides our key messages and call-to-action up front so the reader knows how to navigate the information and what is being asked of them. Six project overview pages are arranged within an interactive map using pins organized by funding category. An additional content tab provides information on how projects get funding and the STP timeline, as well as links to external resources such as the Metropolitan Council.

The website was launched on November 3, 2023, and will remain live past the application deadline. When the Metropolitan Council announces its awards later in the year, an update will be made and promoted to stay connected to the people who participated in this phase of engagement.



Promotions & Outreach

The projects will benefit residents, businesses, commuters, and visitors across the county. The interactive website was promoted via the following communication channels beginning November 3, 2023:

Notifications on the following **websites**:

- Anoka County
- City of Lino Lakes
- City of Coon Rapids
- City of Blaine
- City of Fridley

NextDoor **post**

- Anoka County Twitter **post**
- Anoka County Construction Weekly **email distribution**

Electronic announcement (PowerPoint slide looping on screen) at Anoka County **government buildings**:

- Anoka County Health and Human Services Center
- Anoka County Job Training Center

Public Feedback Opportunities

Various opportunities to provide comments and feedback encouraged site visitors to share their thoughts in the format that worked best for them.



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



Contact information for **emails** and **phone calls** with county staff was also provided.



Public input was requested **online** through open-ended and demographic survey questions embedded into each project page. See *page 2*.



- 3 survey submissions:**
- 1 for strongly opposed of this future project
 - 1 for strongly in favor of this future project
 - 1 for neutral about this future project.

Website Performance: November 3-December 8, 2023

93
Total Visitors

131
Total Visits*

* includes multiple visits by the same user



Average Visit Length



20% Mobile

3% Tablet

76% Desktop

TOP MINNESOTA VISITOR LOCATIONS

Minneapolis	Cambridge
Andover	Columbia Heights
Coon Rapids	Ramsey
Anoka	Saint Paul
Blaine	Columbus

ACQUISITION Direct visits: **109** | Referral visits: **4** | Via search: **18**

PEAK VISITATION Tuesday, **Nov. 14** | Wednesday, **Nov. 29**



Solicitation for Transportation Funding

Survey Example

What are your thoughts?

How do you feel about this future project?

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

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

Share your thoughts.

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

The next four questions are optional.

What is your zip code?

What is your age?

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

Which of these describes your personal income?





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

Please describe your race/ethnicity.

<input type="checkbox"/> American Indian or Alaska Native
<input type="checkbox"/> Asian
<input type="checkbox"/> Black or African American
<input type="checkbox"/> Hispanic or Latino
<input type="checkbox"/> Native Hawaiian or Pacific Islander
<input type="checkbox"/> White
<input type="checkbox"/> Other <input style="width: 80px;" type="text"/>

Submit

LEGEND

-  ROADWAY
-  CONCRETE
-  TRAIL
-  LANDSCAPING



150

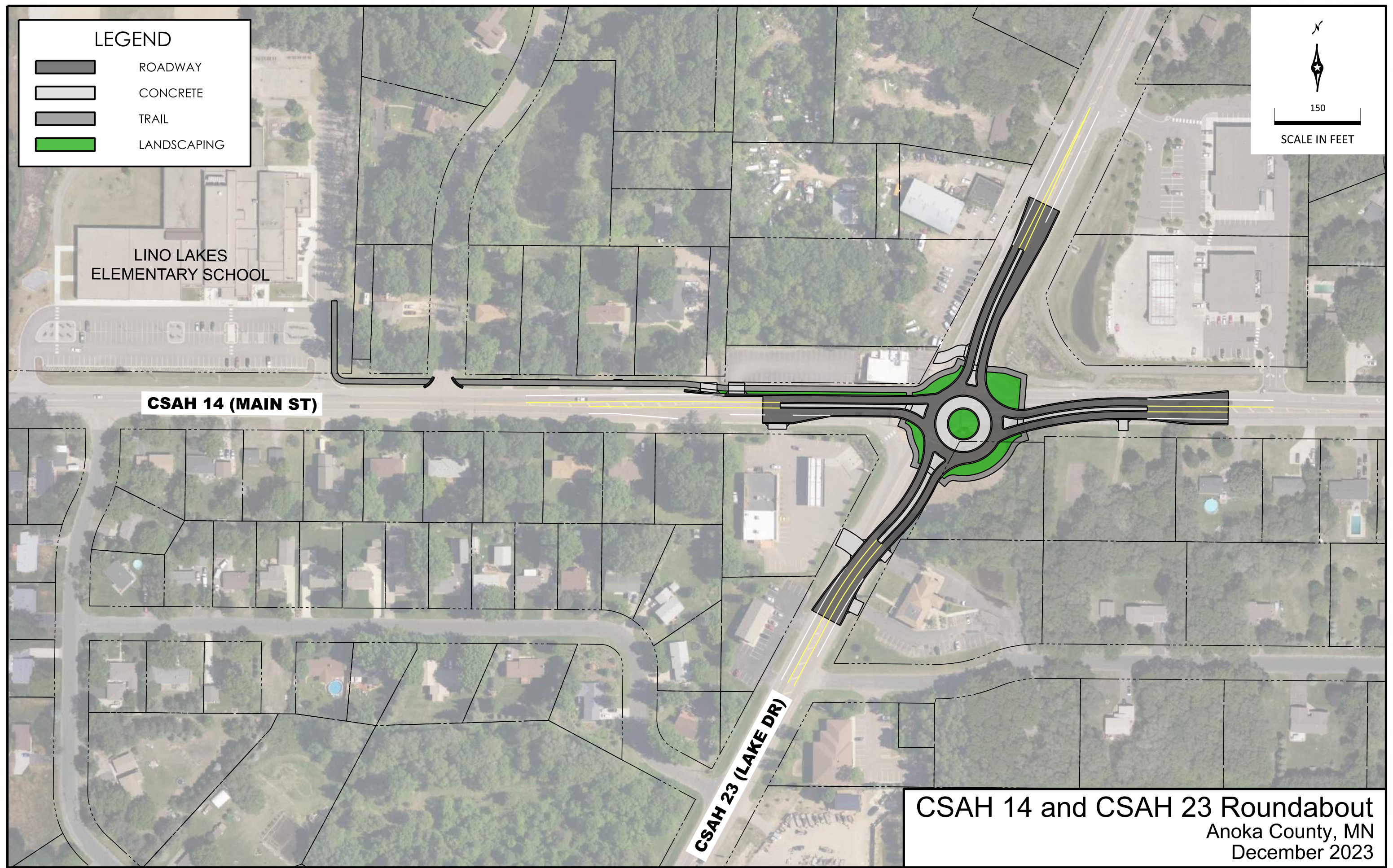
SCALE IN FEET

LINO LAKES
ELEMENTARY SCHOOL

CSAH 14 (MAIN ST)

CSAH 23 (LAKE DR)

CSAH 14 and CSAH 23 Roundabout
Anoka County, MN
December 2023





CSAH 14 & CSAH 23 Intersection Project (Anoka County)

Project Name: CSAH 14 and CSAH 23 Intersection Project

Applicant: Anoka County

Primary Contact:

Jack Forslund
Senior Transportation Planner
2100 3rd Avenue, Anoka, MN 55303
763-324-3179
Jack.Forslund@anokacountymn.gov



Location & Route:

CSAH 14 & CSAH 23 Intersection in Lino Lakes



Application Category:

Spot Mobility and Safety



Funding Information:

Requested Award Amount: \$2,137,360
Local Match: \$534,340
Project Total: \$2,671,700



Additional Funding Sources:

- County funding



CSAH 14/CSAH 23 Facts:

- Approximately 9,200 AADT (CSAH 14)
- More than 11,100 AADT (CSAH 23)
- 783 HCAADT (CSAH 23 at intersection)
- RBTN Tier 2 Alignment (CSAH 14); RBTN Tier 2 Corridor (CSAH 23)
- Improvements contribute to 50% crash reduction; 80% peak-hour delay reduction
- Lino Lakes Elementary about 1,000 feet west of intersection



Project Description

The CSAH 14 (Main Street) and CSAH 23 (Lake Drive) Intersection Project will convert the existing intersection from a traffic signal to a single-lane roundabout with added and enhanced pedestrian and multimodal facilities. The western (CSAH 14) and southern (CSAH 23) legs of the intersection are classified as Principal Arterials. The northern leg (CSAH 23) is an A Minor Reliever and the eastern leg (CSAH 14) is as an A Minor Expander.

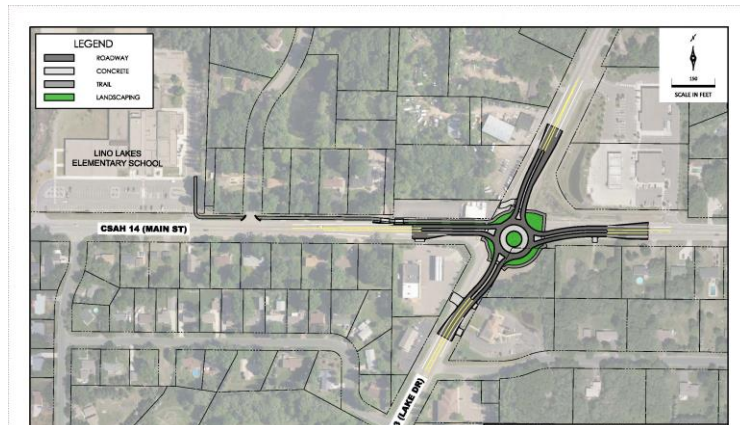
The project also includes a new trail facility along CSAH 14 on the Regional Bicycle Trail Network 700 feet west of the intersection that will connect to Lino Lakes Elementary School.

Project Benefits/Regional Significance

The new roundabout is expected to provide safer pedestrian crossing opportunities by slowing motorist speeds at the intersection and providing refuge islands for pedestrians. The project will reduce pedestrian-vehicle conflict points by converting the intersection to a single-lane roundabout with pedestrian refuge areas.

The project also will improve multimodal and pedestrian crossing facilities at the intersection by reducing crossing distance, vehicle speeds through the intersection and vehicle-pedestrian conflict points. These multimodal project components will enhance the multimodal components of the corridor, which is designated as part of the Regional Bicycle Transportation Network (RBTN). CSAH 14 is designated as a RBTN Tier 2 Alignment and CSAH 23 is designated as a RBTN Tier 2 Corridor, meaning the full project is within the RBTN designation.

The project will address an established safety and mobility problem location. Improvements will reduce peak-hour delay per vehicle by almost 80% and crashes by more than 50%.



Project Development and Status

Anoka County is studying the CSAH 14 and CSAH 23 intersection as part of the CSAH 23 (Lake Drive) Corridor Study. On Dec. 14, 2023, the study team held a public open house to further develop the project, report on existing conditions and ask the public for input on their wants and needs for the project area. Feedback will be used to help develop a design for the project, which is scheduled for construction in 2028.

Contact: Jack.Forslund@anokacountymn.gov

