



Application

19839 - 2024 Roadway Expansion  
20139 - TH 610 & East River Road Full Access Interchange  
Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 12/14/2023 10:18 AM

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### Primary Contact

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Pronouns First Name Middle Name Last Name  
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\*  
**Phone:** \* Coon Rapids Minnesota 55433  
City State/Province Postal Code/Zip  
763-767-6465  
Phone Ext.  
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**What Grant Programs are you most interested in?** Regional Solicitation - Bicycle and Pedestrian Facilities

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### Organization Information

**Name:** COON RAPIDS, CITY OF  
**Jurisdictional Agency (if different):**  
**Organization Type:** City  
**Organization Website:**  
**Address:** 11155 NW ROBINSON RD  
\*  
**County:** Anoka  
**Phone:** \* Coon Rapids Minnesota 55433  
City State/Province Postal Code/Zip  
763-755-2800  
Ext.  
**Fax:**  
**PeopleSoft Vendor Number** 0000020934A1

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### Project Information

**Project Name** TH 610 and East River Road Interchange Reconstruction  
**Primary County where the Project is Located** Anoka  
**Cities or Townships where the Project is Located:** Coon Rapids  
**Jurisdictional Agency (If Different than the Applicant):** MnDOT

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

The reconstruction of the TH 610/East River Road interchange will provide additional ramp access to TH 610 to and from the east. In 2018, Anoka County, in partnership with the City of Coon Rapids, was awarded federal funds for a grade separation of Foley Boulevard over the BNSF Railroad tracks near TH 610 and Coon Rapids Boulevard. With the City purchase of available property and funding secured for the Foley Railroad Grade-Separation project, the City and County collaborated to develop an improved transportation system solution by also modifying the existing TH 610/ East River Road interchange.

While not being built at the same time, the design of these two projects influences each other. The Foley Railroad Grade-Separation project has recently been constructed and greatly improves the reliability of the local roadway system. This project provides the ability to tie a future full-access interchange at East River Road, a significant transportation improvement for the area. The County and City agree that a modified East River Road interchange will best serve both the County's and City's residents and businesses, as well as Metro Transit customers by providing better access to the Foley Park & Ride lot. In addition, the construction of a new 10-foot trail along East River Road and adjacent to the folded south ramps will provide improved connections for bicyclists and pedestrians.

Trips destined to land uses in the TH 610/East River Road/Coon Rapids Boulevard area requires circuitous trips that use TH 10 and Foley Boulevard. This results in poor traffic operations and heavy queues at the TH 10/Foley Boulevard interchange. Furthermore, the lack of access increases emergency response times considerably, creating challenges for the City when responding to emergencies, especially in the area of eastbound TH 610 between the river and University Avenue.

The purpose of completing the TH 610/East River Road full-access interchange is to:

- address limited access to and from TH 610 to support existing and future land uses in Coon Rapids,
- improve safety and emergency response access,
- reduce traffic impacts at the TH 10/Foley Boulevard interchange, and
- increase the functionality of TH 610 as an important route in the statewide transportation system.

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

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance.** TH 610 and East River Road (CSAH 1) Interchange in Coon Rapids - New Construction of East Ramps, Trail and Underpass

*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*

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## 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** \$10,000,000.00

**Match Amount** \$25,687,000.00

*Minimum of 20% of project total*

**Project Total** \$35,687,000.00

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

**Match Percentage** 71.98%

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

**Source of Match Funds**

Anoka County and City of Coon Rapids

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

**Preferred Program Year**

Select one:

2028, 2029

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

**Additional Program Years:**

2025, 2026, 2027

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

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**Project Information-Roadways**

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

**SAP#:**

**County, City, or Lead Agency**

City of Coon Rapids

**Functional Class of Road**

A Minor Arterial Expander

**Road System**

CSAH

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

**Road/Route No.**

1

*i.e., 53 for CSAH 53*

**Name of Road**

East River Road

*Example; 1st ST., MAIN AVE*

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

**From:**

**Road System**

93rd Lane NW

**Road/Route No.**

*i.e., 53 for CSAH 53*

**Name of Road**

*Example; 1st ST., MAIN AVE*

**To:**

**Road System**

600 feet south of TH 610 South Ramps

*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**

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

**Road/Route No.**

*i.e., 53 for CSAH 53*

**Name of Road**

*Example; 1st ST., MAIN AVE*

**In the City/Cities of:**

*(List all cities within project limits)*

**PROJECT LENGTH**

**Miles**

0.4

*(nearest 0.1 miles)*

**Primary Types of Work (check all the apply)**

**New Construction**

Yes

**Reconstruction**

**Resurfacing**

Yes

**Bituminous Pavement**

Yes

**Concrete Pavement**

**Roundabout**

**New Bridge**

**Bridge Replacement**

Yes

**Bridge Rehab**

**New Signal**

Signal Replacement/Revision	Yes
Bike Trail	Yes
Other (do not include incidental items)	Ped Ramps, Sidewalk, Ped Underpass, Lighting, Retaining Walls, Stormwater, Noise Walls

**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	55433
<u>Approximate</u> Begin Construction Date	03/01/2025
<u>Approximate</u> End Construction Date	11/01/2026
Miles of Trail (nearest 0.1 miles)	0.8
Miles of Sidewalk (nearest 0.1 miles)	0.4
Miles of trail on the <b>Regional Bicycle Transportation Network</b> (nearest 0.1 miles):	0.4
Is this a new trail?	Yes

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**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: Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transportation.

Strategies: B1, B6 (Page 2.5 and 2.8)

#### Goal C: Access to Destinations

Objective: Increase the availability of multimodal travel options, especially in congested highway corridors.

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

Objective: Increase transit ridership and share of trips taken using transit bicycling and walking.

Objective: improve multimodal travel options for people of all ages and abilities to connect to jobs and other opportunities, particularly for historically underrepresented populations.

Strategies: C1, C2, C8, C9, C10, C12, C14, C15, C16, and C17 (Page 2.10-2.24)

#### Goal D: Competitive Economy

Objective: Invest in a multimodal transportation system to attract and retain businesses and residents.

Objective: Support the region's economic competitiveness through the efficient movement of freight.

Strategies: D1, D3 (Page 2.26-2.27)

#### Goal E: Healthy Environment

Objective: Increase the availability and attractiveness of transit, bicycling, and walking to encourage healthy communities through the use of active transportation options.

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

Strategies: E3, E6, and E7 (Page 2.31-2.34)

#### Goal F: Leveraging Transportation Investments to Guide Land Use.

Objective: Encourage local land use design that integrates highways, streets, transit, walking, and bicycling.

Strategies: F2, F3, F6, F7, F8, and F9 (Page 2.36-2.40)

*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. - 2040 Coon Rapids Comprehensive Plan. Chapter 3: Transportation (Page 3-7, and 3-9)

- Coon Rapids Boulevard / East River Road Corridor Study

- T.H. 610 and County Road 3 (Coon Rapids Boulevard) Interchange Study

- Highway Interchange Request: TH 610 at East River Road (CSAH 1) application and supporting documentation dated July 16, 2019

- Interchange Review Committee Approval Letter from MnDOT dated August 20, 2019

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: 03/06/2018

Link to plan:

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 1649248095959\_ADA Transition Plan.pdf

Upload as PDF

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. Unique projects are exempt from this qualifying requirement.

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

12. The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

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

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

## Roadways Including Multimodal Elements

1. All roadway projects must be identified as a principal arterial (non-freeway facilities only) or A-minor arterial as shown on the latest TAB approved roadway functional classification map. Bridge Rehabilitation/Replacement projects must be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

### Roadway Strategic Capacity and Reconstruction/Modernization and Spot Mobility projects only:

2. The project must be designed to meet 10-ton load limit standards.

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

### Bridge Rehabilitation/Replacement and Strategic Capacity projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's "Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities" manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

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

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. Yes

### 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)	\$1,025,000.00
Removals (approx. 5% of total cost)	\$340,600.00
Roadway (grading, borrow, etc.)	\$1,666,600.00
Roadway (aggregates and paving)	\$2,585,600.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,430,000.00
Ponds	\$235,000.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$858,700.00
Traffic Control	\$1,642,000.00
Striping	\$7,800.00
Signing	\$231,000.00
Lighting	\$360,000.00
Turf - Erosion & Landscaping	\$752,000.00
Bridge	\$3,070,000.00
Retaining Walls	\$2,911,300.00
Noise Wall (not calculated in cost effectiveness measure)	\$4,174,800.00

Traffic Signals	\$550,000.00
Wetland Mitigation	\$132,000.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$8,015,900.00
Other Roadway Elements	\$4,855,000.00
<b>Totals</b>	<b>\$34,843,300.00</b>

## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$150,400.00
Sidewalk Construction	\$75,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$24,200.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$35,000.00
Streetscaping	\$0.00
Wayfinding	\$1,000.00
Bicycle and Pedestrian Contingencies	\$225,200.00
Other Bicycle and Pedestrian Elements	\$500,000.00
<b>Totals</b>	<b>\$1,010,800.00</b>

## 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
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

## PROTECT Funds Eligibility

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

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



**Response:**

The TH 610 and East River Road Interchange Reconstruction project will incorporate elements that will increase the resiliency of the transportation system network within the TH 610/East River Road/Coon Rapids Boulevard area. The project provides transportation benefits by making the TH 610 and East River Road Interchange more resilient to endure current and future severe weather events and natural disasters. The project will reduce long-term, life cycle infrastructure costs by preventing future damage, maintenance, and reconstruction. Project element improvements that are eligible to receive PROTECT funds include the following: - Storm sewer systems will be designed to current standards to include high intensity rainfall events and installed to remove rainwater from surface transportation facilities. - Flood detention basins will be installed for a 100-year design event to prevent the intrusion of floodwater into the surface transportation systems. - Storm water will be managed to meet water quality requirements of both the Coon Creek Watershed District and the City of Coon Rapids. - Riprap installation at storm sewer and culvert outlets for erosion protection. - The number of drainage structures on the roadway surface will be increased to meet current standards. - Native seed mixtures will be used following MnDOT standards. Weed control will be used during establishment. These are vegetation management practices in transportation rights-of-way to improve roadway safety, prevent invasive species, and provide wildfire and erosion control.

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**Totals**

<b>Total Cost</b>	\$35,854,100.00
<b>Construction Cost Total</b>	\$35,854,100.00
<b>Transit Operating Cost Total</b>	\$0.00

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**Congestion within Project Area:**

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the "Level of Congestion" map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

<b>Free-Flow Travel Speed:</b>	40
<i>The Free-Flow Travel Speed is the black number.</i>	
<b>Peak Hour Travel Speed:</b>	18
<i>The Peak Hour Travel Speed is the red number.</i>	
<b>Percentage Decrease in Travel Speed in Peak Hour compared to Free-Flow:</b>	55.0%
<b>Upload Level of Congestion map:</b>	1702511814197_LevelofCongestionMap.pdf

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**Congestion on adjacent Parallel Routes:**

<b>Adjacent Parallel Corridor</b>	Coon Rapids Boulevard
<b>Adjacent Parallel Corridor Start and End Points:</b>	
<b>Start Point:</b>	Foley Boulevard
<b>End Point:</b>	TH 47
<b>Free-Flow Travel Speed:</b>	42
<i>The Free-Flow Travel Speed is the black number.</i>	
<b>Peak Hour Travel Speed:</b>	26
<i>The Peak Hour Travel Speed is the red number.</i>	
<b>Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:</b>	38.1%
<b>Upload Level of Congestion Map:</b>	1702511814197_LevelofCongestionMap.pdf

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**Principal Arterial Intersection Conversion Study:**

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

*(80 Points)*

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

*(60 Points)*

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

*(50 Points)*

**Proposed interchange project that reduces delay at a Medium Priority Intersection:**

*(40 Points)*

**Proposed interchange project that reduces delay at a Low Priority Intersection:**

*(0 Points)*

Not listed as a priority in the study:

Yes

(0 Points)

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

Existing Employment within 1 Mile:	12126
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	3397
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1702511880380_RegionalEconomyMap.pdf

Please upload attachment in PDF form

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### Measure C: Current Heavy Commercial Traffic

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

Along Tier 1: Yes

Miles: 0.7

(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: Yes

None of the tiers:

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### Measure A: Current Daily Person Throughput

Location	East River Road north of TH 610
Current AADT Volume	18300
Existing Transit Routes on the Project	850, 888-Northstar Commuter Rail
Upload Transit Connections Map	1702511987994_TransitConnectionsMap.pdf

Please upload attachment in PDF form

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### Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	0
Current Daily Person Throughput	23790.0

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### Measure B: 2040 Forecast ADT

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

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume Coon Rapids 2040 Transportation Plan

Forecast (2040) ADT volume 19800

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### Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

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

**Response:**

The extensive project community engagement from 2021 through 2023 includes online surveys, maps, in-person/virtual presentations, and open houses. The City's website includes a designated project page for ongoing communication with residents, business owners and stakeholders.

Multiple digital, video and print marketing materials were distributed to as many citizens, underrepresented or otherwise:

- 10 email blasts (2,500+ subscribers)
- 9 Facebook posts (3,868+ engagement clicks)
- 5 Tweets (2,236 followers)
- 11 alerts on City/CTN homepages
- 2 print articles (circulation 26,475)
- 1 print article targeting businesses (circulation 1,750)
- 3 video stories on cable/YouTube (230+ views)

ABC Newspapers (local media) ran a story about an open house event in their August 7, 2021 edition (5,000+ print circulation and online audience).

As shown on the Equity Populations and Destinations map, specific mailings were sent to the following equity populations within ½ mile of the project:

- Tralee Terrace (subsidized units)
- Wellington Ridge (subsidized units)
- Villas on Palm (subsidized units)
- Spring House (income restrictions)
- Head Start ACCAP (youth programs for income-eligible households)
- Adams Elementary School
- Various Daycare Centers and Social Services

Including the affordable and senior housing developments, daycare centers and social services shown just outside of the ½ mile area, the overall targeted

stakeholder mailings include:

- 33 religious organizations/communities
- 22 local businesses
- 15 apartments
- 14 childcare facilities/schools

The community had multiple opportunities to engage throughout the project process, including the equity populations identified. These engagement activities solicited project input and refined alternatives to guide the process:

- Virtual Open House #1, July 30, 2021
- In-Person Open House #2, August 31, 2021
- In-Person Open House #3, December 15, 2021
- Virtual Open House #4, February 15, 2022
- Multi-Cultural Advisory Committee Presentation, February 24, 2022
- Coon Rapids Senior Center Visits, March 1-3, 2022
- In-Person Open House #5, October 27, 2023

A summary from all engagement events includes seventy-three percent of the participants supported additional TH 610 access and expanded transit options, and acknowledged pedestrian and bicycle safety is very important. Feedback from Open House #5 resulted in an overall support of the preferred alternative.

A final In-Person Open House #6 took place on December 6, 2023.

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

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## **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 project provides direct benefits to equity populations in the area (see Equity Populations and Destinations map). Travel time improvements will be provided while traveling to/from the east on TH 610. With only TH 610 west ramps at East River Road and Coon Rapids Boulevard, trips destined to land uses near TH 610/East River Road/Coon Rapids Boulevard require longer trips using TH 10/Foley Boulevard. The project provides direct access for residents living in subsidized and senior apartments to jobs, school, childcare, and transit service destinations in the area.

Currently, there is a lack of direct access in this area for emergency response teams. Coon Rapids' police and fire personnel often ask Brooklyn Park for assistance due to their proximity to existing eastbound TH 610 access. Local calls increased from 17 in 2017 to 183 in 2022 for emergency teams to respond. The project improves response times to emergency situations for low-income, youth and elderly populations in the area.

The project provides equity population benefits relying on public transit as a mode of transportation. It improves access for transit routes serving the Foley Park & Ride, providing possible opportunities for service expansion. Direct access improvements also benefit transit users relying on express service to job destinations in downtown Minneapolis. City efforts focus on a future station for the Northern Lights Express (NLX) high-speed rail between the Twin Cities and Duluth.

A 10-foot trail along and under East River Road (via a grade-separated underpass) provides safer connections between neighborhoods, businesses, and transit facilities for equity populations using non-motorized modes of transportation. New signals with countdown timers, crosswalks, lighting, and curb ramps upgraded to ADA standards provide safer bicycle/pedestrian travel. In addition, the constructed trail and underpass at the south end are a key connection to the Mississippi Regional Trail, Hennepin County dam crossing and other regional trails.

The project includes property impacts due to the new East River Road ramps. However, these do not negatively impact the equity populations in the area and have less property impact than other alternatives considered.

As with most projects, there will be construction activities related to the project. However, impacts on the traveling public and nearby residents and businesses will be minimized since most improvements can be constructed offline. However, project construction will incorporate proper noise, dust, traffic management mitigation, and access management as well as planned detour routes to meet the needs of all stakeholders.

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

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**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:**

As shown on the Socio-Economic Conditions map, there are 398 publicly subsidized rental housing units in census tracts within ½ mile of the project, including:

- Tralee Terrace (subsidized units)
- Wellington Ridge apartments (subsidized units)
- Villas on Palm (subsidized units)
- Spring House apartments (income restrictions)

In addition, according to the Met Council's 2021 Housing Performance Scores, Coon Rapids has the highest score available at 100. This score recognizes their overall local effort in developing and maintaining housing affordable to low and moderate-income households.

The project includes significant multimodal improvements for these residents of affordable housing that are more likely not to own a private vehicle, and rely on transit, bicycling and walking as their mode of transportation. Currently, there is only a sidewalk on the west side of East River Road along the project limits. Project improvements include sidewalk replacement on the west side and a new 10-foot trail on the east side of East River Road from the TH 610 South Ramps to Foley Boulevard, connecting to the existing Foley Boulevard trail and park & ride facility. In addition, an East River Road pedestrian underpass will be constructed at the TH 610 south ramp intersection, with a new trail segment connecting to the Mississippi Regional Trail and other regional trails.

This new trail provides a safer modal option for bicyclists and pedestrians along and across East River Road, connecting low-income housing residents to jobs, schools, and transit facilities. New signals with countdown timers will be installed at the TH 610 west ramp intersections for safer crossings. In addition, all sidewalk replacement, crosswalks, lighting, traffic signal, and curb ramps will be upgraded to meet ADA standards. As shown on the Equity Populations and Destinations map, the project improvements will benefit the affordable housing residents living in census tracts within ½ mile of the project by providing improved access to jobs, schools (Adams Elementary), transit, childcare, and place of worship (Kingdom Hall).

The project will also improve connections for affordable housing residents relying on public transit as an alternative mode of transportation to/from their job destinations in downtown Minneapolis. It will close the bus only westbound on-ramp to TH 610 but replace it with safer access to East River Road and TH 610. Direct access improvements to the Foley Park & Ride will benefit these transit users relying on express service to job destinations in downtown Minneapolis.

## 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. 1702512189345\_Socio-EconomicMap.pdf

## Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation 2	Calculation
1991.0	0	0	0
1995.0	0	0	0
1993.0	0.4	797.2	1993.0
	<b>0</b>	<b>797</b>	<b>1993</b>

## Average Construction Year

Weighted Year 1993.0

## Total Segment Length (Miles)

Total Segment Length 0.4

## 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
67.0	0	67.0	3973	0	266191.0	0	266191.0	N/A	1702512610868_Coon Rapids Traffic Analysis.pdf
0	67.0	-67	0	3828	0	256476.0	-256476	N/A	1702512814543_Coon Rapids Traffic Analysis.pdf
16.0	0	16.0	2996	0	47936.0	0	47936.0	N/A	1702513038809_Coon Rapids Traffic Analysis.pdf
0	17.0	-17	0	2708	0	46036.0	-46036	N/A	1702512998397_Coon Rapids Traffic Analysis.pdf
35.0	0	35.0	2935	0	102725.0	0	102725.0	N/A	1702513108581_Coon Rapids Traffic Analysis.pdf
0	23.0	-23	0	2647	0	60881.0	-60881	N/A	1702513153779_Coon Rapids Traffic Analysis.pdf
15.0	0	15.0	2816	0	42240.0	0	42240.0	N/A	1702513194045_Coon Rapids Traffic Analysis.pdf
0	25.0	-25	0	3067	0	76675.0	-76675	N/A	1702513233420_Coon Rapids Traffic Analysis.pdf
20.0	0	20.0	2730	0	54600.0	0	54600.0	N/A	1702513266452_Coon Rapids Traffic Analysis.pdf
0	19.0	-19	0	2909	0	55271.0	-55271	N/A	1702513312453_Coon Rapids Traffic Analysis.pdf
<b>495339</b>									

## Vehicle Delay Reduced

Total Peak Hour Delay Reduced

Total Peak Hour Delay Reduced

Delay Reduced Total

513692.0

495339.0 18353.0

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**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):
0	0	0
0	0	0
0	0	0

---

**Total**

Total Emissions Reduced: 0

Upload Synchro Report

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

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**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):
27.97	26.88	1.09
28	27	1

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**Total Parallel Roadway**

Emissions Reduced on Parallel Roadways 1.09

Upload Synchro Report 1702513697638\_Coon Rapids Traffic Analysis.pdf

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

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**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):	1.09

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**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
<b>EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)</b>	

## Measure A: Benefit of Crash Reduction

### Crash Modification Factor Used:

The reconstruction of the TH 610/East River Road interchange will provide additional new ramp access to TH 610 to/from the east. With added ramps, traffic volumes are expected to decrease at the TH 10/Foley Boulevard Ramp intersections. Following the guidance above, the crash reduction factor used was determined by the relocated traffic volumes and estimated number of crashes modified at the TH 610/East River Road interchange and the TH 10/Foley Boulevard interchanges. Crashes were estimated by applying the volume modifications assumed for the study intersections and determining how many crashes the intersection will be modified by to match a similar crash rate to existing.

*(Limit 700 Characters; approximately 100 words)*

### Rationale for Crash Modification Selected:

There is no direct CMF related to a new interchange ramp approach, therefore, the crash analysis method was used as this takes into account the volume modifications assumed as part of the new ramps.

*(Limit 1400 Characters; approximately 200 words)*

Project Benefit (\$) from B/C Ratio:	\$3,032,576.00
Total Fatal (K) Crashes:	
Total Serious Injury (A) Crashes:	
Total Non-Motorized Fatal and Serious Injury Crashes:	
Total Crashes:	60
Total Fatal (K) Crashes Reduced by Project:	
Total Serious Injury (A) Crashes Reduced by Project:	
Total Non-Motorized Fatal and Serious Injury Crashes Reduced by Project:	
Total Crashes Reduced by Project:	6
Worksheet Attachment	1702513991765_NEW_ Coon Rapids Safety Analysis.pdf

*Please upload attachment in PDF form*

## Roadway projects that include railroad grade-separation elements:

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

## Measure B: Pedestrian Safety

*Determine if these measures do not apply to your project. Does the project match either of the following descriptions?*

*If either of the items are checked yes, then score for entire pedestrian safety measure is zero. Applicant does not need to respond to the sub-measures and can proceed to the next section.*

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

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

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

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

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

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

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

**Response:**

The project will address the safety deficiencies for pedestrian crossings at the TH 610 North and South Ramp signalized intersections along East River Road. At both intersections, improvements will include ADA compliant crosswalks, crosswalk lighting, upgraded traffic signals with pedestrian countdown timers, and curb ramps identified in MnDOT's Best Practices for Pedestrians and Bicycle Safety and PEDSAFE as pedestrian safety countermeasures. These improvements support a critical connection for pedestrian users of all abilities with a safe, reliable, and affordable network to places of employment, education, healthcare services, and other essential services and activities.

Other safety countermeasures identified by the PEDSAFE and FHWA Proven Safety Countermeasures are medians and pedestrian refuges. The TH 610 North Ramp intersection will be reconstructed to accommodate the additional westbound off-ramp. The reconstruction of this intersection will improve the distance crossing East River Road along the north leg. In addition, the distance crossing the west leg of the intersection will be shortened and include a reconstructed raised median to cross the on-ramp leg of the intersection. These improvements at the TH 610 North Ramp intersection will provide additional safety for all pedestrian traffic crossing the roadway.

In addition, a new pedestrian underpass at the TH 610 South Ramp signalized intersection will further address the safety needs of people crossing East River Road. The pedestrian underpass countermeasure identified in the pedestrian safety resource PEDSAFE, will safely separate the pedestrian movement from vehicular traffic.

*(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 proposed project does not remove a signalized intersection along East River Road. However, the distance between the TH 610 North and South Ramp signalized intersections does increase slightly due to the entire southwest quadrant being moved southerly for design purposes. This allows the loop auxiliary lane to be tapered into eastbound TH 610 traffic, prior to the BNSF railroad bridge, such that this bridge does not need to be widened with the project.

The segment of East River Road between the two signalized intersections crosses under TH 610.

Although the distance between the two signalized intersections will be increasing with the project design, a protected pedestrian underpass is being constructed at the TH 610 South Ramp intersection. This will allow safe crossings for pedestrian traffic with complete separation from vehicular traffic.

4 |

*(Limit 1,400 characters; approximately 200 words)*

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

**Select one:**

Yes

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

**Response:**

1

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

**Response:**

The TH 610 South Ramp and East River Road intersection will increase the crossing distance along the west leg of the intersection to add the eastbound on-ramp lane. Mitigation measures as part of the proposed project that will address the increased crossing distance includes a new traffic signal with countdown timers and a median crossing island to serve as a refuge area to improve pedestrian travel across the intersection.

In addition, the crossing distance will also increase along the south leg of this intersection due to the pedestrian underpass of East River Road. The improvement itself will eliminate all exposure and delay for pedestrians by providing an uninterrupted flow of pedestrian movement under the roadway.

*(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:**

As part of the project, a grade-separated pedestrian crossing will be added along the south leg of the TH 610 South Ramp and East River Road intersection. In order to make the separated crossing a more appealing option, its design will be an underpass instead of a pedestrian bridge. In addition, when compared to the additional wait time to receive a pedestrian crossing indication at the signalized intersection today, the total travel time to cross East River Road at this intersection will be reduced.

*(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:**

As part of the project, the turning radii will be widened at the TH 610 North and South Ramp intersections to accommodate freight movements in the area. In addition, turn lanes will be added for the new eastbound on-ramp. In order to mitigate the potential for increased speeds indirectly, trails will be added along the entire project limits to provide wider pedestrian facilities and separation from moving vehicles on East River Road. For through traffic along East River Road, the new coordinated signal system will synchronize the traffic movements and optimize for slower speeds.

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

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

**Response:**

The existing and proposed design speed on East River Road is 45 mph. The posted speed limit is 45 mph. There is no change from existing conditions.

*(Limit 1,400 characters; approximately 200 words)*

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

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

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

or

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

Yes

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

Yes

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

Yes

List the AADT

18300

**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.) Yes

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)

If checked, please describe:

The project area is served by Metro Transit express routes 850 and 888 with stops at the Foley Park & Ride facility. These express routes provide frequent, all-day service from the transit station to downtown Minneapolis. It is currently the fastest transit option from the area to downtown Minneapolis. The Foley Park & Ride is well utilized and one of the largest in the system.

The Foley Blvd grade-separated crossing recently constructed over the BNSF railroad has improved transit operations in the project area. The grade-separated crossing project created better separation between vehicles and buses accessing the Foley Boulevard transit station parking lot and removed a BNSF railroad at-grade crossing. Coordinated traffic signals and longer access ramps with HOV/dedicated bus lanes will make getting onto TH 610 fast, convenient and safer by allowing slower moving buses to reach freeway speeds and more safely merge into faster vehicle speeds. The previous grade separation project combined with the proposed full access interchange at TH 610 and East River Road provides safer transit operations with buses exiting Foley Boulevard at East River Road, continuing along the project roadway to access the freeway at the TH 610 North Ramp and East River Road intersection.

*(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:

Adams Elementary School is located within 500 feet of the new 10-foot trail and East River Road with pedestrian underpass will be constructed as part of the interchange project.

*(Limit 1,400 characters; approximately 200 words)*

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**Measure A: Multimodal Elements and Existing Connections**

Response:

The project improves the travel experience for bicyclists, pedestrians, and transit users with significant multimodal elements. Improvements include a 10-foot trail on the east side, from the TH 610 South Ramps to Foley Boulevard, connecting to the Foley Boulevard trail and park & ride. The existing five-foot sidewalk on the west side will be replaced in its current location. All sidewalk replacement, crosswalks, lighting, traffic signal, and curb ramps will be upgraded to meet ADA standards to enhance all multimodal connections.

The project trail has a positive impact on an identified Tier 1 RBTN alignment/corridor by addressing a portion of an identified gap and expressway barrier. At the south end, an additional one-half mile trail segment will be constructed, connecting to an existing trail and the Mississippi River Regional Trail. This regional trail connects the Coon Rapids Dam Regional Park, through the cities of Coon Rapids, Fridley, and Columbia Heights, into the Minneapolis Grand Rounds Trail Scenic Byway system. It also connects to the North Hennepin and Rice Creek Regional Trails. This provides biking as a commuting option.

The project area is served by Metro Transit express routes 850 and 852 with stops at the Foley Park & Ride facility. These routes provide frequent, all-day service from the transit station to downtown Minneapolis. It is currently the fastest transit option from the area to downtown Minneapolis and one of the largest in the system.

The grade-separated BNSF railroad crossing recently constructed has improved transit operations. The project created better separation between vehicles and buses accessing the Foley Boulevard transit station parking lot and removed the railroad at-grade crossing. Coordinated traffic signals will make getting onto TH 610 fast, convenient, and safer by allowing slower moving buses to merge into faster vehicle speeds more safely. The grade-separation combined with the full-access interchange at TH 610 and East River Road provides safer transit operations with buses exiting Foley Boulevard at East River Road, continuing along the project roadway to the TH 610 North Ramp and East River Road freeway access.

The City's Foley Boulevard Station Area Plan (2015) focuses on a station for the Northern Lights Express (NLX) high-speed rail between the Twin Cities and Duluth. New funding for the NLX project puts this transit option one step closer to reality and positions the TH 610 and East River Road area as a future transit hub for the north metro.

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

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## 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**

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## 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:**

The extensive project community engagement from 2021 through 2023 includes online surveys, maps, in-person/virtual presentations, and open houses. The City's website includes a designated project page for ongoing communication with residents, business owners and stakeholders.

Multiple digital, video and print marketing materials were distributed to as many citizens, underrepresented or otherwise:

- 10 email blasts (2,500+ subscribers)
- 9 Facebook posts (3,868+ engagement clicks)
- 5 Tweets (2,236 followers)
- 11 alerts on City/CTN homepages
- 2 print articles (circulation 26,475)
- 1 print article targeting businesses (circulation 1,750)
- 3 video stories on cable/YouTube (230+ views)

ABC Newspapers (local media) ran a story about an open house event in their August 7, 2021 edition (5,000+ print circulation and online audience).

As shown on the Equity Populations and Destinations map, specific mailings were sent to the following equity populations within ½ mile of the project:

- Tralee Terrace (subsidized units)
- Wellington Ridge (subsidized units)
- Villas on Palm (subsidized units)
- Spring House (income restrictions)
- Head Start ACCAP (youth programs for income-eligible households)
- Adams Elementary School
- Various Daycare Centers and Social Services

Including the affordable and senior housing developments, daycare centers and social services shown just outside of the ½ mile area, the overall targeted stakeholder mailings include:

23 religious organizations/communities

- 33 religious organizations/communities
- 22 local businesses
- 15 apartments
- 14 childcare facilities/schools

The community had multiple opportunities to engage throughout the project process, including the equity populations identified. These engagement activities solicited project input and refined alternatives to guide the process:

- Virtual Open House #1, July 30, 2021
- In-Person Open House #2, August 31, 2021
- In-Person Open House #3, December 15, 2021
- Virtual Open House #4, February 15, 2022
- Multi-Cultural Advisory Committee Presentation, February 24, 2022
- Coon Rapids Senior Center Visits, March 1-3, 2022
- In-Person Open House #5, October 27, 2023

A summary from all engagement events includes seventy-three percent of the participants supported additional TH 610 access and expanded transit options, and acknowledged pedestrian and bicycle safety is very important. Feedback from Open House #5 resulted in an overall support of the preferred alternative.

A final Open House #6 took place on December 6, 2023.

*(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.** Yes

100%

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

100%

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

75%

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

50%

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

25%

**Layout has not been started**

0%

**Attach Layout**

*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

100%

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

Yes

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): \$35,854,100.00

Enter Amount of the Noise Walls: \$4,174,800.00

Total Project Cost subtract the amount of the noise walls: \$31,679,300.00

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**  
 (23-10-19) AC LOS - TH 610 & ERR Interchange Improvements.pdf  
 2024 Regional Solicitation\_CR\_610.pdf  
 231211\_TH610\_Equity\_Mapv2.pdf  
 ADA Transition Plan.pdf  
 Coon Rapids Traffic Analysis.pdf  
 LevelofCongestionMap.pdf  
 NEW\_ Coon Rapids Safety Analysis.pdf  
 Project Summary.pdf  
 RegionalEconomyMap.pdf  
 Resolution #2023\_135-TH 610 Interchange.pdf  
 Signed Resolution 23-118.pdf  
 Socio-EconomicMap.pdf  
 SP 0217-36\_TH 610-Layout 1C\_SIGNED.pdf  
 TransitConnectionsMap.pdf

**Description** **File Size**  
 County Support 252 KB  
 MnDOT Support 208 KB  
 Equity Map 553 KB  
 ADA Plan 3.4 MB  
 Traffic Analysis 327 KB  
 Congestion 6.1 MB  
 Crash Analysis 494 KB  
 Project Summary 2.2 MB  
 Regional Economy 1.4 MB  
 County Resolution 364 KB  
 City Resolution 362 KB  
 SocioEcon 1.4 MB  
 Signed Layout 5.7 MB  
 Transit 1.4 MB

# City of Coon Rapids ADA Transition Plan



**Adopted by the Coon Rapids City Council  
March 6, 2018**

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## Introduction

### Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

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

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

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), the City of Coon Rapids has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

### ADA and its Relationship to Other Laws

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

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

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

## Agency Requirements

Under Title II, the City of Coon Rapids must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities [[28 C.F.R. Sec. 35.150](#)].
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [[28 C.F.R. Sec. 35.130 \(a\)](#)].
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [[28 C.F.R. Sec. 35.130\(b\) \(7\)](#)].
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [[28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [[29 C.F.R. Sec. 35.160\(a\)](#)].
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 CFR Sec. 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

**This document has been created to specifically cover accessibility within the public rights of way and does not include information on City of Coon Rapids programs, practices, or building facilities not related to public rights of way.**

## Self-Evaluation

### Overview

The City of Coon Rapids (City) is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This includes the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City's rights of way, but does not include any sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities under the jurisdiction of Anoka County or the Minnesota Department of Transportation. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

### Summary

In 2017, the City conducted an inventory of pedestrian facilities within its public right-of-way consisting of the evaluation of the following:

- 94.3 miles of sidewalks
- 1,192 curb ramps
- 60 miles of trails
- 81 traffic control signals
- 333 bus stops

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

## Policies and Practices

### Previous Practices

Since the adoption of the ADA, the City has provided accessible pedestrian features as part of City capital improvement projects. As additional information was made available regarding methods to provide accessible pedestrian features, the City updated their procedures to accommodate these methods.

### Policy

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

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation project priorities. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City's jurisdiction are ADA compliant to the maximum extent feasible.

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

Requests for accessibility improvements can be submitted to the ADA Coordinator. Contact information for this individual is located in Appendix E.

## Improvement Schedule

### Priority Areas

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

- Mercy Hospital; Port Medical Area
- Schools; Anoka Ramsey Community College; Parks
- Coon Rapids Ice Center; Boulevard Plaza; City Hall; Transit Corridors

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

## External Agency Coordination

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

## Schedule

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

- After 30 years, 80% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.

## ADA Coordinator

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

## Implementation Schedule

### Methodology

The City will utilize two methods for upgrading pedestrian facilities to current ADA standards. The first and most comprehensive of the two methods is scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is stand-alone sidewalk and ADA accessibility improvement projects. These projects will be incorporated on a case by case basis as determined by City staff. Every five years, the City evaluates all roads under the City's jurisdiction and a 5-year street reconstruction plan is developed, which includes a schedule for specific improvements. During that 5-year period, roads that were planned to be reconstructed may be rescheduled or removed from the 5-year plan and other roads may be added. This is due to potential needs in other areas or budgetary constraints in any given year.

## Public Outreach

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

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



Engineering staff met with the City Safety Commission in November 2016 and February 2017 to identify recommended high-priority projects the City should focus on. With that information in mind, the City held a public open house meeting on April 13, 2017. The purpose of the open house was to gain feedback on the draft ADA plan from the public, determine potential improvements to enhance ADA compliance efforts, and establish how the public believes the City should focus its efforts.

The City publishes quarterly newsletters which are distributed to all residents and businesses within the City. The spring 2017 newsletter announced the public meeting and invited residents to participate. On April 14, 2017, CTN Studios (the City's cable news program provider) broadcast a segment to explain what the ADA Transition Plan is, the City's efforts thus far, and to contact the Engineering department with any questions or comments.

This document was also made available for public comment. A summary of public outreach efforts is located in Appendix C.

## **Grievance Procedure**

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

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

## **Monitor the Progress**

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

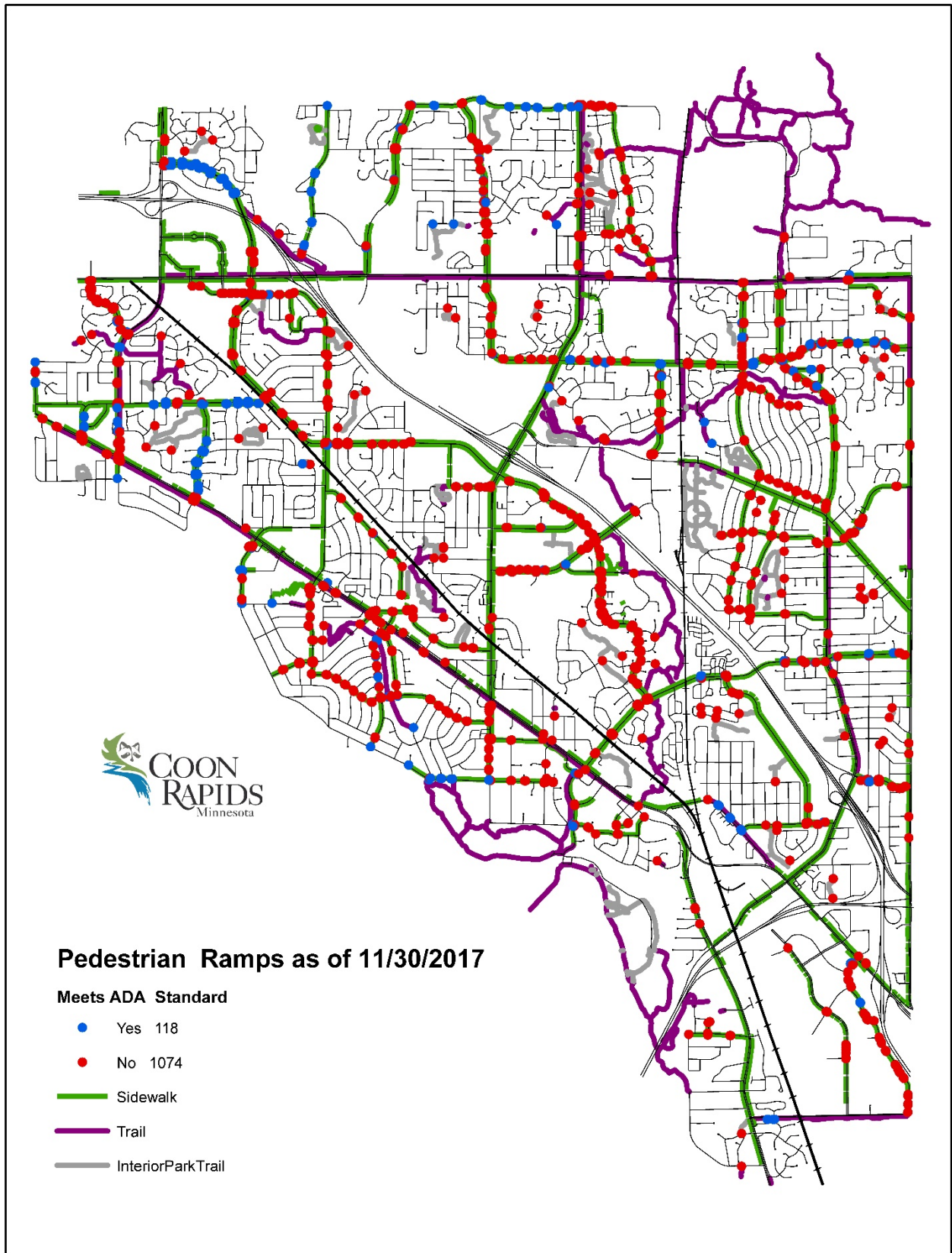
## **Appendices**

- A. Self-Evaluation Results**
- B. Schedule / Budget Information**
- C. Public Outreach**
- D. Grievance Procedure**
- E. Contact Information**
- F. Agency ADA Design Standards and Procedures**
- G. Glossary of Terms**

## Appendix A – Self-Evaluation Results

This initial self-evaluation of pedestrian facilities yielded the following results:

- 80% of sidewalks met accessibility criteria
- 10% of curb ramps met accessibility criteria
- 55% intersections did not have any curb ramps (due to no sidewalks or trails at those intersections)
- 80% of trails met accessibility criteria
- 100% of traffic control signals had push buttons that are accessible, or had the pedestrian indications on recall
- 0% of traffic control signals had APS
- 0% of bus stops met accessibility criteria
- 0% of bus stops had amenities that met accessibility criteria



## Appendix B – Schedule / Budget Information

### Cost Information

#### Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2017 cost estimates for typical accessibility improvements based on whether the improvements are included as part of a retrofit-type project, or as part of a larger comprehensive capital improvement project.

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

Intersection corner ADA improvement as part of adjacent capital project: +/- \$2,600 per corner

Traffic control signal APS upgrade retrofit: +/- \$16,000

Traffic control signal APS upgrade as part of full traffic control signal installation: +/- \$12,000

Sidewalk / Trail ADA improvement retrofit: +/- \$5.50 per SF

Sidewalk / Trail ADA improvement as part of adjacent capital project: +/- \$4.00 per SF

Bus Stop ADA improvement retrofit: +/- \$400 per stop

Bus Stop ADA improvement as part of adjacent capital project: +/- \$250 per stop

#### Priority Areas

Based on the results of the self-evaluation, the estimated costs associated with eliminating accessibility barriers within the targeted priority areas is as follows:

- Mercy Hospital; Port Medical Area - \$500,000
- Schools; Anoka Ramsey Community College - \$750,000
- Coon Rapids Ice Center; Boulevard Plaza; City Hall - \$500,000

#### Entire Jurisdiction

Based on the results of the self-evaluation, the estimated costs associated with providing ADA accessibility within the entire jurisdiction is \$9,500,000. This amount represents a significant investment that the City is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City budget for improvements within the public right-of-way.

## Appendix C – Public Outreach

### Safety Commission Survey Summary:

**Safety Commission ADA Transition Plan Ranking Form**

*Please numerically rank the following items in regards to the City of Coon Rapids ADA Transition Plan  
Rank items with 1 being considered the most important*

1. ADA Priority Item for Transition Plan to Address
  - 2 Pedestrian Curb Ramps
  - 4 Traffic Control Signals - Accessible Pedestrian Signals
  - 1 Sidewalk and Trail Slope Improvements
  - 3 Bus Stops
  - Other \_\_\_\_\_
  
2. What issue is most important to address with Pedestrian Curb Ramps?
  - 2 Slopes (not too steep)
  - 3 Detectable Warnings (Truncated Domes) Installed
  - 1 Ramps are Installed at Correct Locations
  - 4 Drainage (no water ponding in front of ramp)
  - Other \_\_\_\_\_
  
3. What issue is most important to address with Traffic Control Signals?
  - 1 Installed at all locations where pedestrians cross traffic
  - 3 Provide push button with accessible surface
  - 2 Provide push button with verbal messages/audible tones and accessible surface
  - 4 Provide push button with vibrating surfaces and accessible surface
  - Other \_\_\_\_\_
  
4. What issue is most important to address with Bus Stops?
  - 2 Installed at proper locations
  - 1 Layout of stop is ADA compliant
  - Both \_\_\_\_\_
  - Other \_\_\_\_\_
  
5. What areas should be considered priorities for the transition plan to address?
  - 3 Areas close to schools
  - 1 Areas close to medical facilities
  - 2 Areas close to government offices
  - Other \_\_\_\_\_
  
6. What specific areas in Coon Rapids should be considered a priority for the transition plan to address?
 

CR Blvd and Mississipp. Blvd intersection

\_\_\_\_\_

\_\_\_\_\_
  
7. What schedule most close aligns with your beliefs on how the City of Coon Rapids should reach full ADA compliance?
  - 1 After 20 years, 100% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.
  - 2 After 25 years, 100% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.
  - 3 After 30 years, 100% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.
  - 4 After 40 years, 100% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.
  - Other \_\_\_\_\_

(This form was presented to and filled out by the City’s Safety Commission. The responses were averaged and are shown above.)

**Spring 2017 Newsletter:**

*City News*

SPRING 2017 NEWSLETTER

**Public Meeting  
for ADA Transition  
Planning**

The City is hosting a public meeting to discuss the City of Coon Rapids ADA Transition Plan. Residents interested in this topic are invited to attend an open house style event.

**Thursday, April 13  
4:30 to 7 p.m.**

**Coon Rapids Civic Center – Civic Room A  
11155 Robinson Drive**

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of the ADA pertains to programs, activities and services public entities provide. As a provider of public transportation services and programs, local agencies must comply with this section of the Act as it specifically applies to local public service agencies and local transportation agencies. The City of Coon Rapids must adopt an ADA Transition plan in order to receive federal funding for transportation projects in the future. The transition plan involves the City self-evaluating facilities within public rights of way and detailing how the City will ensure that all of the facilities are accessible to individuals. This involves things such as pedestrian curb ramps, traffic control signals, sidewalk and slope improvements and bus stops. Priority areas are determined based on proximity to schools, medical facilities, government offices and through public feedback. The City will eventually present a final plan for adoption by the City Council in late 2017.



**Public Works Open  
House Event**

**Saturday, May 13 • 10 a.m. - noon  
1831 – 111th Ave. NW**

Take a tour of the Public Works facility and check out snowplows, tractors and other "big rigs." Learn about the Recycling Center and other services.

Free event! Perfect for the kids!  
Questions? Call 763-767-6462.

**Hanson Boulevard Overpass Update**

City and County officials continue to advocate for state funding of the Hanson Boulevard grade separation (overpass). The grade separation will improve safety by separating vehicle and rail traffic, reduce vehicle delays due to blocked crossings, improve response time for emergency vehicles and improve safety and mobility for pedestrians and bicyclists.

State funding, in the amount of \$11.9 million is currently in the 2017 Omnibus Bonding Bill, but as of the time of this publication, no final bonding package has been decided at the State Legislature.

The total project cost is \$25.2 million, which will be paid for through state funding and through partnership funding from CTIB (Counties Transit Improvement Board, 30%), Anoka County (10%), the City of Coon Rapids (5%) and Burlington Northern Santa Fe railway (5%).

The Hanson Boulevard grade separation was the number one funding priority for the Minnesota Department of Transportation (MnDOT) due to safety concerns, along with rail improvements in Moorhead and Red Wing-Sturgeon Lake Road at Prairie Island. The Hanson Boulevard crossing has one of the highest exposure

rates (high potential for crashes to occur) in the state due to high traffic volumes competing with the high volume of trains. Staged trains frequently block the crossing for 6-8 minutes (best case scenario) to 25 minutes or more at a time, which is having a negative impact on public safety response. The Hanson Boulevard crossing is part of the busiest segment of rail line in the state, with an average of 81 trains a day.



**Last Year for Sanitary  
Sewer Lining**

As part of maintaining the underground sewer system, the City is continuing to line (and complete) clay sewer pipes with epoxy resin. This process involves using high pressure hot water to cure the epoxy resin in place, which creates a new inner pipe within the existing clay pipe. The process is long-lasting and does not require the streets to be torn up which is a huge bonus! Nearly seven miles of pipe will be lined this year, which will complete this process that has been on-going since 2008.

Clay pipe can cause problems because tree roots often grow into the pipe. These roots can grow large enough to stop water flow, which can sometimes lead to sewer backups.

Tree roots cannot grow into the epoxy resin lined pipes.

**2017 Hydrant  
Flushing**

Starting April 10, the City's utility crews will begin flushing more than 1600 fire hydrants in the city, mainly east of highway 10. The process is part of a routine maintenance program necessary to maintain the water system and remove sediment from the lines. This allows us to continue to deliver the highest quality water possible to our residents. If crews are working in your neighborhood, you may experience some water discoloration, but this does not affect the safety of the water. It's best to avoid doing laundry until the discoloration has disappeared. To see a map of the exact area, visit the City's website.

**What to do if you  
have a sewer  
backup**

**Call the City: 763-767-6462**

Crews will come out and see if there is a problem with the City's main line. Do this before you call your own service company. Also call the City if you are having your sewer line cleaned. This will help our crews be prepared for any tree roots or other debris that may clog the City's main lines.

**Street Sweeping  
and Repair**

City crews will be out sweeping streets soon. Crews focus on main streets first, then neighborhoods. Please do not put grass or leaves in the street.

Also, please keep your garbage and recycling cans out of the street. Instead, place them on your driveway, behind the curb. *Thanks for your help!*

Crews are also out filling pot holes on City streets.

## Appendix D – Grievance Procedure

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

### Public Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Coon Rapids will not discriminate against qualified individuals with disabilities on the basis of disability in the City of Coon Rapids services, programs, or activities.

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

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

**Modifications to Policies and Procedures:** The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

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

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

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



## Grievance Form Instructions

### City of Coon Rapids

#### Grievance Procedure under the Americans with Disabilities Act

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

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

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

Joan Lenzmeier  
ADA Coordinator/City Clerk  
JLenzmeier@coonrapidsmn.gov

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

If the response by the ADA Coordinator or his/her his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or his/her designee.

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

All written complaints received by the ADA Coordinator or his/her designee, appeals to the City Manager or his/her designee, and responses from these two offices will be retained by the City for at least three years.

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

## Internet

Visit the City website [www.coonrapidsmn.gov](http://www.coonrapidsmn.gov) and click the “ADA” link to access the ADA Grievance Form. Fill in the form online and click “submit.” A copy of The ADA Grievance Form is included in this Appendix.

## Telephone

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

## Paper Submittal

Contact the pertinent City staff person listed in the **Contact Information** section of Appendix E to request a paper copy of the City’s grievance form, complete the form, and submit it to the ADA Coordinator.

The ADA Grievance Form requires the following information:

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

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

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

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

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

The City will document each resolution of a filed grievance and retain such documentation in the department’s ADA Grievance File for a period of three years.

The City will consider all specific grievances within its particular context or setting.

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

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

## **File Maintenance**

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

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

For more information, contact:

U.S. Department of Justice  
Civil Rights Division  
950 Pennsylvania Avenue, NW  
Disability Rights Section - NYAV  
Washington, D.C. 20530

[www.ada.gov](http://www.ada.gov)

(800) 514-0301 (voice – toll free)

(800) 514-0383 (TTY)

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

**Grievance Form (Available online at [www.coonrapidsmn.gov](http://www.coonrapidsmn.gov) or at City Hall):**



11155 Robinson Drive NW, Coon Rapids, MN 55433  
Web: [coonrapidsmn.gov](http://coonrapidsmn.gov) Phone: 763-755-2880

**Americans with Disabilities Act Title II Grievance Form**

Today's Date: \_\_\_\_\_

Complainant Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone and email: \_\_\_\_\_

**Individual discriminated against (if other than complainant):**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone and email: \_\_\_\_\_

**Alleged violation:** Date(s) of occurrence: \_\_\_\_\_

Describe violation and City Department involved: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

What efforts have been made to resolve this complaint using the internal grievance procedures of the City Department?  
\_\_\_\_\_

\_\_\_\_\_

If you have documentation, copies would be helpful. Examples are letters, email messages, written notes, etc.

**Has complaint been filed with State or Federal Agency?** Yes \_\_\_\_\_ No \_\_\_\_\_

Name of Agency: \_\_\_\_\_ Date Filed: \_\_\_\_\_

Contact Person: \_\_\_\_\_

**TENNESSEN WARNING**

*The data you supply on this form will be used to process the ADA grievance you are submitting. You are not legally required to provide this data, but we will not be able to process the ADA grievance without it. The data will constitute a public record if and when the ADA grievance is submitted.*

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

*Please attach additional pages if you need more room.*

**Community strength...** for generations

## **Appendix E – Contact Information**

### **ADA Title II Coordinator**

Name: Joan Lenzmeier

Address: 11155 Robinson Drive, Coon Rapids, MN 55433

Phone: 763-767-6493

Fax: 763-767-6531

E-mail: [JLenzmeier@coonrapidsmn.gov](mailto:JLenzmeier@coonrapidsmn.gov)

### **Public Right-of-Way ADA Implementation Coordinator**

Name: Tim Himmer

Address: 11155 Robinson Drive, Coon Rapids, MN 55433

Phone: 763-767-6465

Fax: 763-767-6573

E-mail: [THimmer@coonrapidsmn.gov](mailto:THimmer@coonrapidsmn.gov)

## Appendix F – City of Coon Rapids ADA Procedures & Standards

### Design Procedures

#### Intersection Corners

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

#### Sidewalks / Trails

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

#### Traffic Control Signals

Every attempt shall be made to construct or upgrade traffic control signals to achieve ADA compliance within all capital improvement projects. There may be limitations which make it technically infeasible to achieve full accessibility to individual traffic control signal locations within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City of Coon Rapids or Anoka County staff.

#### Bus Stops

Every attempt shall be made to construct or upgrade bus stops to achieve ADA compliance within all capital improvement projects. There may be limitations which make it technically infeasible to achieve full accessibility to individual bus stop locations within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into

future work. Regardless of whether full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of City or Metro Transit staff. Transit facilities present within the limits of the City of Coon Rapids fall under the jurisdiction of Metro Transit. The City of Coon Rapids will work with Metro Transit to ensure that those facilities meet all appropriate accessibility standards.

### **Other policies, practices and programs**

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

### **Design Standards**

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

## Appendix G – Glossary of Terms

**ABA:** See Architectural Barriers Act.

**ADA:** See Americans with Disabilities Act.

**ADA Transition Plan:** The City of Coon Rapids’ transportation system plan that identifies accessibility needs and the process to fully integrate accessibility improvements, and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

**ADAAG:** See Americans with Disabilities Act Accessibility Guidelines.

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

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

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

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

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

**APS:** See Accessible Pedestrian Signal.

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

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

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



**DOJ:** See United States Department of Justice.

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

**FHWA:** See Federal Highway Administration.

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

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

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

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

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

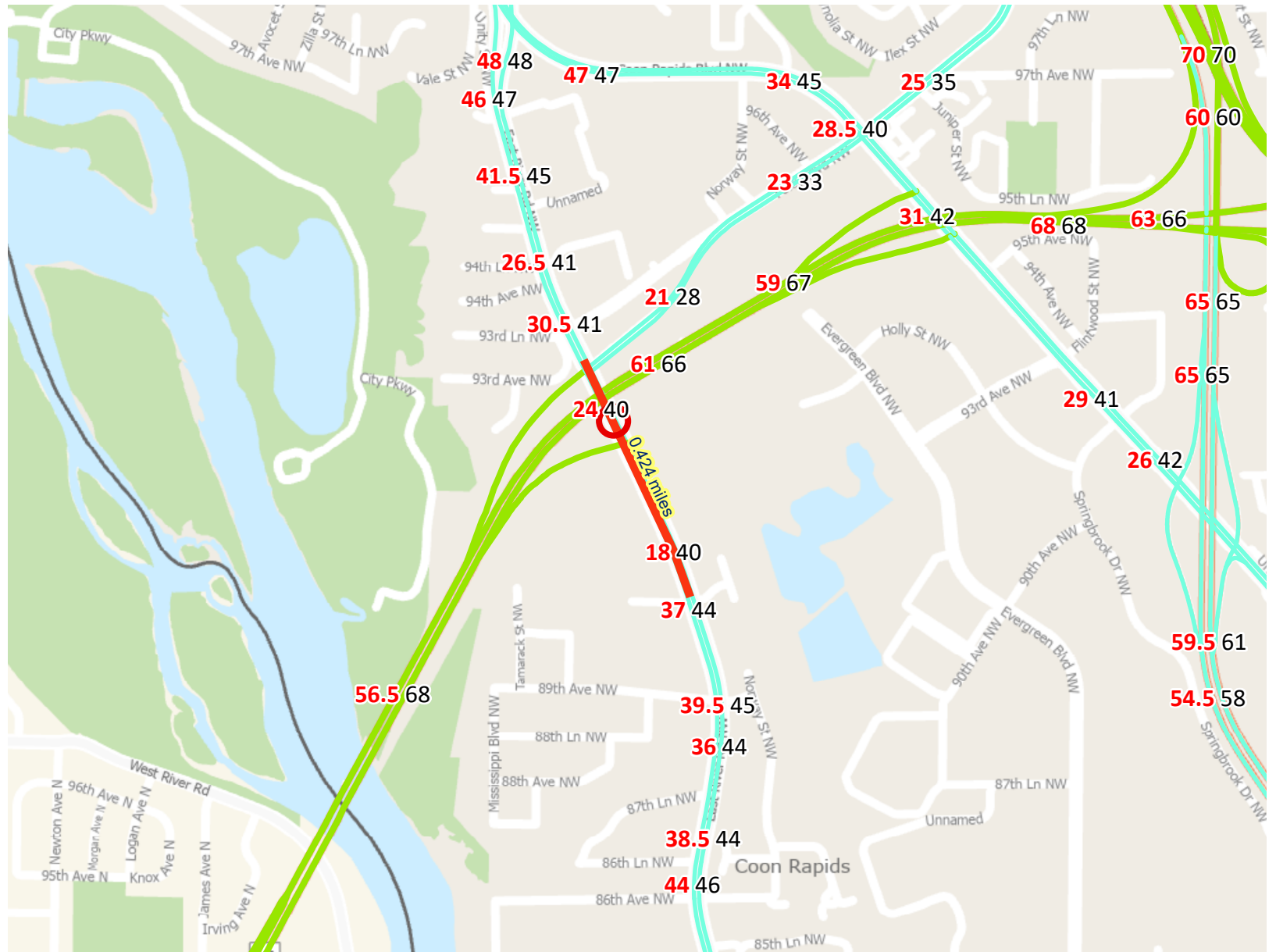
**Uniform Accessibility Standards (UFAS):** Accessibility standards that all federal agencies are required to meet; includes scoping and technical specifications.

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

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

# Level of Congestion

Strategic Capacity Project: CoonRapids TH 610/ERR Interchange | Map ID: 1698958186520



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



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LandscapeRSA1

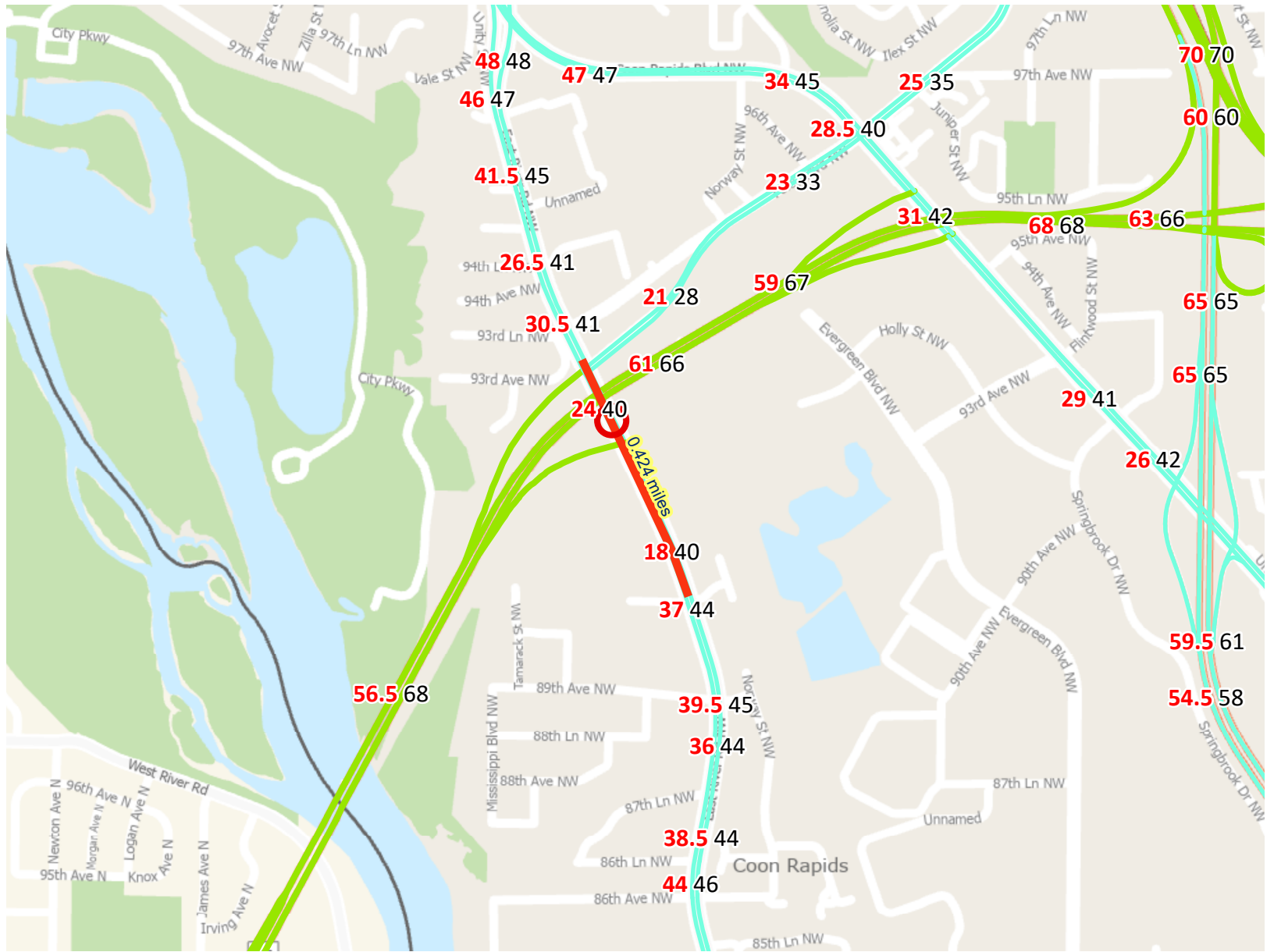


For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gis/notice.aspx>

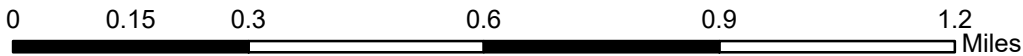


# Level of Congestion

Strategic Capacity Project: CoonRapids TH 610/ERR Interchange | Map ID: 1698958186520



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



Created: 11/2/2023  
LandscapeRSA1



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# Regional Economy

Strategic Capacity Project: CoonRapids TH 610/ERR Interchange | Map ID: 1698958186520

## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 0

Totals by City:

### Blaine

Population: 2373  
Employment: 1996  
Mfg and Dist Employment: 12

### Brooklyn Park

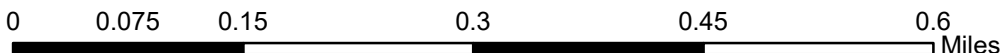
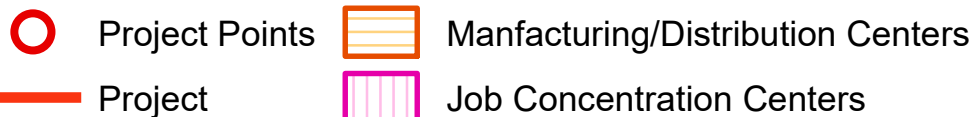
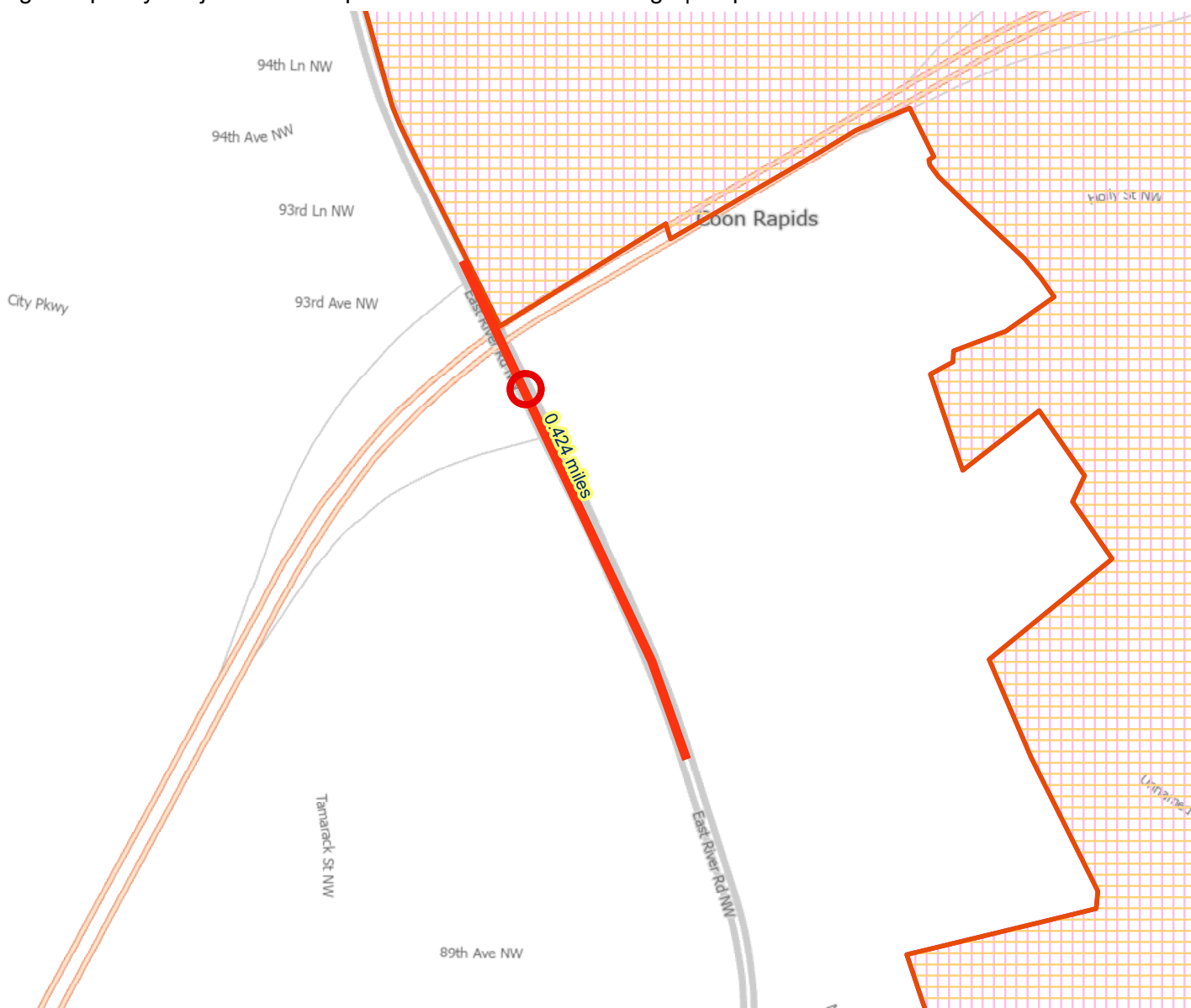
Population: 2361  
Employment: 132  
Mfg and Dist Employment: 4

### Coon Rapids

Population: 9138  
Employment: 9696  
Mfg and Dist Employment: 3308

### Fridley

Population: 4075  
Employment: 302  
Mfg and Dist Employment: 73



Created: 11/2/2023  
LandscapeRSA5



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



# Transit Connections

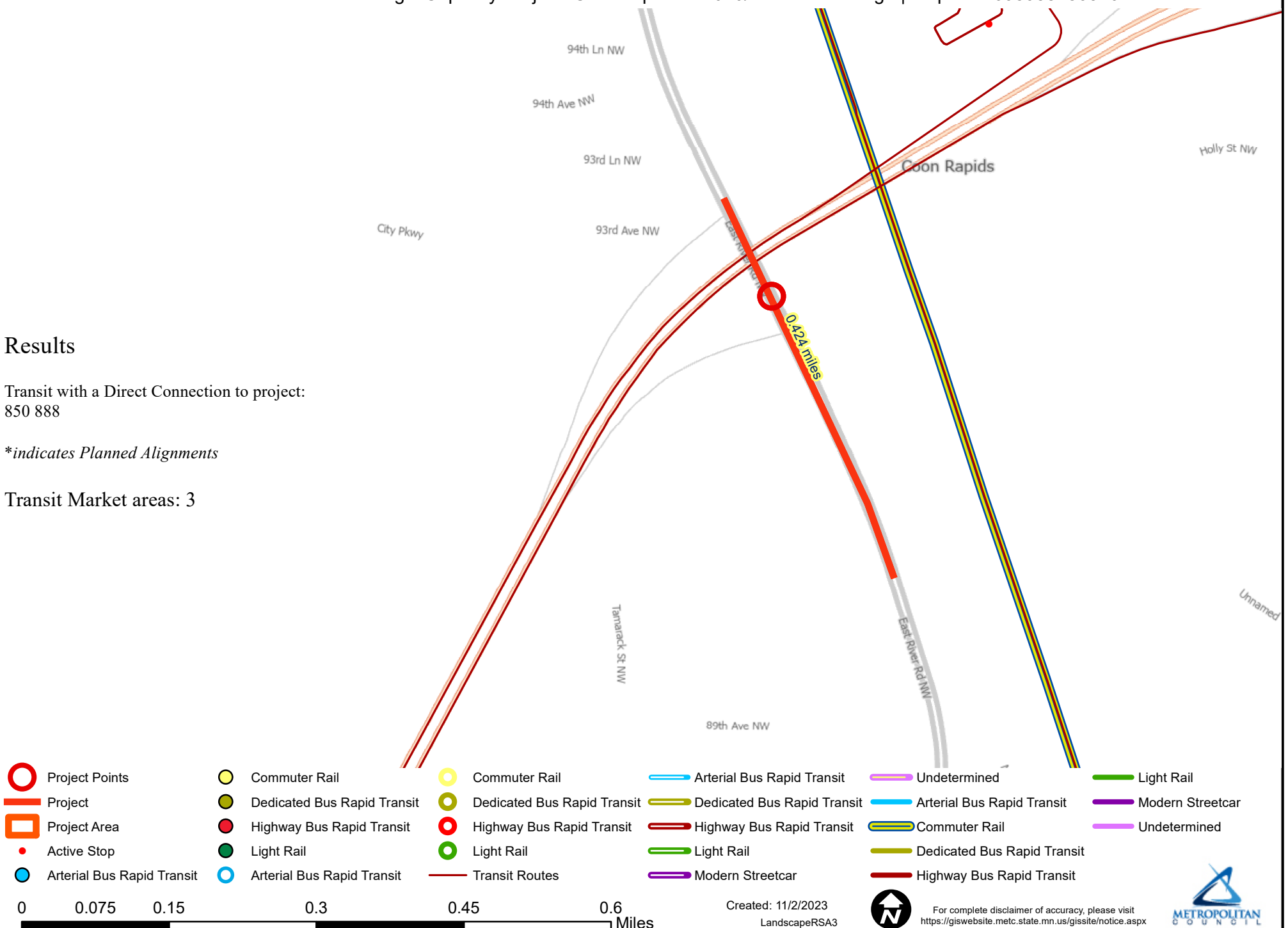
Strategic Capacity Project: CoonRapids TH 610/ERR Interchange | Map ID: 1698958186520

## Results

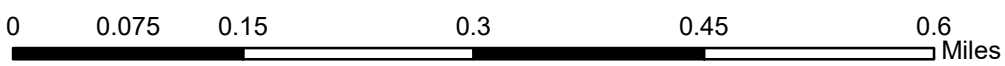
Transit with a Direct Connection to project:  
850 888

*\*indicates Planned Alignments*

Transit Market areas: 3



- |                            |                             |                             |                             |                             |                  |
|----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|------------------|
| Project Points             | Commuter Rail               | Commuter Rail               | Arterial Bus Rapid Transit  | Undetermined                | Light Rail       |
| Project                    | Dedicated Bus Rapid Transit | Dedicated Bus Rapid Transit | Dedicated Bus Rapid Transit | Arterial Bus Rapid Transit  | Modern Streetcar |
| Project Area               | Highway Bus Rapid Transit   | Highway Bus Rapid Transit   | Highway Bus Rapid Transit   | Commuter Rail               | Undetermined     |
| Active Stop                | Light Rail                  | Light Rail                  | Light Rail                  | Dedicated Bus Rapid Transit |                  |
| Arterial Bus Rapid Transit | Arterial Bus Rapid Transit  | Transit Routes              | Modern Streetcar            | Highway Bus Rapid Transit   |                  |



Created: 11/2/2023  
LandscapeRSA3



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



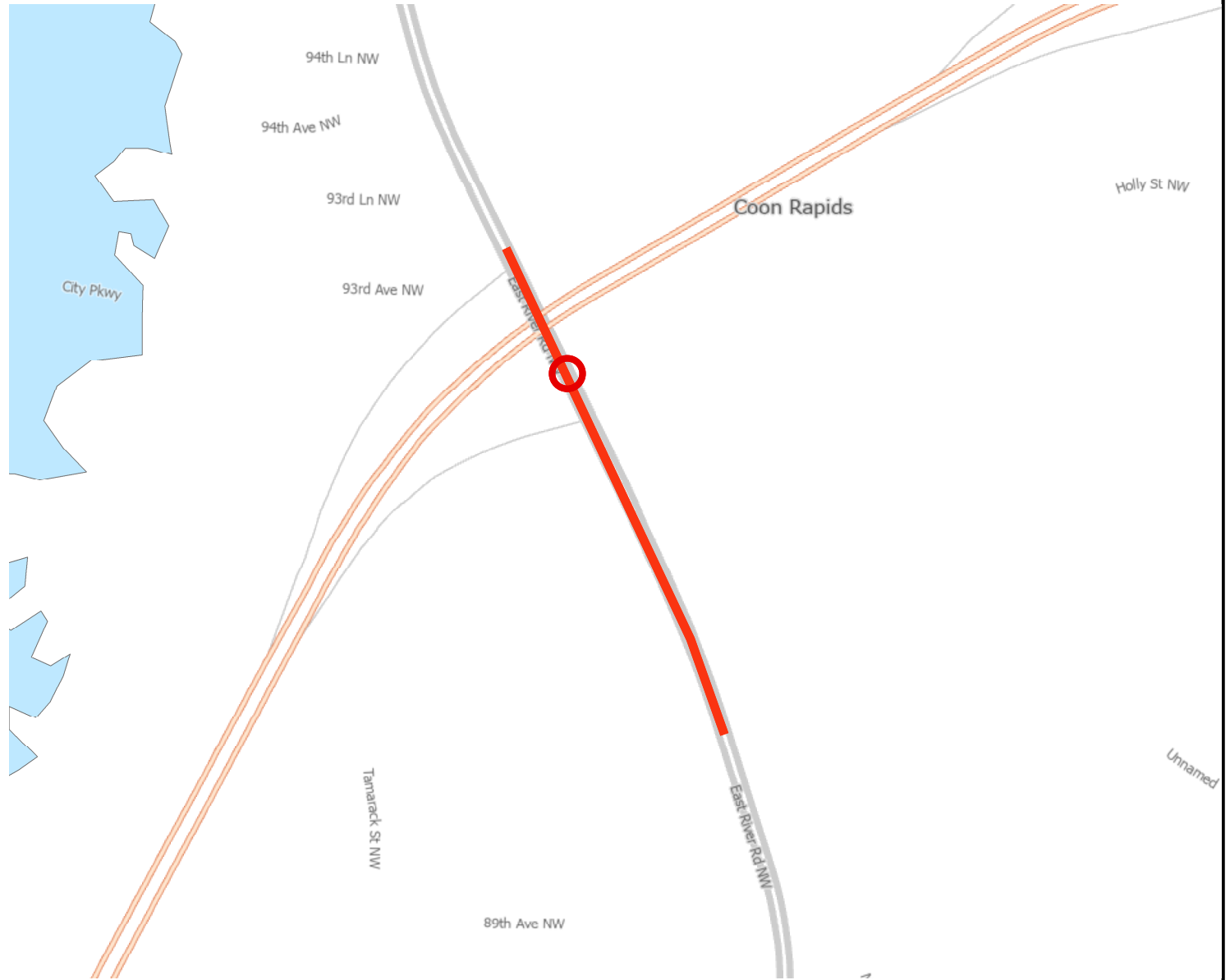
# Socio-Economic Conditions





Strategic Capacity Project: CoonRapids TH 610/ERR Interchange | Map ID: 1698958186520

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 398

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



-  Points
-  Area of Concentrated Poverty
-  Lines
-  Regional Environmental Justice Area



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LandscapeRSA2



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**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
--------------------------------------	--------------	----------------

**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
------------------	-------------







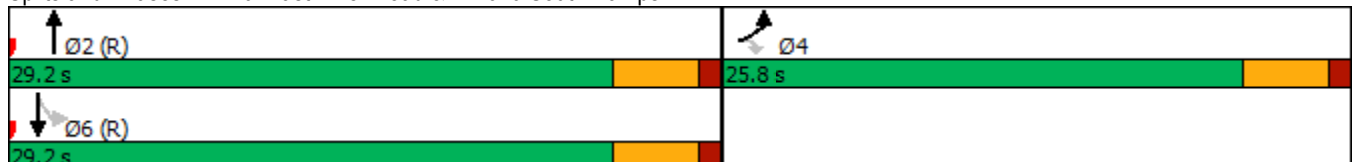
Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps



---

110: East River Road & TH 610 North Ramps/Foley Blvd

---

Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

---

120: East River Road & TH 610 South Ramps

---

Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

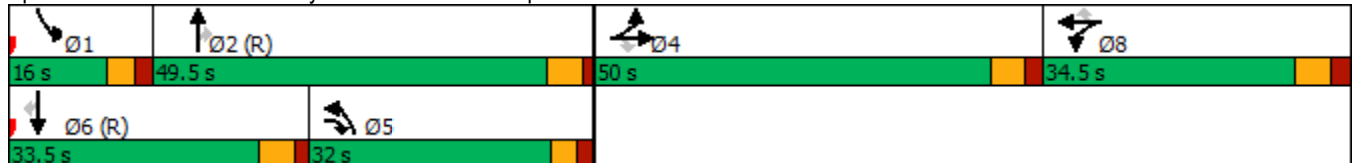
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↑
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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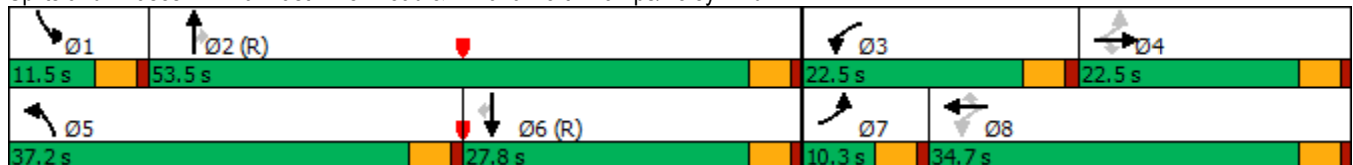
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd



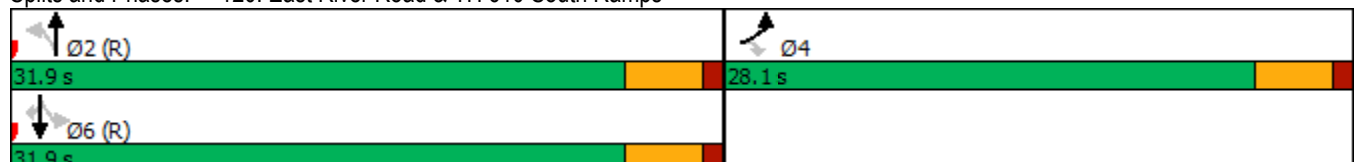


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖	↕↗	↕↖	↖
Traffic Volume (vph)	1044	172	36	1268	281	108
Future Volume (vph)	1044	172	36	1268	281	108
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	12.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	28.1	28.1	31.9	31.9	31.9	31.9
Total Split (%)	46.8%	46.8%	53.2%	53.2%	53.2%	53.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	28.0	28.0	28.0	28.0
Actuated g/C Ratio	0.38	0.38	0.47	0.47	0.47	0.47
v/c Ratio	0.86	0.26	0.08	0.83	0.18	0.15
Control Delay	25.7	3.3	9.8	20.3	9.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	3.3	9.8	20.3	9.9	2.8
LOS	C	A	A	C	A	A
Approach Delay				20.0	8.0	
Approach LOS				C	A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 19.5  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps





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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69



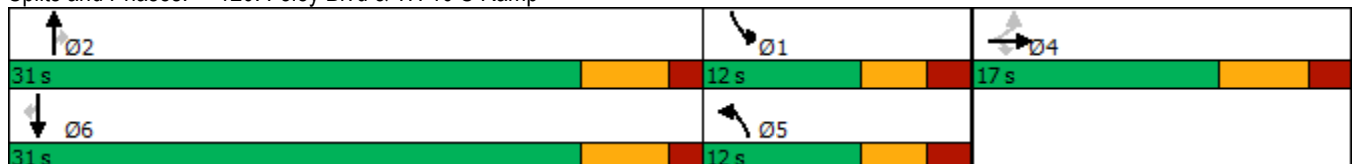


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection Capacity Utilization 75.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1 Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2 Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3 Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4 East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5 East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
Network Total						27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
Network Total						26.88

<b>Reduction</b>	<b>1.09</b>
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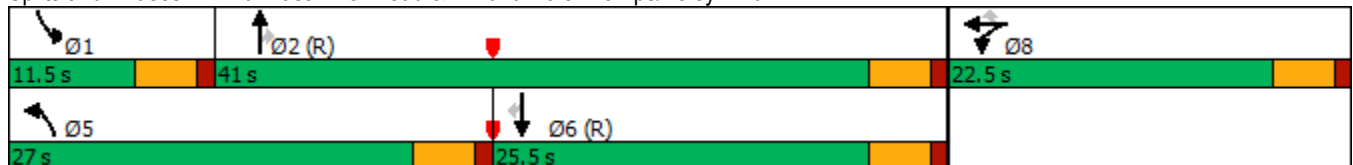


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	99	47	42	469	1531	313	29	146	140
Future Volume (vph)	99	47	42	469	1531	313	29	146	140
Turn Type	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		5	2		1	6	
Permitted Phases			8			2			6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	27.0	41.0	41.0	11.5	25.5	25.5
Total Split (%)	30.0%	30.0%	30.0%	36.0%	54.7%	54.7%	15.3%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.1	10.1	10.1	27.0	54.1	54.1	7.5	26.8	26.8
Actuated g/C Ratio	0.13	0.13	0.13	0.36	0.72	0.72	0.10	0.36	0.36
v/c Ratio	0.46	0.20	0.13	0.80	0.65	0.28	0.18	0.13	0.23
Control Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
LOS	D	C	A	C	B	A	C	B	A
Approach Delay		26.3			14.4			14.2	
Approach LOS		C			B			B	

Intersection Summary

Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 15.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd



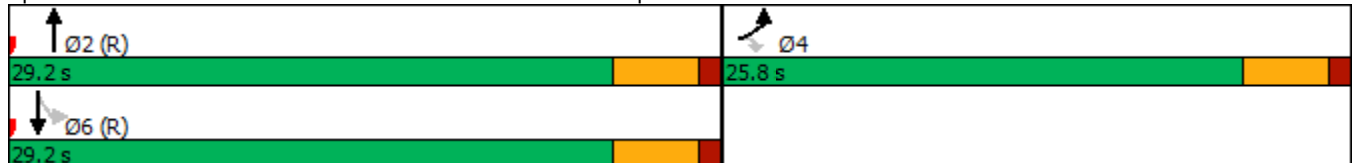


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: East River Road & TH 610 South Ramps





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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

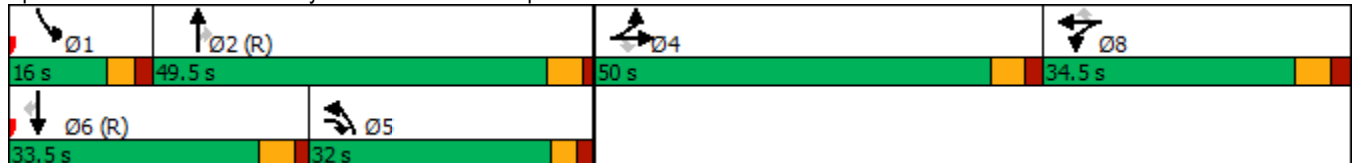
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave





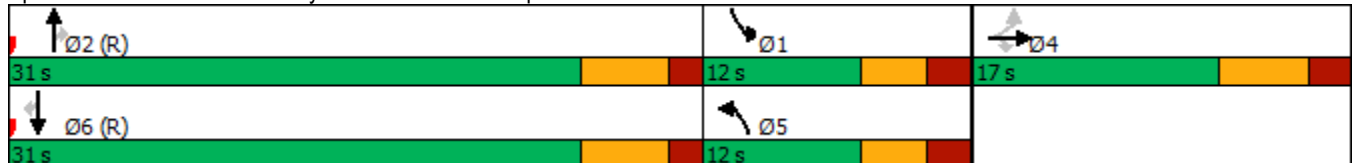
Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	1	221	27	1138	231	120	777	207
Future Volume (vph)	1	221	27	1138	231	120	777	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.9	10.9	7.0	28.0	28.0	7.0	32.8	32.8
Actuated g/C Ratio	0.18	0.18	0.12	0.47	0.47	0.12	0.55	0.55
v/c Ratio	0.87	0.48	0.13	0.70	0.27	0.59	0.41	0.22
Control Delay	52.9	7.5	25.6	16.4	2.8	38.6	10.1	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	7.5	25.6	16.4	2.8	38.6	10.1	2.6
LOS	D	A	C	B	A	D	B	A
Approach Delay	32.7			14.3			11.8	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 16.4  
 Intersection Capacity Utilization 67.1%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↓
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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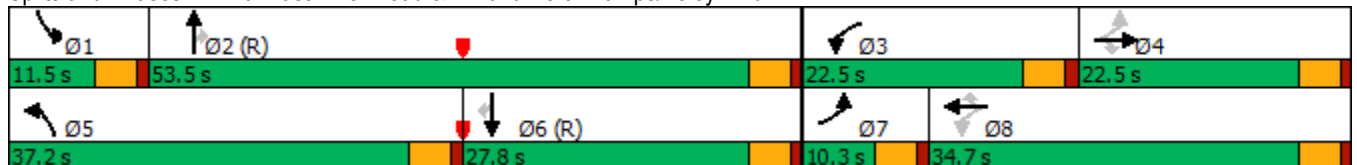
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd





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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69



Coon Rapids Regional Solicitation  
Build PM

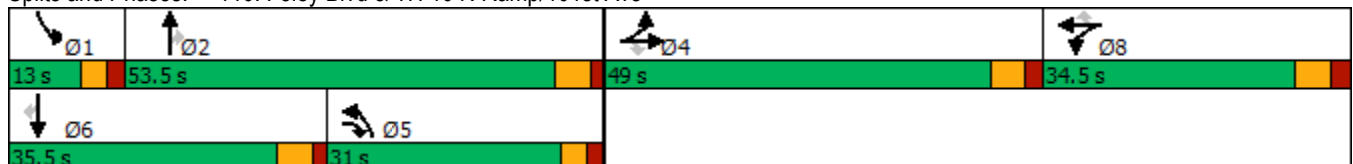
11/15/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	120	172	187	125	328	753	331	64	667	56
Future Volume (vph)	820	205	120	172	187	125	328	753	331	64	667	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	49.0	49.0	31.0	34.5	34.5	34.5	31.0	53.5	53.5	13.0	35.5	35.5
Total Split (%)	32.7%	32.7%	20.7%	23.0%	23.0%	23.0%	20.7%	35.7%	35.7%	8.7%	23.7%	23.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	43.1	43.1	75.1	20.4	20.4	20.4	26.0	48.2	48.2	7.8	30.0	30.0
Actuated g/C Ratio	0.30	0.30	0.53	0.14	0.14	0.14	0.18	0.34	0.34	0.05	0.21	0.21
v/c Ratio	1.03	1.03	0.08	0.70	0.73	0.38	1.05	0.65	0.45	0.69	0.92	0.14
Control Delay	96.6	95.4	3.1	73.0	74.1	10.0	118.4	43.7	5.4	100.1	74.0	0.7
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	96.6	95.4	3.1	73.0	74.1	10.0	118.4	43.7	5.4	100.1	74.0	0.7
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		86.2			57.2			52.1			70.9	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 142.5  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 66.8  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.7%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave



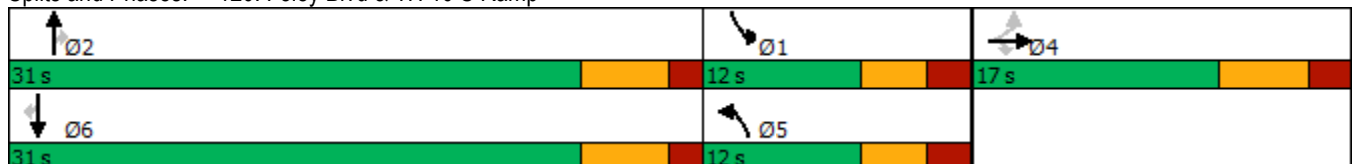


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp



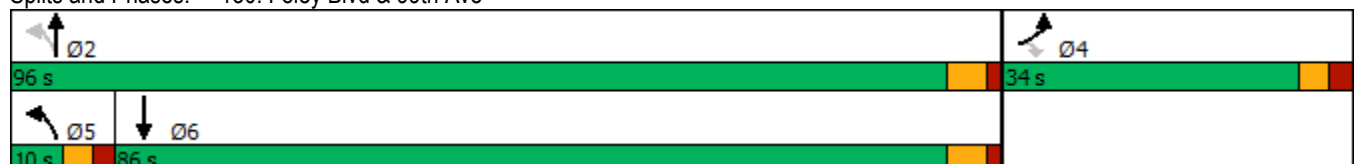


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection Capacity Utilization 75.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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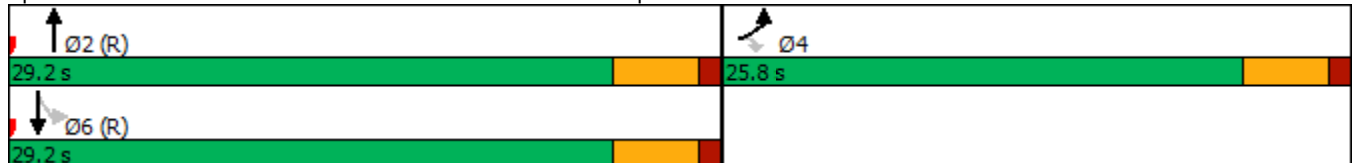


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67



Coon Rapids Regional Solicitation  
Existing PM

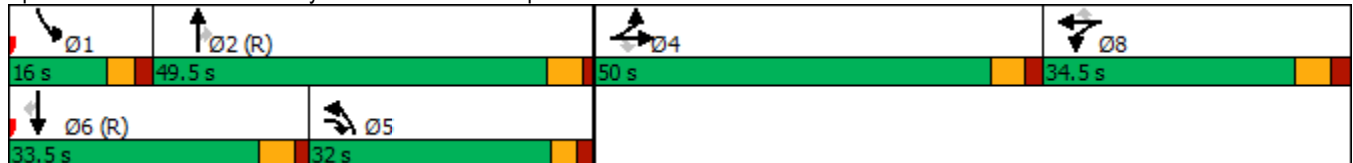
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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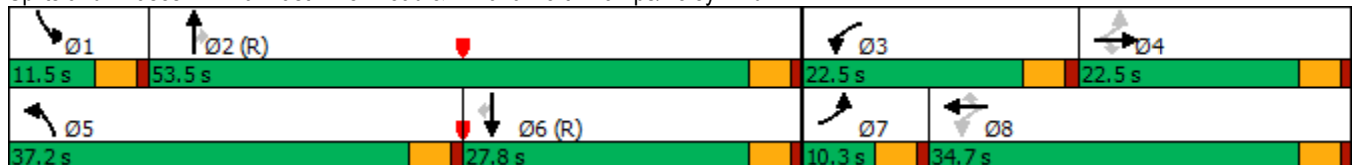
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd





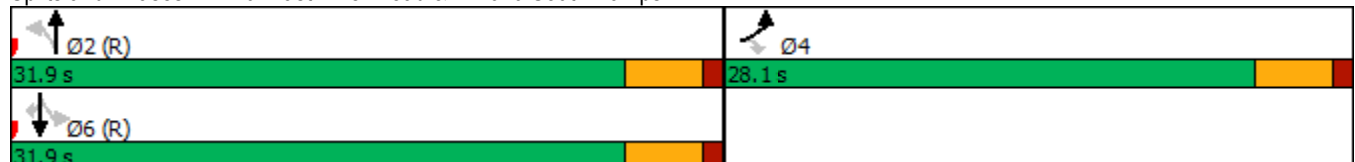
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖	↕↗	↕↖	↖
Traffic Volume (vph)	1044	172	36	1268	281	108
Future Volume (vph)	1044	172	36	1268	281	108
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	12.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	28.1	28.1	31.9	31.9	31.9	31.9
Total Split (%)	46.8%	46.8%	53.2%	53.2%	53.2%	53.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	28.0	28.0	28.0	28.0
Actuated g/C Ratio	0.38	0.38	0.47	0.47	0.47	0.47
v/c Ratio	0.86	0.26	0.08	0.83	0.18	0.15
Control Delay	25.7	3.3	9.8	20.3	9.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	3.3	9.8	20.3	9.9	2.8
LOS	C	A	A	C	A	A
Approach Delay				20.0	8.0	
Approach LOS				C	A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 19.5  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69





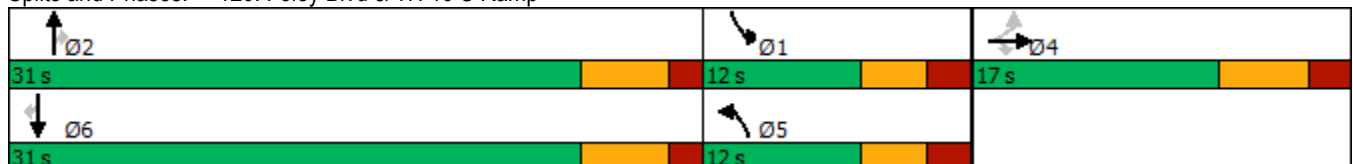


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp



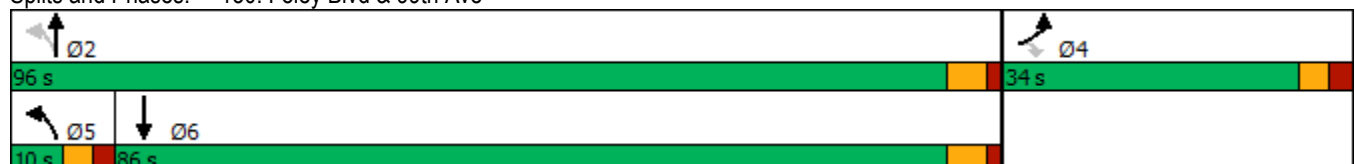


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1 Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2 Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3 Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4 East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5 East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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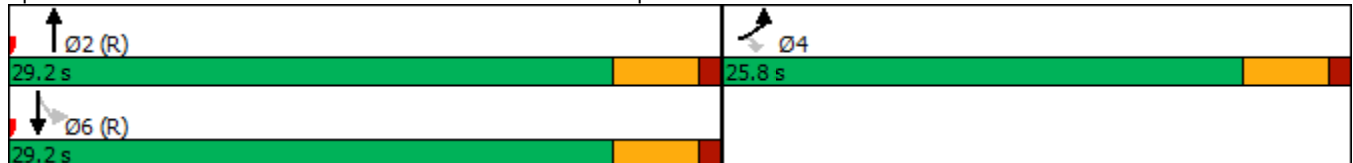


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

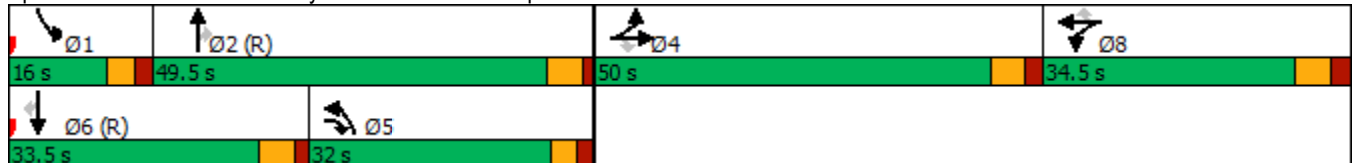
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave









Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↑
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 82.5%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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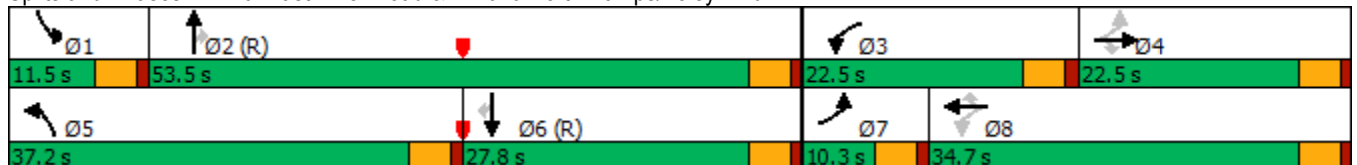
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd





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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69



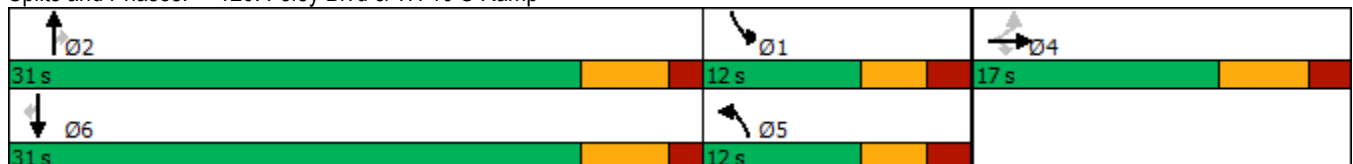


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





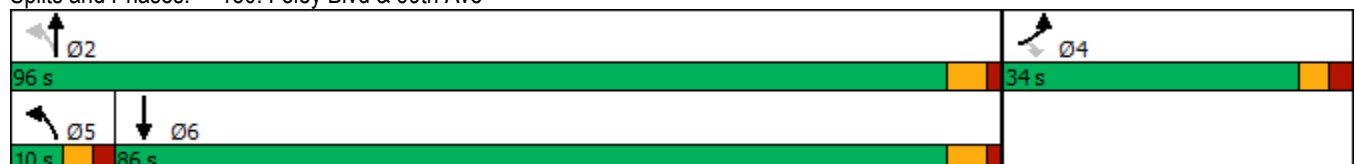


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection Capacity Utilization 75.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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Emissions

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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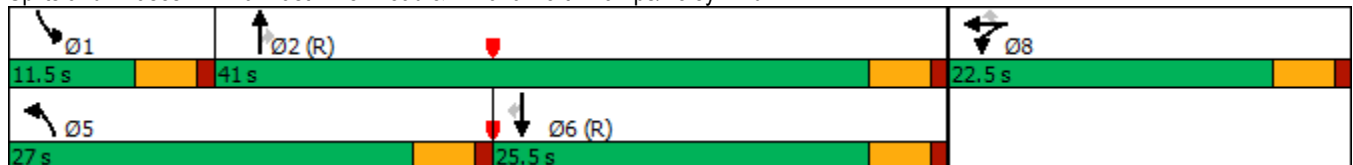


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	99	47	42	469	1531	313	29	146	140
Future Volume (vph)	99	47	42	469	1531	313	29	146	140
Turn Type	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		5	2		1	6	
Permitted Phases			8			2			6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	27.0	41.0	41.0	11.5	25.5	25.5
Total Split (%)	30.0%	30.0%	30.0%	36.0%	54.7%	54.7%	15.3%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.1	10.1	10.1	27.0	54.1	54.1	7.5	26.8	26.8
Actuated g/C Ratio	0.13	0.13	0.13	0.36	0.72	0.72	0.10	0.36	0.36
v/c Ratio	0.46	0.20	0.13	0.80	0.65	0.28	0.18	0.13	0.23
Control Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
LOS	D	C	A	C	B	A	C	B	A
Approach Delay		26.3			14.4			14.2	
Approach LOS		C			B			B	

Intersection Summary

Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 15.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd



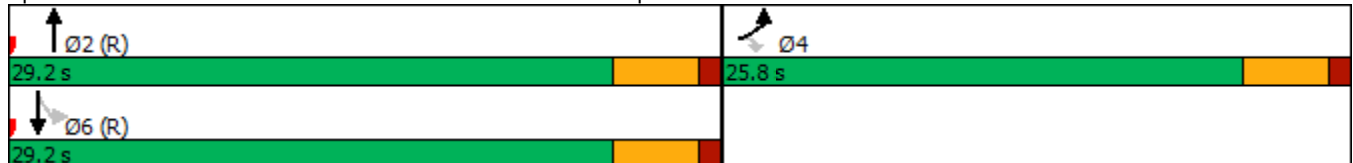


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

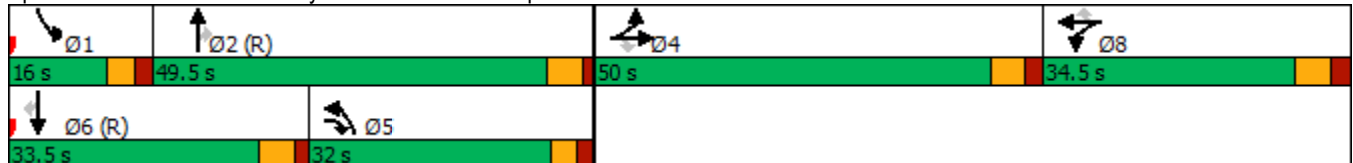
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave









Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↑
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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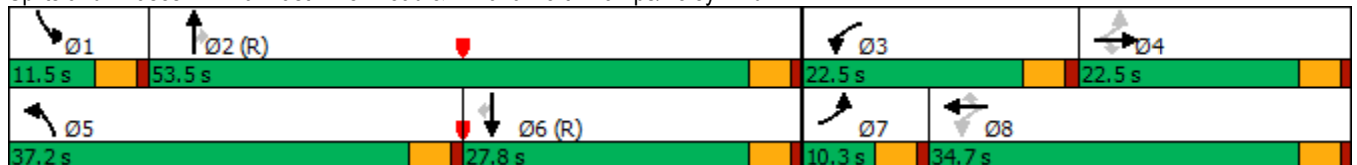
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd



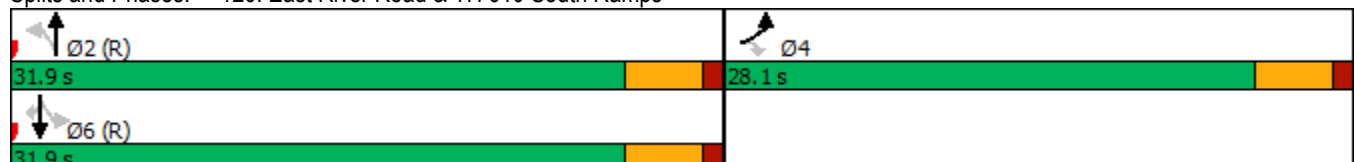


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖	↕↗	↕↖	↖
Traffic Volume (vph)	1044	172	36	1268	281	108
Future Volume (vph)	1044	172	36	1268	281	108
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	12.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	28.1	28.1	31.9	31.9	31.9	31.9
Total Split (%)	46.8%	46.8%	53.2%	53.2%	53.2%	53.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	28.0	28.0	28.0	28.0
Actuated g/C Ratio	0.38	0.38	0.47	0.47	0.47	0.47
v/c Ratio	0.86	0.26	0.08	0.83	0.18	0.15
Control Delay	25.7	3.3	9.8	20.3	9.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	3.3	9.8	20.3	9.9	2.8
LOS	C	A	A	C	A	A
Approach Delay				20.0	8.0	
Approach LOS				C	A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 19.5  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69



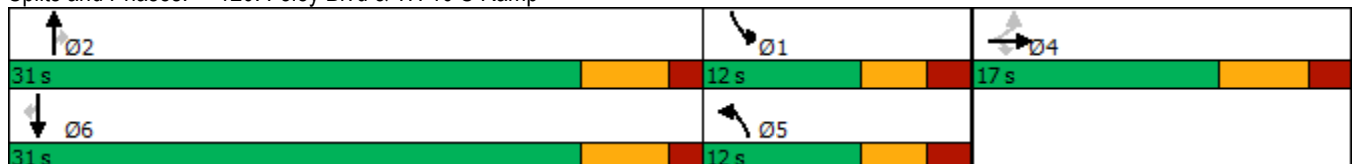


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection Capacity Utilization 75.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 130: Foley Blvd & 99th Ave





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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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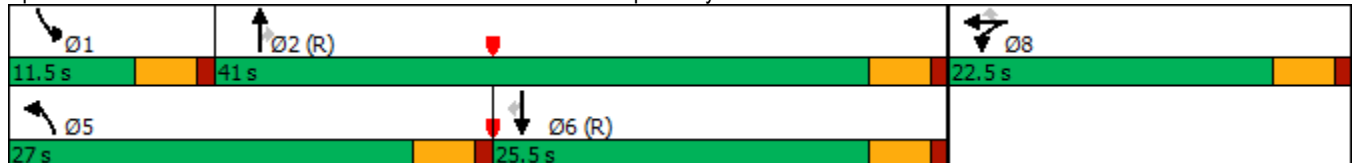


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	99	47	42	469	1531	313	29	146	140
Future Volume (vph)	99	47	42	469	1531	313	29	146	140
Turn Type	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		5	2		1	6	
Permitted Phases			8			2			6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	27.0	41.0	41.0	11.5	25.5	25.5
Total Split (%)	30.0%	30.0%	30.0%	36.0%	54.7%	54.7%	15.3%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.1	10.1	10.1	27.0	54.1	54.1	7.5	26.8	26.8
Actuated g/C Ratio	0.13	0.13	0.13	0.36	0.72	0.72	0.10	0.36	0.36
v/c Ratio	0.46	0.20	0.13	0.80	0.65	0.28	0.18	0.13	0.23
Control Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
LOS	D	C	A	C	B	A	C	B	A
Approach Delay		26.3			14.4			14.2	
Approach LOS		C			B			B	

Intersection Summary

Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 15.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd



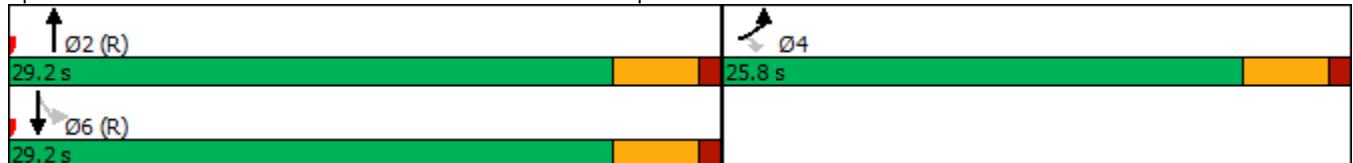


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

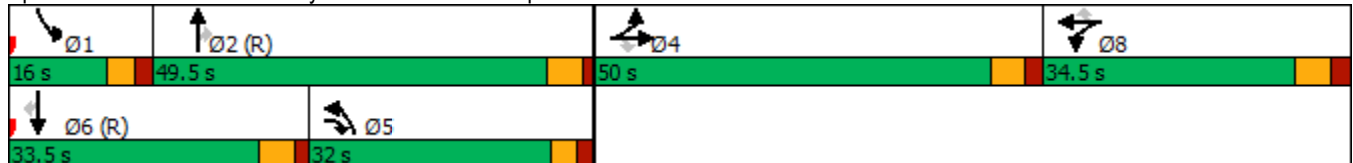
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave





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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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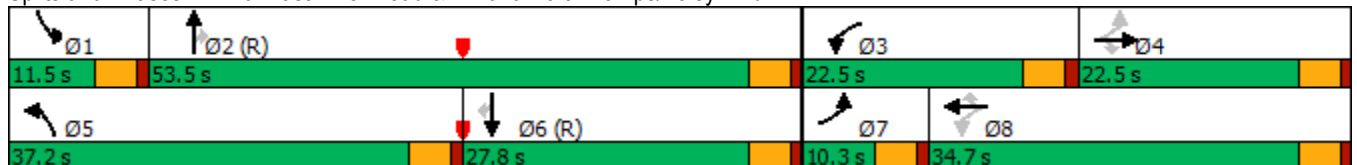
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd





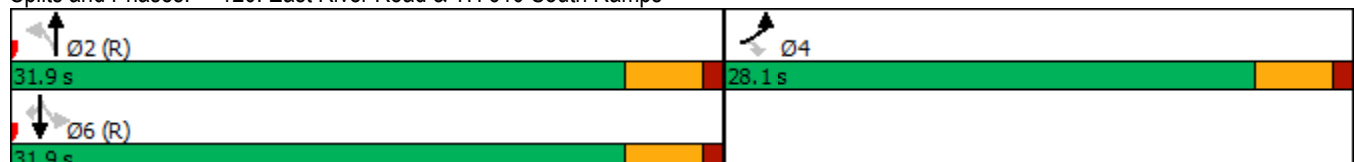
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕↕	↕	↕	↕↕	↕↕	↕
Traffic Volume (vph)	1044	172	36	1268	281	108
Future Volume (vph)	1044	172	36	1268	281	108
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	12.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	28.1	28.1	31.9	31.9	31.9	31.9
Total Split (%)	46.8%	46.8%	53.2%	53.2%	53.2%	53.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	28.0	28.0	28.0	28.0
Actuated g/C Ratio	0.38	0.38	0.47	0.47	0.47	0.47
v/c Ratio	0.86	0.26	0.08	0.83	0.18	0.15
Control Delay	25.7	3.3	9.8	20.3	9.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	3.3	9.8	20.3	9.9	2.8
LOS	C	A	A	C	A	A
Approach Delay				20.0	8.0	
Approach LOS				C	A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 19.5  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69



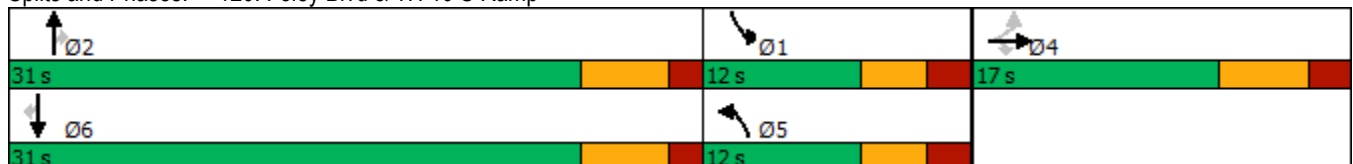


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↔	↔	↕	↔
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection Capacity Utilization 75.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54



**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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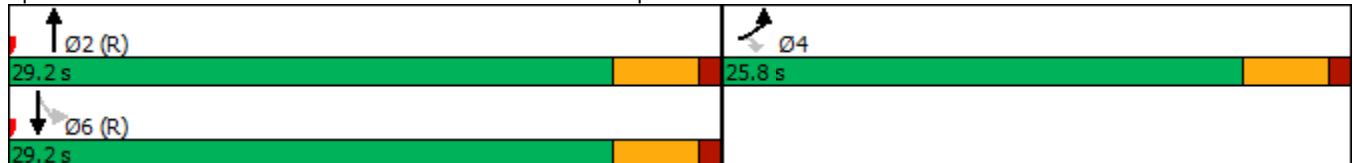


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

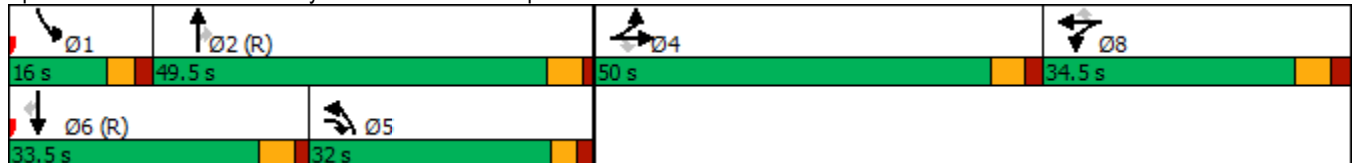
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↓
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

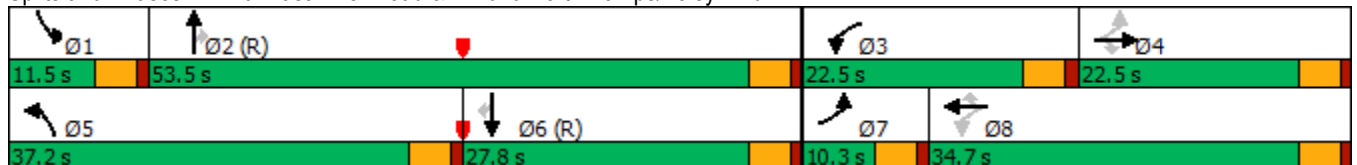


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd





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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

Coon Rapids Regional Solicitation  
Build PM

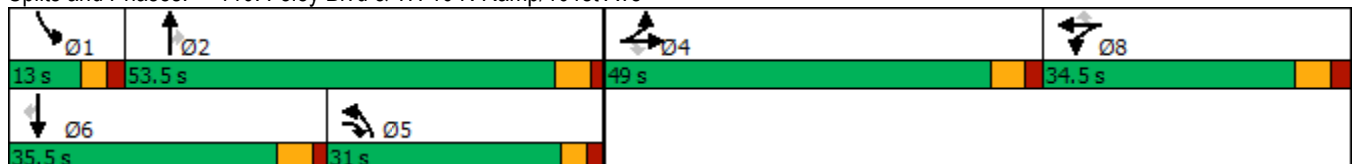
11/15/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	120	172	187	125	328	753	331	64	667	56
Future Volume (vph)	820	205	120	172	187	125	328	753	331	64	667	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	49.0	49.0	31.0	34.5	34.5	34.5	31.0	53.5	53.5	13.0	35.5	35.5
Total Split (%)	32.7%	32.7%	20.7%	23.0%	23.0%	23.0%	20.7%	35.7%	35.7%	8.7%	23.7%	23.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	43.1	43.1	75.1	20.4	20.4	20.4	26.0	48.2	48.2	7.8	30.0	30.0
Actuated g/C Ratio	0.30	0.30	0.53	0.14	0.14	0.14	0.18	0.34	0.34	0.05	0.21	0.21
v/c Ratio	1.03	1.03	0.08	0.70	0.73	0.38	1.05	0.65	0.45	0.69	0.92	0.14
Control Delay	96.6	95.4	3.1	73.0	74.1	10.0	118.4	43.7	5.4	100.1	74.0	0.7
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	96.6	95.4	3.1	73.0	74.1	10.0	118.4	43.7	5.4	100.1	74.0	0.7
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		86.2			57.2			52.1			70.9	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 142.5  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 66.8  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.7%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave



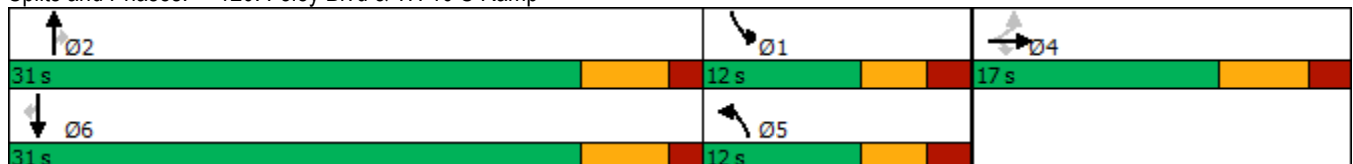


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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Emissions

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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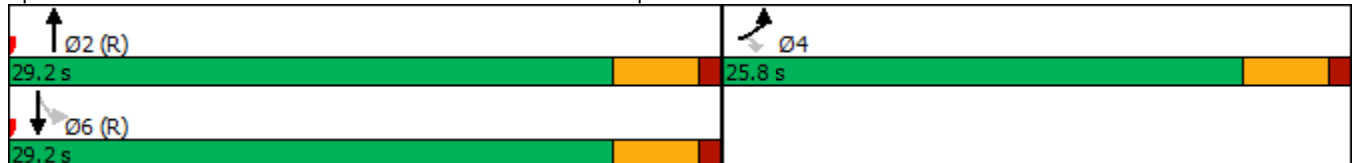


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

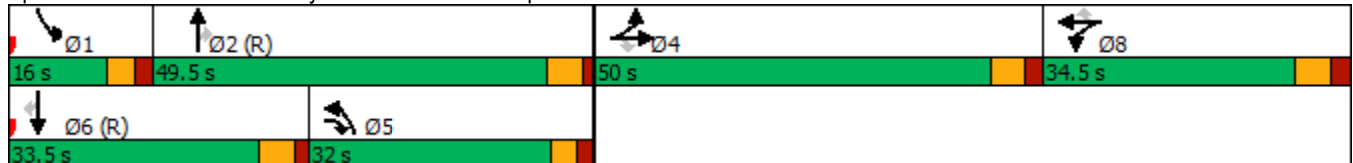
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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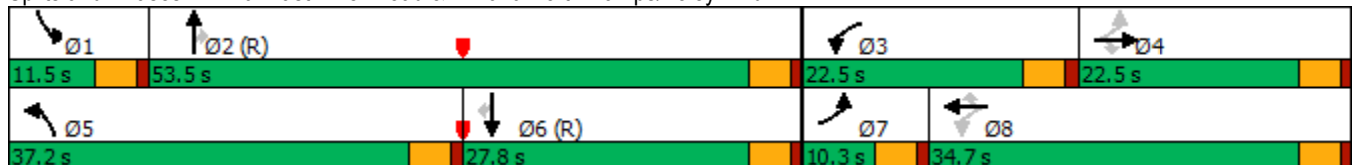
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd







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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69



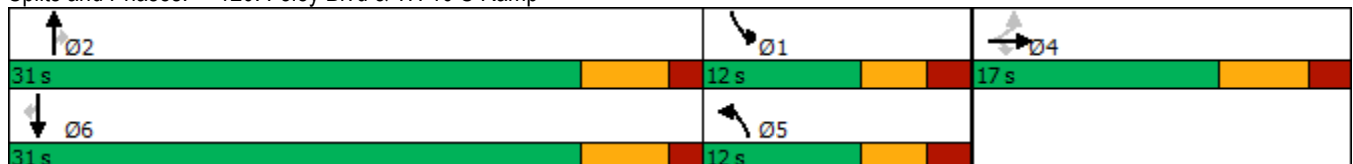


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↑
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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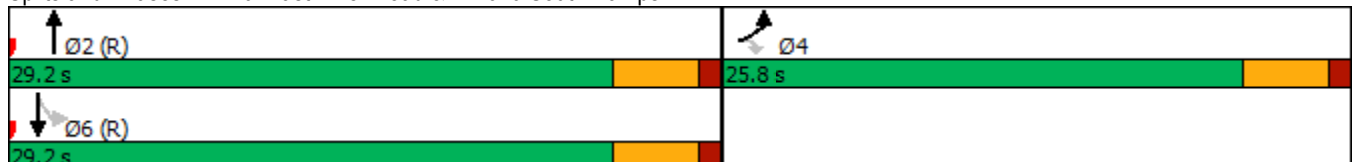


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

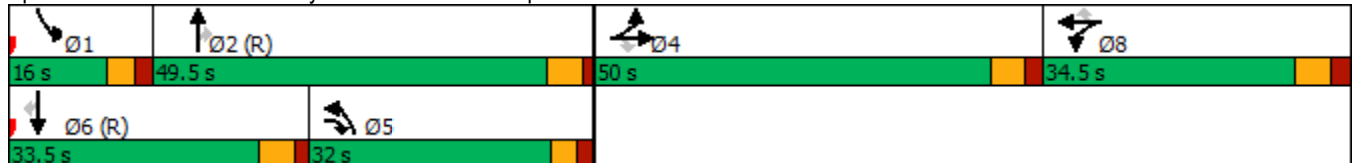
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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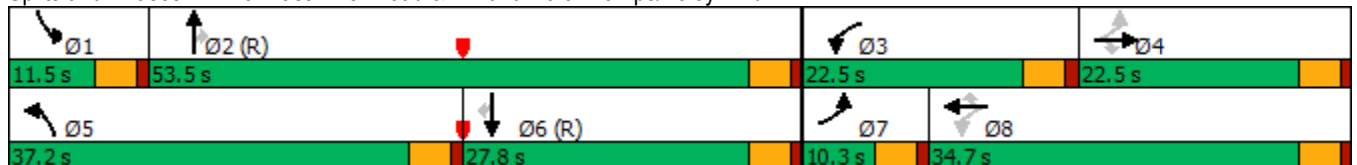
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd







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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69



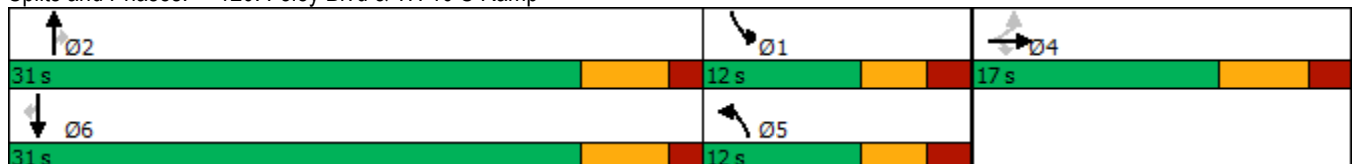


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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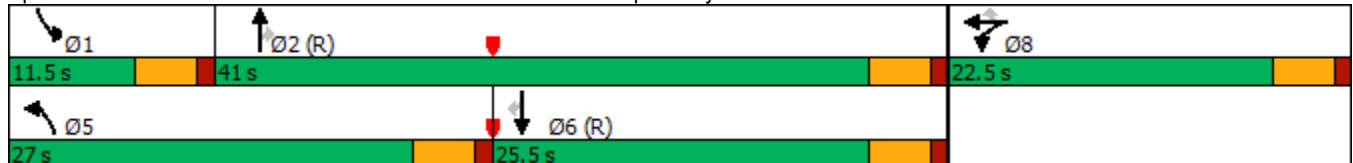


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	99	47	42	469	1531	313	29	146	140
Future Volume (vph)	99	47	42	469	1531	313	29	146	140
Turn Type	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		5	2		1	6	
Permitted Phases			8			2			6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	27.0	41.0	41.0	11.5	25.5	25.5
Total Split (%)	30.0%	30.0%	30.0%	36.0%	54.7%	54.7%	15.3%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.1	10.1	10.1	27.0	54.1	54.1	7.5	26.8	26.8
Actuated g/C Ratio	0.13	0.13	0.13	0.36	0.72	0.72	0.10	0.36	0.36
v/c Ratio	0.46	0.20	0.13	0.80	0.65	0.28	0.18	0.13	0.23
Control Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
LOS	D	C	A	C	B	A	C	B	A
Approach Delay		26.3			14.4			14.2	
Approach LOS		C			B			B	

Intersection Summary

Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 15.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd



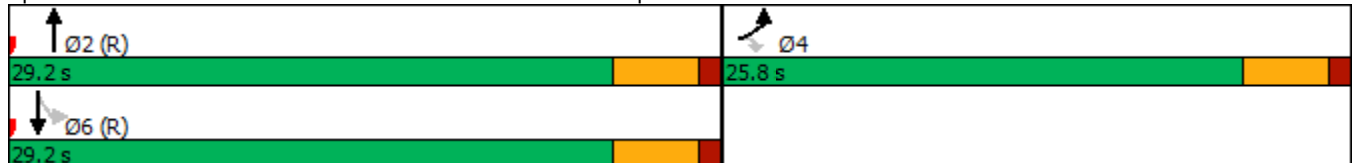


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: East River Road & TH 610 South Ramps





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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

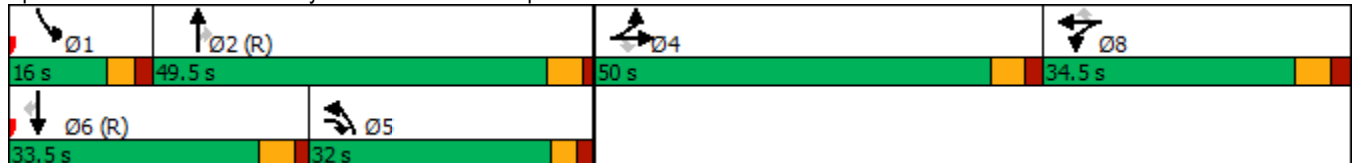
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↓
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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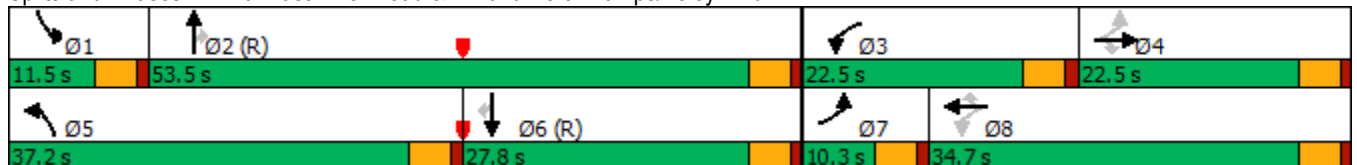
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd





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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69





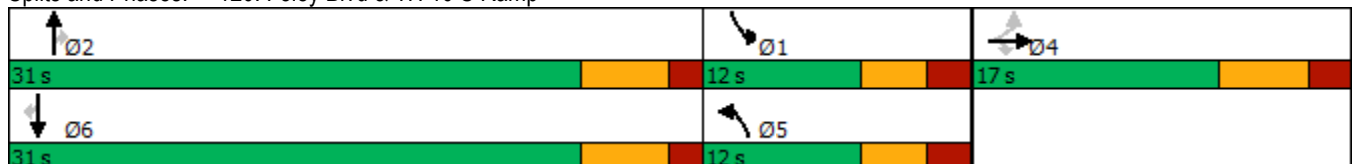


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
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**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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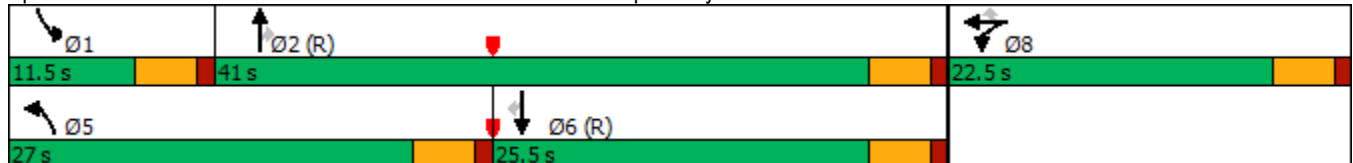


Lane Group	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (vph)	99	47	42	469	1531	313	29	146	140
Future Volume (vph)	99	47	42	469	1531	313	29	146	140
Turn Type	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		5	2		1	6	
Permitted Phases			8			2			6
Detector Phase	8	8	8	5	2	2	1	6	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	27.0	41.0	41.0	11.5	25.5	25.5
Total Split (%)	30.0%	30.0%	30.0%	36.0%	54.7%	54.7%	15.3%	34.0%	34.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag				Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?				Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.1	10.1	10.1	27.0	54.1	54.1	7.5	26.8	26.8
Actuated g/C Ratio	0.13	0.13	0.13	0.36	0.72	0.72	0.10	0.36	0.36
v/c Ratio	0.46	0.20	0.13	0.80	0.65	0.28	0.18	0.13	0.23
Control Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	29.7	0.8	33.0	11.3	1.8	33.2	19.3	5.0
LOS	D	C	A	C	B	A	C	B	A
Approach Delay		26.3			14.4			14.2	
Approach LOS		C			B			B	

Intersection Summary

Cycle Length: 75  
 Actuated Cycle Length: 75  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 15.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 65.2%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd



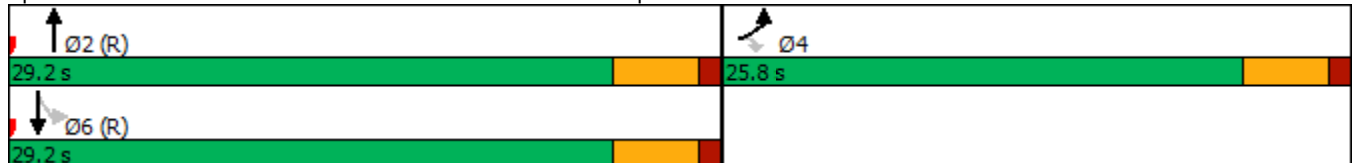


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67



Coon Rapids Regional Solicitation  
Existing PM

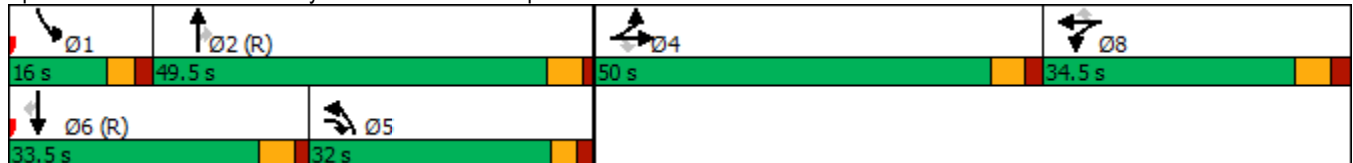
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↑
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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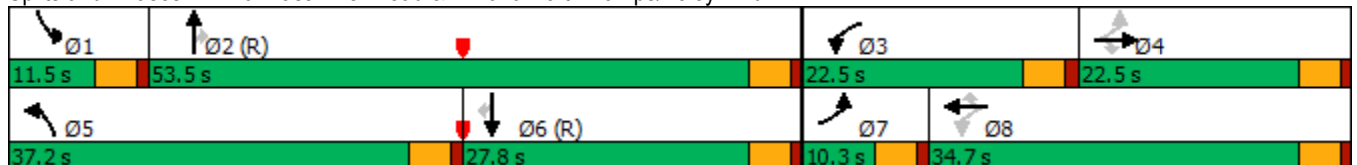
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd





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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

Coon Rapids Regional Solicitation  
Build PM

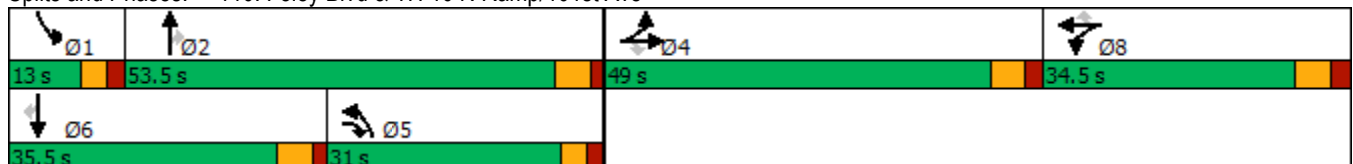
11/15/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	120	172	187	125	328	753	331	64	667	56
Future Volume (vph)	820	205	120	172	187	125	328	753	331	64	667	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	49.0	49.0	31.0	34.5	34.5	34.5	31.0	53.5	53.5	13.0	35.5	35.5
Total Split (%)	32.7%	32.7%	20.7%	23.0%	23.0%	23.0%	20.7%	35.7%	35.7%	8.7%	23.7%	23.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	43.1	43.1	75.1	20.4	20.4	20.4	26.0	48.2	48.2	7.8	30.0	30.0
Actuated g/C Ratio	0.30	0.30	0.53	0.14	0.14	0.14	0.18	0.34	0.34	0.05	0.21	0.21
v/c Ratio	1.03	1.03	0.08	0.70	0.73	0.38	1.05	0.65	0.45	0.69	0.92	0.14
Control Delay	96.6	95.4	3.1	73.0	74.1	10.0	118.4	43.7	5.4	100.1	74.0	0.7
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	96.6	95.4	3.1	73.0	74.1	10.0	118.4	43.7	5.4	100.1	74.0	0.7
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		86.2			57.2			52.1			70.9	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 142.5  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.05  
 Intersection Signal Delay: 66.8      Intersection LOS: E  
 Intersection Capacity Utilization 93.7%      ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave





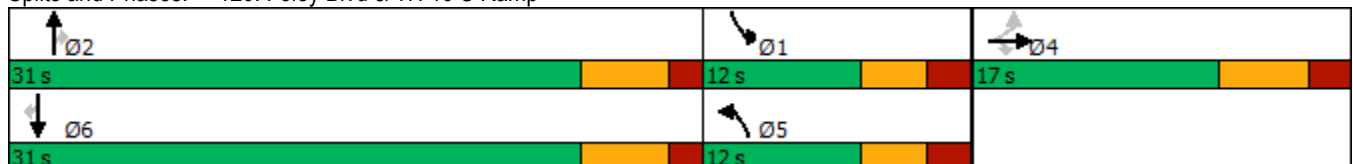


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 75.3%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54

### Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description					
Route	Foley Blvd	District		County	Anoka
Begin RP		End RP		Miles	
Location	Foley Blvd and 99th Avenue Intersection				

B. Project Description			
Proposed Work	Reduced Volumes due to added ramps at TH 610/East River Road		
Project Cost*	\$35,687,100	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	2.0%

\* exclude Right of Way from Project Cost

C. Crash Modification Factor			
0.78	Fatal (K) Crashes	Reference	Crash Analysis
0.78	Serious Injury (A) Crashes		
0.78	Moderate Injury (B) Crashes	Crash Type	All
0.78	Possible Injury (C) Crashes		
0.78	Property Damage Only Crashes		<a href="http://www.CMFClearinghouse.org">www.CMFClearinghouse.org</a>

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		<a href="http://www.CMFClearinghouse.org">www.CMFClearinghouse.org</a>

E. Crash Data				
Begin Date	1/1/2020	End Date	12/31/2022	3 years
Data Source	MnDOT			
	Crash Severity	All	< optional 2nd CMF >	
	K crashes	0		
	A crashes	0		
	B crashes	1		
	C crashes	1		
	PDO crashes	7		

F. Benefit-Cost Calculation		
\$805,717	Benefit (present value)	<b>B/C Ratio = 0.03</b>
\$35,687,100	Cost	

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



### Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



#### A. Roadway Description

Route	Foley Blvd	District		County	Anoka
Begin RP		End RP		Miles	
Location	TH 10 and Foley Blvd North Ramps				

#### B. Project Description

Proposed Work	Reduced Volumes due to added ramps at TH 610/East River Road		
Project Cost*	\$35,687,100	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	2.0%

\* exclude Right of Way from Project Cost

#### C. Crash Modification Factor

0.94	Fatal (K) Crashes	Reference	Crash Analysis
0.94	Serious Injury (A) Crashes		
0.94	Moderate Injury (B) Crashes	Crash Type	All
0.94	Possible Injury (C) Crashes		
0.94	Property Damage Only Crashes		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

#### 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		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

#### E. Crash Data

Begin Date	1/1/2020	End Date	12/31/2022	3 years
Data Source	MnDOT			
Crash Severity	All	< optional 2nd CMF >		
K crashes	0			
A crashes	0			
B crashes	2			
C crashes	4			
PDO crashes	30			

#### F. Benefit-Cost Calculation

\$666,019	Benefit (present value)	<b>B/C Ratio = 0.02</b>
\$35,687,100	Cost	

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

### F. Analysis Assumptions

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

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate 0.7%  
 Traffic Growth Rate 2.0%  
 Project Service Life 20 years

### G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.12	0.04	\$10,000
C crashes	0.24	0.08	\$10,400
PDO crashes	1.80	0.60	\$9,000

**\$29,400**

### H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	\$29,400	\$29,400
2027	\$29,988	\$29,780
2028	\$30,588	\$30,164
2029	\$31,200	\$30,553
2030	\$31,824	\$30,948
2031	\$32,460	\$31,347
2032	\$33,109	\$31,752
2033	\$33,771	\$32,162
2034	\$34,447	\$32,577
2035	\$35,136	\$32,998
2036	\$35,838	\$33,424
2037	\$36,555	\$33,855
2038	\$37,286	\$34,292
2039	\$38,032	\$34,735
2040	\$38,793	\$35,183
2041	\$39,569	\$35,638
2042	\$40,360	\$36,098
2043	\$41,167	\$36,564
2044	\$41,990	\$37,036
2045	\$42,830	\$37,514
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 = \$666,019**

**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project



**A. Roadway Description**

Route	Foley Blvd	District		County	Anoka
Begin RP		End RP		Miles	
Location	TH 10 and Foley Blvd South Ramps				

**B. Project Description**

Proposed Work	Reduced Volumes due to added ramps at TH 610/East River Road		
Project Cost*	\$35,687,100	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	2.0%

\* exclude Right of Way from Project Cost

**C. Crash Modification Factor**

0.87	Fatal (K) Crashes	Reference	Crash Analysis
0.87	Serious Injury (A) Crashes		
0.87	Moderate Injury (B) Crashes	Crash Type	All
0.87	Possible Injury (C) Crashes		
0.87	Property Damage Only Crashes		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

**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		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

**E. Crash Data**

Begin Date	1/1/2020	End Date	12/31/2022	3 years
Data Source	MnDOT			
	Crash Severity	All	< optional 2nd CMF >	
	K crashes	0		
	A crashes	1		
	B crashes	1		
	C crashes	3		
	PDO crashes	10		

**F. Benefit-Cost Calculation**

\$1,560,840	Benefit (present value)	<b>B/C Ratio = 0.05</b>
\$35,687,100	Cost	

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





Coon Rapids Crash Analysis  
2024 Regional Solicitation

	Intersections	Total Number of Accidents	Years of Data	ADT*	Calculated Crash Rate (Million Entering Vehicles)
Existing	Foley Blvd and North TH 10 Ramps	36	3	34900	<b>0.95</b>
Future	Foley Blvd and North TH 10 Ramps	34	3	33400	<b>0.93</b>
Existing	Foley Blvd and South TH 10 Ramps	15	3	20750	<b>0.67</b>
Future	Foley Blvd and South TH 10 Ramps	13	3	17750	<b>0.67</b>
Existing	Foley Blvd and 99th Ave	9	3	23250	<b>0.36</b>
Future	Foley Blvd and 99th Ave	7	3	20250	<b>0.32</b>

Reduction or increase based on volume modifications	CMF	
<b>Foley/North Ramps</b>	<b>6%</b>	<b>0.94</b>
<b>Foley/South Ramps</b>	<b>13%</b>	<b>0.87</b>
<b>Foley/99th</b>	<b>22%</b>	<b>0.78</b>

**Foley Blvd and 99th Ave**

INCIDENTID	RTESYS	COLRT	ENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_D	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MC
834045	04-CSAH		11	1.042	Anoka	Coon Rapids		D-METRO	Golden Valley		20192981	2.02E+08	8-Aug
1002079	04-CSAH		11	1.045	Anoka	Coon Rapids		D-METRO	Golden Valley		22018089	2.2E+08	1-Jan
1048034	04-CSAH		11	1.047	Anoka	Coon Rapids		D-METRO	Golden Valley		22215415	2.23E+08	9-Sep
1051127	04-CSAH		11	1.119	Anoka	Coon Rapids		D-METRO	Golden Valley		22227318	2.23E+08	10-Oct
786577	05-MSAS		103	0.561	Anoka	Coon Rapids		D-METRO	Golden Valley		20033982	2E+08	2-Feb
940332	05-MSAS		103	0.561	Anoka	Coon Rapids		D-METRO	Golden Valley		21206570	2.13E+08	9-Sep
911356	05-MSAS		103	0.566	Anoka	Coon Rapids		D-METRO	Golden Valley		21124764	2.12E+08	6-Jun
813677	05-MSAS		103	0.57	Anoka	Coon Rapids		D-METRO	Golden Valley		20137303	2.02E+08	6-Jun
905105	05-MSAS		103	0.572	Anoka	Coon Rapids		D-METRO	Golden Valley		21099321	2.11E+08	5-May

**TH 47 and Foley Blvd North Ramps**

INCIDENTID	RTESYS	COLRT	ENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_D	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MC
903305	04-CSAH		11	1.264	Anoka	Coon Rapids		D-METRO	Golden Valley		21090150	2.11E+08	4-Apr
776773	04-CSAH		11	1.298	Anoka	Coon Rapids		D-METRO	Golden Valley		20001937	2E+08	1-Jan
847739	04-CSAH		11	1.321	Anoka	Coon Rapids		D-METRO	Golden Valley		20258499	2.03E+08	10-Oct
1051693	04-CSAH		11	1.339	Anoka	Coon Rapids		D-METRO	Golden Valley		22511524	2.23E+08	10-Oct
1046563	04-CSAH		11	1.355	Anoka	Coon Rapids		D-METRO	Golden Valley		22209442	2.23E+08	9-Sep
804088	04-CSAH		11	1.357	Anoka	Coon Rapids		D-METRO	Golden Valley		20063819	2.01E+08	3-Mar
1037620	04-CSAH		11	1.357	Anoka	Coon Rapids		D-METRO	Golden Valley		22169867	2.22E+08	8-Aug
1028803	04-CSAH		11	1.359	Anoka	Coon Rapids		D-METRO	Golden Valley		22128459	2.22E+08	6-Jun
985129	04-CSAH		11	1.359	Anoka	Coon Rapids		D-METRO	Golden Valley		21295030	2.14E+08	12-Dec
1054775	04-CSAH		11	1.359	Anoka	Coon Rapids		D-METRO	Golden Valley		22242263	2.23E+08	10-Oct
842222	04-CSAH		11	1.362	Anoka	Coon Rapids		D-METRO	Golden Valley		20229884	2.03E+08	9-Sep
1033795	04-CSAH		11	1.361	Anoka	Coon Rapids		D-METRO	Golden Valley		22153020	2.22E+08	7-Jul
865167	04-CSAH		11	1.363	Anoka	Coon Rapids		D-METRO	Golden Valley		20285184	2.03E+08	11-Nov
799848	04-CSAH		11	1.363	Anoka	Coon Rapids		D-METRO	Golden Valley		20043871	2.01E+08	2-Feb
836647	04-CSAH		11	1.364	Anoka	Coon Rapids		D-METRO	Golden Valley		20202573	2.02E+08	8-Aug
941356	04-CSAH		11	1.365	Anoka	Coon Rapids		D-METRO	Golden Valley		21210588	2.13E+08	9-Sep
1069276	04-CSAH		11	1.365	Anoka	Coon Rapids		D-METRO	Golden Valley		22284468	2.24E+08	12-Dec
870591	04-CSAH		11	1.366	Anoka	Coon Rapids		D-METRO	Golden Valley		20307649	2.04E+08	12-Dec
1020936	04-CSAH		11	1.366	Anoka	Coon Rapids		D-METRO	Golden Valley		22092202	2.21E+08	5-May
983501	04-CSAH		11	1.368	Anoka	Coon Rapids		D-METRO	Golden Valley		21289504	2.14E+08	12-Dec
1018013	04-CSAH		11	1.375	Anoka	Coon Rapids		D-METRO	Golden Valley		22077145	2.21E+08	4-Apr
974182	04-CSAH		11	1.377	Anoka	Coon Rapids		D-METRO	Golden Valley		21260993	2.13E+08	11-Nov

1015943	04-CSAH	11	1.378	Anoka	Coon Rapids	D-METRO	Golden Valley	22068957	2.21E+08	4-Apr
811405	04-CSAH	11	1.389	Anoka	Coon Rapids	D-METRO	Golden Valley	20119683	2.01E+08	5-May
933204	04-CSAH	11	1.412	Anoka	Coon Rapids	D-METRO	Golden Valley	21177335	2.12E+08	8-Aug
917041	05-MSAS	128	0	Anoka	Coon Rapids	D-METRO	Golden Valley	21149346	2.12E+08	7-Jul
971602	05-MSAS	128	0.003	Anoka	Coon Rapids	D-METRO	Golden Valley	21250360	2.13E+08	11-Nov
985976	05-MSAS	128	0.007	Anoka	Coon Rapids	D-METRO	Golden Valley	21294595	2.14E+08	12-Dec
808644	05-MSAS	128	0.039	Anoka	Coon Rapids	D-METRO	Golden Valley	20502373	2.01E+08	2-Feb
1049054	05-MSAS	128	0.068	Anoka	Coon Rapids	D-METRO	Golden Valley	22218475	2.23E+08	9-Sep
982162	22-RAMP	5887	0.762	Anoka	Coon Rapids	D-METRO	Golden Valley	21511985	2.13E+08	12-Dec
928558	22-RAMP	5887	0.762	Anoka	Coon Rapids	D-METRO	Golden Valley	21506367	2.12E+08	7-Jul
943522	22-RAMP	5887	0.776	Anoka	Coon Rapids	D-METRO	Golden Valley	21219772	2.13E+08	9-Sep
802138	22-RAMP	5887	0.779	Anoka	Coon Rapids	D-METRO	Golden Valley	20053802	2.01E+08	3-Mar
808866	22-RAMP	5887	0.785	Anoka	Coon Rapids	D-METRO	Golden Valley	20099670	2.01E+08	5-May
909331	22-RAMP	5888	0	Anoka	Coon Rapids	D-METRO	Golden Valley	21115786	2.12E+08	5-May

#### TH 47 and Foley Blvd South Ramps

INCIDENTID	RTSYS	COLRT	ENUMBE	MEASURE	COUNTY_S	CITY_NAME	TOWNSHIP	MNDOT_D	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_CRASH_MC
1009856	04-CSAH	11	1.139	Anoka	Coon Rapids	D-METRO	Golden Valley	22502628	2.21E+08		22502628	2-Feb
820247	04-CSAH	11	1.141	Anoka	Coon Rapids	D-METRO	Golden Valley	20173474	2.02E+08		20173474	7-Jul
785218	04-CSAH	11	1.144	Anoka	Coon Rapids	D-METRO	Golden Valley	20028170	2E+08		20028170	2-Feb
903993	04-CSAH	11	1.146	Anoka	Coon Rapids	D-METRO	Golden Valley	21094216	2.11E+08		21094216	5-May
1047818	04-CSAH	11	1.153	Anoka	Coon Rapids	D-METRO	Golden Valley	22213065	2.23E+08		22213065	9-Sep
1037133	04-CSAH	11	1.159	Anoka	Coon Rapids	D-METRO	Golden Valley	22167690	2.22E+08		22167690	7-Jul
935028	04-CSAH	11	1.201	Anoka	Coon Rapids	D-METRO	Golden Valley	21507721	2.12E+08		21507721	8-Aug
1015947	04-CSAH	11	1.21	Anoka	Coon Rapids	D-METRO	Golden Valley	22065894	2.21E+08		22065894	3-Mar
897517	04-CSAH	11	1.211	Anoka	Coon Rapids	D-METRO	Golden Valley	21060985	2.11E+08		21060985	3-Mar
1054949	04-CSAH	11	1.257	Anoka	Coon Rapids	D-METRO	Golden Valley	22242986	2.23E+08		22242986	10-Oct
1065415	22-RAMP	523	0.298	Anoka	Coon Rapids	D-METRO	Golden Valley	22277006	2.23E+08		22277006	12-Dec
911186	22-RAMP	523	0.303	Anoka	Coon Rapids	D-METRO	Golden Valley	21505189	2.12E+08		21505189	6-Jun
1020291	22-RAMP	523	0.315	Anoka	Coon Rapids	D-METRO	Golden Valley	22064914	2.21E+08		22064914	3-Mar
944434	22-RAMP	523	0.323	Anoka	Coon Rapids	D-METRO	Golden Valley	21223417	2.13E+08		21223417	10-Oct
1061027	22-RAMP	4571	0.019	Anoka	Coon Rapids	D-METRO	Golden Valley	22513313	2.23E+08		22513313	11-Nov

CRASH_ID	CRASH_YEAR	CRASH_DATE	CRASH_HOUR	DIVIDED	DRD	CRASH_SEVERITY	NUMBER_KI	NUMBER_O	MANNER_O	FIRST_HARM	RELATIVE_I	RELATION_T
07	2020	06-Fri	13	Not Applic		Property Damage Only	0	2	Angle	Motor Veh On Roadw		T Intersecti
	2022	03-Tues	12	Not Applic		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		T Intersecti
	2022	02-Mon	16	Not Applic		Possible Injury	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2022	03-Tues	16	South		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Not at Inter
09	2020	01-Sun	06	Not Applic		Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		Four-Way I
	2021	02-Mon	18	East		Property Damage Only	0	3	Front to Re	Motor Veh On Roadw		T Intersecti
09	2021	04-Wed	20	Not Applic		Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		T Intersecti
09	2020	03-Tues	14			Minor Injury	0	1		Pedalcyclis		On Roadw T Intersecti
	2021	03-Tues	18			Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		T Intersecti

CRASH_ID	CRASH_YEAR	CRASH_DATE	CRASH_HOUR	DIVIDED	DRD	CRASH_SEVERITY	NUMBER_KI	NUMBER_O	MANNER_O	FIRST_HARM	RELATIVE_I	RELATION_T
	2021	06-Fri	13	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
03	2020	06-Fri	10	South		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Four-Way I
	2020	03-Tues	14	North		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Intersection
	2022	06-Fri	16	North		Property Damage Only	0	3	Front to Re	Motor Veh On Roadw		Four-Way I
	2022	02-Mon	08			Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		Four-Way I
	2020	01-Sun	12	South		Possible Injury	0	2	Angle	Motor Veh On Roadw		Four-Way I
03	2022	04-Wed	07	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2022	05-Thu	07	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2021	06-Fri	13	Not Applic		Minor Injury	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2022	01-Sun	19			Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2020	04-Wed	04	Not Applic		Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		Four-Way I
	2022	05-Thu	08	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2020	03-Tues	18	Not Applic		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2020	06-Fri	12	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2020	03-Tues	09	East		Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		Four-Way I
	2021	07-Sat	10			Possible Injury	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2022	06-Fri	20	North		Possible Injury	0	2	Other	Motor Veh On Roadw		Four-Way I
	2020	06-Fri	13			Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
05	2022	05-Thu	16	Not Applic		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Four-Way I
	2021	05-Thu	14	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	2022	06-Fri	12	South		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Four-Way I
	2021	04-Wed	12	Not Applic		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I

04		2022 02-Mon	15	Minor Injury	0	3 Front to Re Motor Veh On Roadw	Four-Way I
	23	2020 07-Sat	22 North	Property Damage Only	0	1 Mailboxes/ On Roadw	Not at Inter
09		2021 02-Mon	15 South	Property Damage Only	0	2 Sideswipe - Motor Veh On Roadw	Not at Inter
09		2021 06-Fri	09 Not Applica	Property Damage Only	0	2 Angle Motor Veh On Roadw	Four-Way I
04		2021 05-Thu	12	Property Damage Only	0	2 Sideswipe - Motor Veh On Roadw	Four-Way I
	30	2021 05-Thu	21 Not Applica	Property Damage Only	0	2 Angle Motor Veh On Roadw	Four-Way I
	27	2020 05-Thu	14 West	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Not at Inter
	30	2022 06-Fri	14 West	Property Damage Only	0	2 Angle Motor Veh On Roadw	Not at Inter
09		2021 05-Thu	15 West	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Entrance/E
	10	2021 07-Sat	19 West	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Four-Way I
	28	2021 03-Tues	19 East	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Not at Inter
03		2020 03-Tues	22 East	Property Damage Only	0	2 Sideswipe - Motor Veh On Roadw	Interchang
01		2020 06-Fri	15 West	Possible Injury	0	2 Angle Motor Veh On Roadw	Four-Way I
	31	2021 02-Mon	12 West	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Four-Way I

CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDE	DRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARN	RELATIVE_I	RELATIONT
	24	2022 05-Thu	14 East			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
	17	2020 06-Fri	16 South			Property Damage Only	0	1	Guardrail (I On Should	Not at Inter		
02		2020 01-Sun	14 South			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
05		2021 04-Wed	13 South			Possible Injury	0	3	Front to Re Motor Veh On Roadw	Four-Way I		
	23	2022 06-Fri	14			Possible Injury	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
	31	2022 01-Sun	13			Serious Injury	0	2	Angle Motor Veh On Roadw	Four-Way I		
	15	2021 01-Sun	16 North			Property Damage Only	0	2	Angle Motor Veh On Roadw	Four-Way I		
	31	2022 05-Thu	13 South			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
	24	2021 04-Wed	02 Not Applica			Property Damage Only	0	2	Front to Fri Motor Veh On Roadw	Four-Way I		
	31	2022 02-Mon	15 Not Applica			Property Damage Only	0	2	Rear to Sid Motor Veh On Roadw	Four-Way I		
	14	2022 04-Wed	15 Not Applica			Possible Injury	0	2	Front to Re Motor Veh On Roadw	Entrance/E		
09		2021 04-Wed	12 East			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Intersection		
	30	2022 04-Wed	08 South			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
02		2021 07-Sat	20			Minor Injury	0	2	Angle Motor Veh On Roadw	Entrance/E		
	25	2022 06-Fri	11 East			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Interchang		

LIGHT	CONDI	WEATHER	F WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNIT	TYPE	VEHICLE	TYPE
Daylight	Cloudy			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Angle	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Rear End	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 99TH		040000659	Left Turn	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Rear End	Motor Veh	Passenger		
Dark (Str Li	Snow			Snow	NOT APPLI	(FOLEY BLVI 99TH AVE	†	050002393	Sideswipe Opposing	Motor Veh	Passenger		
Daylight	Cloudy			Dry	NOT APPLI	(99TH AVE NW		050002393	Rear End	Motor Veh	Passenger		
Dark (Str Li	Clear			Dry	NOT APPLI	(99TH AVE NW		050002393	Sideswipe Same Direction	Motor Veh	Passenger		
Daylight	Cloudy			Dry	NOT APPLI	(99TH AVE NW		050002393	Bike	Bicycle			
Daylight	Clear			Dry	NOT APPLI	(99TH AVE † FOLEY BLVI		050002393	Rear End	Motor Veh	Passenger		

LIGHT	CONDI	WEATHER	F WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNIT	TYPE	VEHICLE	TYPE
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Left Turn	Motor Veh	Sport Utilit		
Daylight	Cloudy			Wet	NOT APPLI	(FOLEY BLVD NW		040000659	Rear End	Motor Veh	Sport Utilit		
Daylight	Snow			Slush	NOT APPLI	(FOLEY BLVD NW		040000659	Rear End	Hit-And-Run	Vehicle		
Daylight	Cloudy	Rain		Wet	NOT APPLI	(N/B FOLEY BLVD NW	€	040000659	Rear End	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Sideswipe Same Direction	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Angle	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Other	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Sport Utilit		
Daylight	Snow			Snow	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Left Turn	Motor Veh	Passenger		
Dark (Str Li	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Sport Utilit		
Dark (Str Li	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Sideswipe Opposing	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Passenger		
Dark (Unkn	Rain			Wet	NOT APPLI	(FOLEY BLVD NW		040000659	Left Turn	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Angle	Motor Veh	Sport Utilit		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Sideswipe Same Direction	Motor Veh	Medium /		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Left Turn	Motor Veh	Passenger		
Dark (Str Li	Snow			Snow	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Other	Motor Veh	Other Light		
Daylight	Clear			Slush	NOT APPLI	(FOLEY BLVD NW		040000659	Angle	Motor Veh	Passenger		
Daylight	Cloudy			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Rear End	Hit-And-Ru	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Pickup		
Daylight	Cloudy			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Rear End	Hit-And-Run	Vehicle		
Daylight	Cloudy			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Passenger		

Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD RAMP888	040000659	Rear End	Motor Veh Passenger
Dark (Str Li)	Cloudy	Dry	NOT APPLICABLE	FOLEY BLVD NW	040000659	Single Vehicle Run Off Road	Motor Veh Pickup
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD 101ST AVE	040000659	Sideswipe Same Direction	Motor Veh Passenger
Daylight	Clear	Dry	NOT APPLICABLE	101ST AVE FOLEY BLVD	050002393	Left Turn	Motor Veh Passenger
Daylight	Clear	Dry	NOT APPLICABLE	101ST AVE FOLEY BLVD	050002393	Sideswipe Same Direction	Motor Veh Passenger
Dark (Str Li)	Clear	Slush	NOT APPLICABLE	101ST AVE NW	050002393	Angle	Motor Veh Passenger
Daylight	Clear	Dry	NOT APPLICABLE	101ST AVE NW AT FOLEY	050002393	Rear End	Motor Veh Other Light
Daylight	Clear	Dry	NOT APPLICABLE	101ST AVE NW	050002393	Angle	Motor Veh School Bus
Daylight	Clear	Dry	NOT APPLICABLE	RAMP FROM RAMP TO F	220000659	Rear End	Motor Veh Medium / Heavy
Daylight	Cloudy	Dry	NOT APPLICABLE	WB USTH 10 TO FOLEY	220000659	Rear End	Motor Veh Sport Utility
Dark (Str Li)	Clear	Dry	NOT APPLICABLE	RAMP887	220000659	Rear End	Motor Veh Sport Utility
Dark (Str Li)	Cloudy	Dry	NOT APPLICABLE	RAMP887 FOLEY BLVD	220000659	Sideswipe Same Direction	Hit-And-Run Vehicle
Daylight	Clear	Dry	NOT APPLICABLE	RAMP887	220000659	Angle	Motor Veh Passenger
Daylight	Clear	Dry	NOT APPLICABLE	RAMP888	220000659	Rear End	Motor Veh Passenger

LIGHTCOND	WEATHER	WEATHERS	RDWYSURF	WORKZONE	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPE	VEHICLETYPE
Daylight	Cloudy	Dry	NOT APPLICABLE	EB USTH 10 AT FOLEY	040000659	Rear End			Motor Veh Sport Utility	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD NW	040000659	Single Vehicle Run Off Road			Hit-And-Run Vehicle	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD NW	040000659	Rear End			Motor Veh Passenger	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD RAMP529	040000659	Rear End			Motor Veh Passenger	
Daylight	Cloudy	Dry	NOT APPLICABLE	FOLEY BLVD HWY 10	040000659	Rear End			Motor Veh Sport Utility	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD HIGHWAY	040000659	Angle			Motor Veh Motorcycle	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD NW AT US	040000659	Angle			Motor Veh Pickup	
Daylight	Cloudy	Dry	NOT APPLICABLE	FOLEY BLVD 101ST AVE	040000659	Rear End			Motor Veh Sport Utility	
Dark (Str Li)	Rain	Wet	NOT APPLICABLE	FOLEY BLVD NW	040000659	Head On			Motor Veh Pickup	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD NW	040000659	Other			Motor Veh Passenger	
Daylight	Cloudy	Slush	NOT APPLICABLE	RAMP523 FOLEY BLVD	220000659	Rear End			Motor Veh Sport Utility	
Daylight	Clear	Dry	NOT APPLICABLE	RAMP523	220000659	Rear End			Motor Veh Sport Utility	
Daylight	Sleet, Hail (Snow)	Slush	NOT APPLICABLE	RAMP523	220000659	Rear End			Motor Veh Passenger	
Dark (Str Li)	Cloudy	Dry	NOT APPLICABLE	RAMP523	220000659	Angle			Motor Veh Passenger	
Daylight	Clear	Dry	NOT APPLICABLE	E/B USTH 10@FOLEY	220000659	Rear End			Motor Veh Sport Utility	



DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Southboun	Moving For		38 Female	Apparently	Failure to Yield	Right-of-Way			Two-Way, I	Traffic Con	40	Straight
Northboun	Vehicle Sto		58 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		58 Female	Apparently	Unknown				Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		30 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Not Applic	40	Straight
Southboun	Turning Rig		22 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Eastbound	Vehicle Sto		40 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	30	Straight
Eastbound	Turning Lef		27 Male	Unknown	Unknown				Two-Way, I	Traffic Con	30	Straight
Eastbound	Moving For		25 Male	Apparently	Unknown			Walk/Cycle	Intersection -	Marked Crosswalk		
Eastbound	Moving For		33 Male	Apparently	Unknown				Two-Way, I	Traffic Con	30	Straight

DIRECTION	PRECRASHI	AGEU1	SEXU1	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Northboun	Turning Lef		42 Female	Apparently	Failed to Ke	Failure to Yield	Right-of-Way		Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		69 Male	Apparently	Ran Red	Light			Other	Traffic Con	40	Straight
Northboun	Slowing								Two-Way, I	Traffic Con	40	Straight
Northboun	Moving For		37 Male	Apparently	Improper	Turn/Merge			Two-Way, I	No Control	40	Straight
Northboun	Turning Lef		59 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	45	Straight
Eastbound	Moving For		51 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	35	Straight
Northboun	Turning Lef		21 Male	Apparently	Ran Red	Light			Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		19 Male	Apparently	Driver Dist	Ran Red	Light		Two-Way, I	Traffic Con	45	Straight
Northboun	Moving For		41 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		30 Female	Apparently	Driver Dist	Ran Red	Light		Two-Way, I	Traffic Con	40	Straight
Northboun	Moving For		59 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		19 Male	Apparently	Disregard	Failure to Yield	Right-of-Way		Two-Way, I	Traffic Con	45	Straight
Northboun	Moving For		57 Female	Apparently	Other	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Eastbound	Moving For		30 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	30	Straight
Eastbound	Turning Lef		32 Male	Apparently	Failed to	Keep in Proper	Lane		Other	Traffic Con	40	Straight
Southboun	Turning Lef		83 Female	Apparently	Failure to	Yield Right-of-Way			Two-Way, I	Traffic Con	45	Straight
Westboun	Moving For		27 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	30	Straight
Northboun	Moving For		18 Male	Apparently	Ran Red	Light			Two-Way, I	Traffic Con	40	Straight
Southboun	Moving Forward								Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		36 Male	Apparently	Ran Red	Light			Two-Way, I	Traffic Con	40	Straight
Southboun	Moving Forward								Two-Way, I	Traffic Con	40	Straight
Eastbound	Turning Lef		33 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight

Southbound Moving Forward	24 Male	Apparently Driver Distracted	Two-Way, Left Traffic Control	40 Curve Right
Northbound Moving Forward	30 Male	Has Been Tried Failed to Keep Operated Motor Vehicle: Careless	Two-Way, Left No Control	40 Straight
Southbound Changing Lanes	61 Female	Apparently Unknown	Two-Way, Left No Control	40 Straight
Northbound Turning Left	40 Female	Apparently Failure to Yield Right-of-Way	Two-Way, Left Traffic Control	40 Straight
Eastbound Turning Left	34 Male	Apparently Unknown	Two-Way, Left Traffic Control	40 Straight
Northbound Moving Forward	17 Female	Apparently Swerved or Avoided Due to Wind	Two-Way, Left Traffic Control	40 Straight
Westbound Moving Forward	57 Male	Apparently Following Too Closely	One Way Traffic No Control	45 Straight
Westbound Moving Forward	55 Male	Apparently No Clear Contributing Action	Two-Way, Left No Control	30 Straight
Westbound Moving Forward	35 Male	Apparently Following Too Closely	Two-Way, Left Traffic Control	65 Straight
Westbound Vehicle Stop	34 Female	Apparently No Clear Contributing Action	One Way Traffic Traffic Control	65 Curve Right
Eastbound Vehicle Stop	19 Female	Apparently No Clear Contributing Action	Two-Way, Left Not Applicable	65 Straight
Eastbound Moving Forward			Two-Way, Left Traffic Control	30 Straight
Westbound Moving Forward	58 Female	Apparently No Clear Contributing Action	Two-Way, Left Traffic Control	45 Straight
Southbound Vehicle Stop	42 Female	Apparently No Clear Contributing Action	Two-Way, Left Traffic Control	40 Straight

DIRECTION	PRECASH	AGEU1	SEXU1	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESIG	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Eastbound	Vehicle Stop		58 Male	Apparently No Clear Contributing Action					Two-Way, Left Traffic Control		45	Straight
Unknown	Unknown								Two-Way, Left No Control		40	Straight
Southbound	Turning Right		24 Male	Apparently Following Too Closely					One Way Traffic Yield Sign		65	Curve Right
Southbound	Turning Right		20 Male	Apparently No Clear Contributing Action					Two-Way, Left Traffic Control		40	Curve Right
Northbound	Vehicle Stop		36 Female	Apparently Improper Backing					Two-Way, Left Traffic Control		40	Straight
Northbound	Moving Forward		34 Male	Unknown Ran Red Light					Two-Way, Left Traffic Control		40	Straight
Northbound	Changing Lanes		56 Male	Apparently Operated In Failure to Yield Right-of-Way					Two-Way, Left Traffic Control		35	Straight
Southbound	Vehicle Stop		52 Female	Apparently No Clear Contributing Action					Two-Way, Left Traffic Control		45	Straight
Northbound	Moving Forward		48 Male	Apparently Ran Red Light					Two-Way, Left Traffic Control		40	Straight
Southbound	Changing Lanes		52 Male	Apparently Unknown					Two-Way, Left Traffic Control		45	Straight
Southbound	Vehicle Stop		34 Female	Apparently No Clear Contributing Action					One Way Traffic Yield Sign		40	Curve Right
Eastbound	Moving Forward		27 Male	Apparently Following Too Closely					One Way Traffic Traffic Control		40	Straight
Eastbound	Turning Right		39 Female	Apparently No Clear Contributing Action					Two-Way, Left Traffic Control		40	Straight
Eastbound	Vehicle Stop		40 Male	Apparently Unknown					Two-Way, Left Traffic Control		65	Straight
Eastbound	Vehicle Stop		35 Female	Apparently No Clear Contributing Action					One Way Traffic Yield Sign		65	Straight

GRADEU1	UNITTYPE	VEHICLE	TYPE	DIRECTION	PRECRA	SHI	AGEU2	SEXU2	PHYSICAL	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES
Downhill	Motor Veh	Passenger		Eastbound	Turning	Lef	88	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Pickup		Northboun	Moving	For	36	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Downhill	Motor Veh	Passenger		Northboun	Turning	Lef	33	Male	Apparently	Unknown				Two-Way, I
Downhill	Hit-And-Ru	Passenger		Southboun	Moving	For	37		Unknown	Unknown				Two-Way, I
Downhill	Motor Veh	Sport Utilit		Eastbound	Vehicle	Sto	75	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Sport Utilit		Eastbound	Vehicle	Sto	63	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Hit-And-Run	Vehicle		Eastbound	Turning	Left								Two-Way, I
Level	Hit-And-Run	Vehicle		Eastbound	Turning	Right								Two-Way, I
Level	Motor Veh	Sport Utilit		Eastbound	Vehicle	Sto	42	Male	Apparently No	Clear	Contributing	Action		Two-Way, I

GRADEU1	UNITTYPE	VEHICLE	TYPE	DIRECTION	PRECRA	SHI	AGEU2	SEXU2	PHYSICAL	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES
Level	Motor Veh	Passenger		Southboun	Moving	For	71	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Sport Utilit		Westboun	Moving	For	60	Female	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Pickup		Northboun	Vehicle	Sto	59	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Passenger		Northboun	Moving	For	59	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Passenger		Northboun	Moving	For	40	Female	Apparently	Failed to	Keep in	Proper	Lane	Two-Way, I
Level	Motor Veh	Sport Utilit		Southboun	Moving	For	72	Male	Apparently	Ran	Red	Light		Two-Way, I
Level	Motor Veh	Pickup		Eastbound	Turning	Lef	28	Male	Apparently	Other	Contributing	Action		Two-Way, I
Level	Motor Veh	Pickup		Southboun	Moving	For	40	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Sport Utilit		Southboun	Turning	Lef	28	Female	Apparently	Failure to	Yield	Right-of-Way		Two-Way, I
Uphill	Motor Veh	Passenger		Westboun	Moving	For	49	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Uphill	Motor Veh	Sport Utilit		Eastbound	Turning	Lef	28	Male	Unknown	Disregard	Operated	Motor	Vehicle: Careless	Two-Way, I
Level	Motor Veh	Passenger		Southboun	Moving	For	36	Female	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Passenger		Southboun	Turning	Lef	18	Female	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Passenger		Southboun	Moving	For	39	Female	Apparently	Ran	Red	Light		Two-Way, I
Level	Motor Veh	Pickup		Eastbound	Turning	Lef	61	Male	Apparently No	Clear	Contributing	Action		Other
Level	Motor Veh	Sport Utilit		Northboun	Moving	For	28	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Medium /		Northboun	Moving	For	18	Male	Apparently	Other	Contributing	Action		Two-Way, I
Downhill	Motor Veh	Passenger		Westboun	Turning	Lef	27	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Uphill	Motor Veh	Pickup		Southboun	Vehicle	Sto	53	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Passenger		Eastbound	Turning	Lef	44	Male	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Sport Utilit		Southboun	Moving	For	66	Female	Apparently No	Clear	Contributing	Action		Two-Way, I
Level	Motor Veh	Passenger		Southboun	Moving	For	38	Female	Apparently	Ran	Red	Light		Two-Way, I

Downhill Level	Motor Veh Sport Utilit Southboun Vehicle Sto	74 Male	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Sport Utilit Southboun Moving For	40 Female	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Passenger (Southboun Moving For	55 Female	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Passenger (Eastbound Turning Lef	40 Male	Apparently Unknown	Two-Way, I
Level	Motor Veh Passenger (Eastbound Moving For	39 Male	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Passenger (Westboun Moving For	33 Male	Apparently Operated Motor Vehicle: Careless/Negligent/	One Way T
Level	Motor Veh Passenger (Westboun Moving For	71 Male	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Passenger (Westboun Moving For	30 Male	Apparently No Clear Contributing Action	Two-Way, I
Uphill Level	Motor Veh Passenger (Westboun Moving For	54 Female	Apparently Driver Distracted	One Way T
Level	Hit-And-Run Vehicle Eastbound Moving Forward			Two-Way, I
Uphill Level	Motor Veh Passenger (Eastbound Turning Lef	24 Female	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Sport Utilit Southboun Moving For	44 Female	Apparently Ran Red Light	Two-Way, I
Level	Hit-And-Ru Passenger (Southboun Moving For	29 Male	Apparently Unknown	Two-Way, I

GRADEU1	UNITTYPE	VEHICLE	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESIG
Level	Motor Veh Sport Utilit	Eastbound	Moving For		34	Male	Apparently Following Too Closely					Two-Way, I
Downhill Level	Motor Veh Passenger (	Southboun	Turning Rig		18	Male	Apparently No Clear Contributing Action					One Way T
Level	Motor Veh Sport Utilit	Southboun	Turning Rig		56	Female	Apparently No Clear Contributing Action					Two-Way, I
Level	Motor Veh Passenger (	Northboun	Vehicle Sto		58	Male	Apparently No Clear Contributing Action					Two-Way, I
Uphill Level	Motor Veh Sport Utilit	Eastbound	Turning Lef		40	Male	Apparently No Clear Contributing Action					Two-Way, I
Level	Motor Veh Pickup	Northboun	Moving For		25	Male	Apparently No Clear Contributing Action					Two-Way, I
Uphill Level	Motor Veh Sport Utilit	Southboun	Moving For		20	Female	Apparently Following Too Closely					Two-Way, I
Uphill Level	Motor Veh Pickup	Southboun	Turning Lef		44	Male	Apparently No Clear Contributing Action					Two-Way, I
Level	Motor Veh Passenger (	Southboun	Moving For		52	Female	Apparently Unknown					Two-Way, I
Level	Motor Veh Sport Utilit	Southboun	Turning Rig		63	Female	Apparently No Clear Contributing Action					Two-Way, I
Uphill Level	Motor Veh Passenger (	Eastbound	Moving For		18	Male	Apparently No Clear Contributing Action					One Way T
Level	Motor Veh Sport Utilit	Eastbound	Moving For		44	Female	Apparently Improper Turn/Merge					Two-Way, I
Level	Motor Veh Pickup	Eastbound	Moving For		40	Male	Apparently Unknown					Two-Way, I
Level	Motor Veh Passenger (	Eastbound	Turning Rig		69	Male	Apparently Driver Dist	Following Too Closely				One Way T





NONMOTC NONMOTC RDWYDESI TRAFFICCO SPEEDLIMI ALIGNMEN GRADEU3 UNITTYPEU VEHICLETY DIRECTION PRECRASHI AGEU4 SEXU4

Two-Way, I Traffic Con 30 Straight Level

NONMOTC NONMOTC RDWYDESI TRAFFICCO SPEEDLIMI ALIGNMEN GRADEU3 UNITTYPEU VEHICLETY DIRECTION PRECRASHI AGEU4 SEXU4

ion Two-Way, I No Control 40 Straight Level

Action

Two-Way, 1 Traffic Con

40 Curve Right Downhill

NONMOTC NONMOTC RDWYDESI TRAFFICCO SPEEDLIMI ALIGNMEN GRADEU3 UNITTYPEU VEHICLETY DIRECTION PRECRASHI AGEU4 SEXU4

Two-Way, 1 Traffic Con

40 Curve Right Level



PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES	TRAFFICCO	SPEEDLIM	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										478298.80	4999617.40	45.14971
										478300.41	4999622.10	45.14975
										478301.71	4999626.00	45.14979
										478343.42	4999735.00	45.15077
										478283.19	4999626.00	45.14978
										478283.20	4999626.00	45.14978
										478290.81	4999626.00	45.14978
										478298.25	4999626.00	45.14978
										478301.27	4999626.00	45.14979

PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES	TRAFFICCO	SPEEDLIM	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										478436.05	4999948.60	45.15269
										478470.12	4999989.10	45.15306
										478484.21	5000022.20	45.15336
										478483.57	5000059.90	45.15337
										478493.49	5000083.10	45.15391
										478494.77	5000085.60	45.15393
										478495.29	5000086.60	45.15394
										478508.25	5000078.80	45.15387
										478508.48	5000079.50	45.15387
										478496.71	5000089.30	45.15396
										478498.41	5000092.60	45.15399
										478509.54	5000082.60	45.1539
										478499.05	5000094.10	45.15401
										478499.28	5000095.20	45.15401
										478499.66	5000096.90	45.15403
										478511.26	5000087.60	45.15395
										478511.49	5000088.30	45.15395
										478511.95	5000090.00	45.15397
										478500.28	5000099.80	45.15406
										478512.76	5000093.00	45.154
										478503.40	5000114.30	45.15419
										478493.49	5000083.10	45.15391

478504.18	5000117.9	45.15422
478521.41	5000125.2	45.15429
478508.34	5000137.2	45.15439
478499.13	5000093.5	45.154
478498.09	5000081.2	45.15389
478509.79	5000089.0	45.15396
478556.71	5000069.3	45.15378
478596.15	5000046.7	45.15358
478458.45	5000095.2	45.15401
478459.04	5000095.0	45.15401
478480.95	5000087.4	45.15394
478484.73	5000086.1	45.15393
478493.30	5000083.2	45.15391
478498.94	5000093.6	45.154

PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										478355.60	4999764.4	45.15103
										478356.51	4999766.5	45.15105
										478358.56	4999771.5	45.15111
										478360.00	4999775.0	45.15113
										478378.35	4999774.6	45.15113
										478382.14	4999783.0	45.15112
										478395.62	4999855.4	45.15185
										478401.43	4999868.5	45.15197
										478415.15	4999860.4	45.15119
										478431.60	4999938.2	45.1526
										478326.38	4999805.5	45.15114
										478334.06	4999802.5	45.15138
										478352.35	4999795.3	45.15131
										478364.13	4999790.8	45.15127
										478343.22	4999809.5	45.15144

LONGITUDE	CRASH_DATE	STATUS	STATUS_NAME	AGENCY_CODE	AGENCY_NAME	NARRATIVE
-93.2761	#####	Accepted	Reportable	Coon Raptic Police	***THIS	
-93.276	#####	Accepted	Reportable	Coon Raptic Police	*****LOC	
-93.276	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	
-93.2755	#####	Accepted	Reportable	Coon Raptic Police	***THIS	
-93.2763	#####	Accepted	Reportable	Coon Raptic Police	DRIVER 1	
-93.2763	#####	Accepted	Reportable	Coon Raptic Police	I WAS	
-93.2762	#####	Accepted	Reportable	Coon Raptic Police	DRIVER #1 REQUESTED A PHONE CALL REGARDING A HIT AND RUN CRASH WHICH	
-93.2761	#####	Accepted	Reportable	Coon Raptic Police	BICYCLE 1	
-93.276	#####	Accepted	Reportable	Coon Raptic Police	DRIVER	

LONGITUDE	CRASH_DATE	STATUS	STATUS_NAME	AGENCY_CODE	AGENCY_NAME	NARRATIVE
-93.2743	#####	Accepted	Reportable	Coon Raptic Police	FOLEY	
-93.2739	#####	Accepted	Reportable	Coon Raptic Police	LOCATION	
-93.2737	#####	Accepted	Reportable	Coon Raptic Police	***THIS	
-93.2737	#####	Accepted	Reportable	MN State P State Patrol	Unit one,	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	I WAS	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	DRIVER	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	D-1 SB FOLEY AT INTERSECTION OF 101ST AVE. D-2 TURNING LEFT ONTO FOLEY	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	VEHICLE #	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	OFC	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	OFFICER	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	VEHICLE #	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	ACCIDENT	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	Veh 1 and	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	VEHICLE	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	I, OFFICER	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	D1 SAID	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	UNIT #1	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	Veh 1 and	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	

-93.2735	#####	Accepted	Reportable Coon Raptic Police	#3 WAS
-93.2733	#####	Accepted	Reportable Coon Raptic Police	UNIT 1 NB
-93.2734	#####	Accepted	Reportable Coon Raptic Police	DRIVER
-93.2735	#####	Accepted	Reportable Coon Raptic Police	***ACCID
-93.2736	#####	Accepted	Reportable Coon Raptic Police	DISPATCH
-93.2734	#####	Accepted	Reportable Coon Raptic Police	**ACCIDE
-93.2728	#####	Accepted	Reportable MN State P State Patro	Westbound
-93.2723	#####	Accepted	Reportable Coon Raptic Police	DISPATCH
-93.2741	#####	Accepted	Reportable MN State P State Patro	Crash occurred on the ramp from USTH 10 westbound to Foley Blvd. Vehicle two
-93.2741	#####	Accepted	Reportable MN State P State Patro	BOTH
-93.2738	#####	Accepted	Reportable Coon Raptic Police	RAMP
-93.2737	#####	Accepted	Reportable Coon Raptic Police	UNIT#2
-93.2736	#####	Accepted	Reportable Coon Raptic Police	INDEPENDENT WITNESS REPORTED WATCHING LISA RUN A RED LIGHT. FADUMA
-93.2735	#####	Accepted	Reportable Coon Raptic Police	I WAS

LONGITUDE	CRASH_DATE	STATUS	STATUS_N(AGENCY_O	AGENCY_O	NARRATIVE
-93.2754	#####	Accepted	Reportable MN State P State Patro	Eastbound	
-93.2753	#####	Accepted	Reportable Coon Raptic Police	PASSERBY REPORTED A GUARD RAIL IN THE ROADWAY NEAR FOLEY BLVD AND F	
-93.2753	#####	Accepted	Reportable Coon Raptic Police	Veh 1 and	
-93.2753	#####	Accepted	Reportable Coon Raptic Police	SOUTHBO	
-93.2751	#####	Accepted	Reportable Coon Raptic Police	Veh 1 and	
-93.275	#####	Accepted	Reportable Coon Raptic Police	UNIT 1	
-93.2748	#####	Accepted	Reportable MN State P State Patro	Foley	
-93.2748	#####	Accepted	Reportable Coon Raptic Police	D-1 STOPPED AT RED LIGHT 101ST AVE AND FOLEY. D-2 BEHIND D-1. D-2 SAW TF	
-93.2746	#####	Accepted	Reportable Coon Raptic Police	DRIVER #1 SAID HE WAS DRIVING NB FOLEY BLVD AND FAILED TO STOP AT THE F	
-93.2744	#####	Accepted	Reportable Coon Raptic Police	THE	
-93.2757	#####	Accepted	Reportable Coon Raptic Police	UNIT #1 WAS EXITING HIGHWAY 10 ON TO SOUTHBOUND FOLEY BLVD NW. UNI	
-93.2756	#####	Accepted	Reportable MN State P State Patro	AT THE	
-93.2754	#####	Accepted	Reportable Coon Raptic Police	*****LOC	
-93.2752	#####	Accepted	Reportable Coon Raptic Police	UNIT 1	
-93.2755	#####	Accepted	Reportable MN State P State Patro	E/B USTH	

WH OCCURED YESTERDAY. DRIVER #1 SAID HE WAS EB 99TH AVE AT FOLEY BLVD (AT THE TRAFFIC LIGHT). DRIVER #1 SAID HE WAS MAKING A LEFT TUR

ON GREEN LIGHT. D-1 RAN RED LIGHT AND STRUCK D-2. D-2 CITED FOR RED LIGHT. D-2 CITED FOR CANCELED DL.

began to turn to go westbound off the ramp. Unit one was driving behind unit two also attempting to go westbound. Unit one failed to apply brakes

WAS TRAVELING THROUGH A GREEN LIGHT AND MADE CONTACT WITH LISA. LISA SAID TO OFFICER PLATZ; I MUST HAVE RUN THE LIGHT. LISA CITED

HIGHWAY 10 NW. I ARRIVED AND FOUND THE GUARDRAIL AND TWO SIGNS HAD BEEN CRASHED INTO BY A VEHICLE. I OBSERVED ONE SET OF VEHICLE

RAFFIC START TO MOVE AND STARTED TO PULL FORWARD. D-2 PULLED FORWARD TOO FAST AND REAR ENDED D-1.

RED LIGHT, CRASHING INTO UNIT #2. DRIVER #2 SAID HE WAS MAKING A LEFT TURN FROM SB FOLEY TO EB HIGHWAY 47 WHEN UNIT #1 CRASHED IN

T #1 WAS YIELDING TO TURN SOUTHBOUND FOLEY BLVD FROM THE EXIT RAMP. UNIT #2 WAS BEHIND UNIT #1 ALSO WAITING TO TURN SOUTHBOUN

IN WHEN ANOTHER UNKNOWN VEHICLE (UNIT #2) PASSED HIM ON THE RIGHT, BUT ALSO MAKING A LEFT TURN. DRIVER #1 SAID HE CRASHED INTO T

in time and crashed into the rear of unit two. Unit one stated they thought unit two was about to about to make the turn. 670

FOR FAILURE TO DRIVE WITH DUE CARE. DAVID SAW THE CRASH BUT DID NOT SEE THE CAUSE.

TRACKS LEADING TO THE PARKING LOT BELOW NEAR STARBUCKS AND SOME VEHICLE PARTS LEFT BEHIND. I PATROLLED THE AREA, BUT WAS UTL A

TO HIM. DRIVER #2 SAID DRIVER #1 RAN THE RED LIGHT. DRIVER #2 SAID HE HAD A GREEN LIGHT.

ND ON TO FOLEY BLVD. UNIT #2 STRUCK UNIT #1 IN THE REAR. MINOR INJURIES, VERY MINOR DAMAGES, NO TOWS.



THE DRIVER'S DOOR OF UNIT #2 AND THE VEHICLE FLED THE SCENE. DRIVER #1 SAID HE HAS DAMAGE TO HIS FRONT PASSENGER SIDE BUMPER. DRIVE

VEHICLE. NO IDENTIFYING FEATURES LEFT BEHIND AT THE SCENE. YELLOW NOTICE LEFT AT THE SCENE. NO FURTHER ACTION

DR #1 SAID UNIT #2 SHOULD HAVE DAMAGE TO THE DRIVER'S DOOR. DRIVER #1 DESCRIPTION DRIVER #2 HAS A BLACK MALE IN HIS 20'S. NO VEHICLE



INFO FOR UNIT #2. NO VIDEO FOOTAGE. NO REPORTED INJURIES. DRIVER #1 SAID HE BELIEVES DRIVER #2 WAS COMING FROM THE MOVIE THEATER



NEARBY. DRIVER #1 SAID HE WAS ALSO AT THE THEATER. DRIVER #1 DENIED HAVING ANY ROAD RAGE ISSUES. DRIVER #1 SAID HE BELIEVES DRIVER #





12 LOST HIS PATIENTS TO MAKE THE LEFT HAND TURN ONTO FOLEY BLVD AND TRIED TO PASS HIM. NO FURTHER ACTION.





# Anoka County

## TRANSPORTATION DIVISION

Highway

Joseph J. MacPherson, P.E.  
County Engineer

October 19, 2023

Mr. Jim Hovland, Chair  
Metropolitan Council, Transportation Advisory Board  
390 North Robert Street  
St. Paul, MN 55101

Subject: Letter of Support for TH 610 and CSAH 1 Interchange Improvements  
Coon Rapids, MN

Dear Mr. Hovland and Board Members;

We support the City of Coon Rapids' application for Federal Highway Administration (FHWA) funding to convert the TH 610 and CSAH 1 (East River Rd) interchange to a full access interchange. Currently, the interchange provides access to East River Road from eastbound TH 610 and provides access to westbound TH 610 from East River Road. The proposed project will provide access to eastbound TH 610 from East River Road and provide access to East River Road from westbound TH 610.

The proposed conversion to full access will significantly shorten existing access routes to businesses, retail centers and residential developments. Additionally, providing full access will help with overall traffic mobility to and from the TH 610 corridor, as well as on the local roadway networks.

We strongly support the City of Coon Rapids in their application for this important funding.

Sincerely,

Joe MacPherson, P.E.  
County Engineer

cc: Tim Himmer, Coon Rapids Public Works Director  
Mark Hansen, Coon Rapids City Engineer  
Jerry Auge, Assistant County Engineer  
Jack Forslund, Anoka County Transportation Planner

**Our Passion Is Your Safe Way Home**

1440 Bunker Lake Boulevard N.W. ▲ Andover, MN 55304-4005  
Office: 763-324-3100 ▲ Fax: 763-324-3020 ▲ [www.anokacounty.us/highway](http://www.anokacounty.us/highway)

**Affirmative Action / Equal Opportunity Employer**

11/29/2023

Mark Hansen, PE  
City Engineer  
City of Coon Rapids  
1831 111th Avenue NW  
Coon Rapids, MN 55433

**Re: MnDOT Letter for the City of Coon Rapids  
Metropolitan Council/Transportation Advisory Board 2024 Regional Solicitation Funding  
Request for the TH 610 and East River Road Project.**

Dear Mark Hansen,

This letter documents MnDOT Metro District's recognition for Coon Rapids to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2024 Regional Solicitation for the TH 610 and East River Road Project.

The proposed project will add ramp access at East River Road and 610 and construct bridges and a ramp system that adds an eastbound on ramp, and a westbound off ramp to the 610 and East River Road interchange. As the agency with jurisdiction over TH 610, MnDOT will allow the City of Coon Rapids to seek improvements proposed in the application. If funded, details of how the project is delivered and any future maintenance agreement with the City will need to be determined during the project's development to define how the improvements will be maintained for the project's useful life.

MnDOT does not anticipate partnering on local projects beyond current agreements. If your project receives funding, continue to work with MnDOT Area staff to coordinate and review needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with the City of Coon Rapids as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at [Molly.McCartney@state.mn.us](mailto:Molly.McCartney@state.mn.us) or 651-775-0326.

Sincerely,

Sheila Kauppi, PE  
Metro District Engineer

CC:

Molly McCartney, North Area Manager

Aaron Tag, Metro Program Director

Dan Erickson, Metro State Aid Engineer





# City of Coon Rapids ADA Transition Plan



**Adopted by the Coon Rapids City Council  
March 6, 2018**



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## Introduction

### Transition Plan Need and Purpose

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. ADA consists of five titles outlining protections in the following areas:

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

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

As required by Title II of [ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150](#), the City of Coon Rapids has conducted a self-evaluation of its facilities within public rights of way and has developed this Transition Plan detailing how the organization will ensure that all of those facilities are accessible to all individuals.

### ADA and its Relationship to Other Laws

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

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

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

## Agency Requirements

Under Title II, the City of Coon Rapids must meet these general requirements:

- Must operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities [[28 C.F.R. Sec. 35.150](#)].
- May not refuse to allow a person with a disability to participate in a service, program or activity simply because the person has a disability [[28 C.F.R. Sec. 35.130 \(a\)](#)].
- Must make reasonable modifications in policies, practices and procedures that deny equal access to individuals with disabilities unless a fundamental alteration in the program would result [[28 C.F.R. Sec. 35.130\(b\) \(7\)](#)].
- May not provide services or benefits to individuals with disabilities through programs that are separate or different unless the separate or different measures are necessary to ensure that benefits and services are equally effective [[28 C.F.R. Sec. 35.130\(b\)\(iv\) & \(d\)](#)].
- Must take appropriate steps to ensure that communications with applicants, participants and members of the public with disabilities are as effective as communications with others [[29 C.F.R. Sec. 35.160\(a\)](#)].
- Must designate at least one responsible employee to coordinate ADA compliance [[28 CFR Sec. 35.107\(a\)](#)]. This person is often referred to as the "ADA Coordinator." The public entity must provide the ADA coordinator's name, office address, and telephone number to all interested individuals [[28 CFR Sec. 35.107\(a\)](#)].
- Must provide notice of ADA requirements. All public entities, regardless of size, must provide information about the rights and protections of Title II to applicants, participants, beneficiaries, employees, and other interested persons [[28 CFR Sec. 35.106](#)]. The notice must include the identification of the employee serving as the ADA coordinator and must provide this information on an ongoing basis [[28 CFR Sec. 104.8\(a\)](#)].
- Must establish a grievance procedure. Public entities must adopt and publish grievance procedures providing for prompt and equitable resolution of complaints [[28 CFR Sec. 35.107\(b\)](#)]. This requirement provides for a timely resolution of all problems or conflicts related to ADA compliance before they escalate to litigation and/or the federal complaint process.

**This document has been created to specifically cover accessibility within the public rights of way and does not include information on City of Coon Rapids programs, practices, or building facilities not related to public rights of way.**

## Self-Evaluation

### Overview

The City of Coon Rapids (City) is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure policies, practices, and programs. This self-evaluation will identify what policies and practices impact accessibility and examine how the City implements these policies. The goal of the self-evaluation is to verify that, in implementing the City policies and practices, the department is providing accessibility and not adversely affecting the full participation of individuals with disabilities.

The self-evaluation also examines the condition of the City Pedestrian Circulation Route/Pedestrian Access Route (PCR/PAR) and identifies potential need for PCR/PAR infrastructure improvements. This includes the sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities that are located within the City's rights of way, but does not include any sidewalks, curb ramps, bicycle/pedestrian trails, traffic control signals and transit facilities under the jurisdiction of Anoka County or the Minnesota Department of Transportation. Any barriers to accessibility identified in the self-evaluation and the remedy to the identified barrier are set out in this transition plan.

### Summary

In 2017, the City conducted an inventory of pedestrian facilities within its public right-of-way consisting of the evaluation of the following:

- 94.3 miles of sidewalks
- 1,192 curb ramps
- 60 miles of trails
- 81 traffic control signals
- 333 bus stops

A detailed evaluation on how these facilities relate to ADA standards is found in Appendix A and will be updated periodically.

## Policies and Practices

### Previous Practices

Since the adoption of the ADA, the City has provided accessible pedestrian features as part of City capital improvement projects. As additional information was made available regarding methods to provide accessible pedestrian features, the City updated their procedures to accommodate these methods.

### Policy

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

The City will consider and respond to all accessibility improvement requests. All accessibility improvements that have been deemed reasonable will be scheduled consistent with transportation project priorities. The City will coordinate with external agencies to ensure that all new or altered pedestrian facilities within the City's jurisdiction are ADA compliant to the maximum extent feasible.

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

Requests for accessibility improvements can be submitted to the ADA Coordinator. Contact information for this individual is located in Appendix E.

## Improvement Schedule

### Priority Areas

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

- Mercy Hospital; Port Medical Area
- Schools; Anoka Ramsey Community College; Parks
- Coon Rapids Ice Center; Boulevard Plaza; City Hall; Transit Corridors

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

## External Agency Coordination

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

## Schedule

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

- After 30 years, 80% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.

## ADA Coordinator

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

## Implementation Schedule

### Methodology

The City will utilize two methods for upgrading pedestrian facilities to current ADA standards. The first and most comprehensive of the two methods is scheduled street and utility improvement projects. All pedestrian facilities impacted by these projects will be upgraded to current ADA accessibility standards. The second method is stand-alone sidewalk and ADA accessibility improvement projects. These projects will be incorporated on a case by case basis as determined by City staff. Every five years, the City evaluates all roads under the City's jurisdiction and a 5-year street reconstruction plan is developed, which includes a schedule for specific improvements. During that 5-year period, roads that were planned to be reconstructed may be rescheduled or removed from the 5-year plan and other roads may be added. This is due to potential needs in other areas or budgetary constraints in any given year.

## Public Outreach

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

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

Engineering staff met with the City Safety Commission in November 2016 and February 2017 to identify recommended high-priority projects the City should focus on. With that information in mind, the City held a public open house meeting on April 13, 2017. The purpose of the open house was to gain feedback on the draft ADA plan from the public, determine potential improvements to enhance ADA compliance efforts, and establish how the public believes the City should focus its efforts.

The City publishes quarterly newsletters which are distributed to all residents and businesses within the City. The spring 2017 newsletter announced the public meeting and invited residents to participate. On April 14, 2017, CTN Studios (the City's cable news program provider) broadcast a segment to explain what the ADA Transition Plan is, the City's efforts thus far, and to contact the Engineering department with any questions or comments.

This document was also made available for public comment. A summary of public outreach efforts is located in Appendix C.

## **Grievance Procedure**

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

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

## **Monitor the Progress**

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

## **Appendices**

**A. Self-Evaluation Results**

**B. Schedule / Budget Information**

**C. Public Outreach**

**D. Grievance Procedure**

**E. Contact Information**

**F. Agency ADA Design Standards and Procedures**

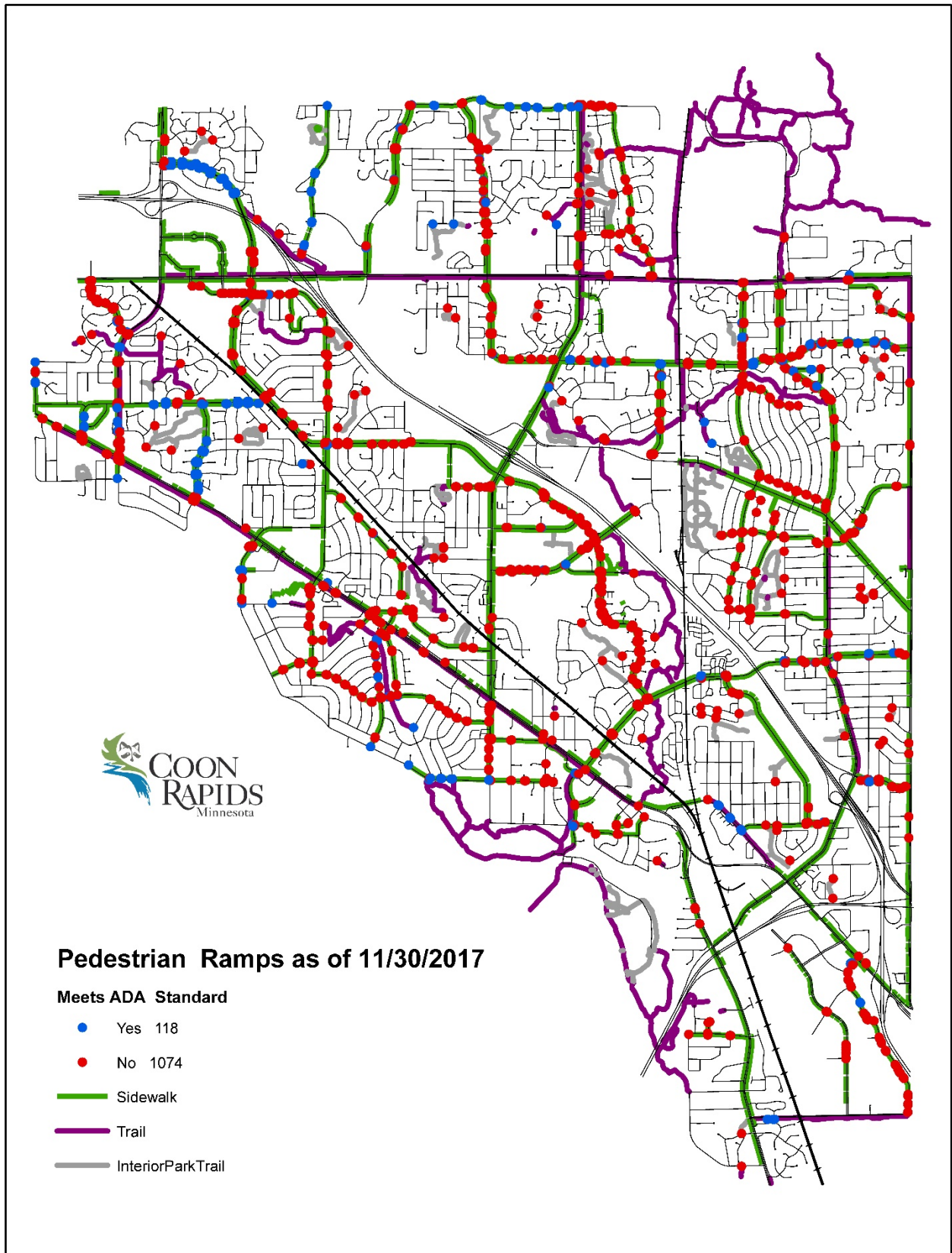
**G. Glossary of Terms**



## Appendix A – Self-Evaluation Results

This initial self-evaluation of pedestrian facilities yielded the following results:

- 80% of sidewalks met accessibility criteria
- 10% of curb ramps met accessibility criteria
- 55% intersections did not have any curb ramps (due to no sidewalks or trails at those intersections)
- 80% of trails met accessibility criteria
- 100% of traffic control signals had push buttons that are accessible, or had the pedestrian indications on recall
- 0% of traffic control signals had APS
- 0% of bus stops met accessibility criteria
- 0% of bus stops had amenities that met accessibility criteria



## Appendix B – Schedule / Budget Information

### Cost Information

#### Unit Prices

Construction costs for upgrading facilities can vary depending on each individual improvement and conditions of each site. Costs can also vary on the type and size of project the improvements are associated with. Listed below are representative 2017 cost estimates for typical accessibility improvements based on whether the improvements are included as part of a retrofit-type project, or as part of a larger comprehensive capital improvement project.

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

Intersection corner ADA improvement as part of adjacent capital project: +/- \$2,600 per corner

Traffic control signal APS upgrade retrofit: +/- \$16,000

Traffic control signal APS upgrade as part of full traffic control signal installation: +/- \$12,000

Sidewalk / Trail ADA improvement retrofit: +/- \$5.50 per SF

Sidewalk / Trail ADA improvement as part of adjacent capital project: +/- \$4.00 per SF

Bus Stop ADA improvement retrofit: +/- \$400 per stop

Bus Stop ADA improvement as part of adjacent capital project: +/- \$250 per stop

#### Priority Areas

Based on the results of the self-evaluation, the estimated costs associated with eliminating accessibility barriers within the targeted priority areas is as follows:

- Mercy Hospital; Port Medical Area - \$500,000
- Schools; Anoka Ramsey Community College - \$750,000
- Coon Rapids Ice Center; Boulevard Plaza; City Hall - \$500,000

#### Entire Jurisdiction

Based on the results of the self-evaluation, the estimated costs associated with providing ADA accessibility within the entire jurisdiction is \$9,500,000. This amount represents a significant investment that the City is committed to making in the upcoming years. A systematic approach to providing accessibility will be taken in order to absorb the cost into the City budget for improvements within the public right-of-way.

## Appendix C – Public Outreach

### Safety Commission Survey Summary:

**Safety Commission ADA Transition Plan Ranking Form**

*Please numerically rank the following items in regards to the City of Coon Rapids ADA Transition Plan  
Rank items with 1 being considered the most important*

1. ADA Priority Item for Transition Plan to Address
  - 2 Pedestrian Curb Ramps
  - 4 Traffic Control Signals - Accessible Pedestrian Signals
  - 1 Sidewalk and Trail Slope Improvements
  - 3 Bus Stops
  - Other \_\_\_\_\_
  
2. What issue is most important to address with Pedestrian Curb Ramps?
  - 2 Slopes (not too steep)
  - 3 Detectable Warnings (Truncated Domes) Installed
  - 1 Ramps are Installed at Correct Locations
  - 4 Drainage (no water ponding in front of ramp)
  - Other \_\_\_\_\_
  
3. What issue is most important to address with Traffic Control Signals?
  - 1 Installed at all locations where pedestrians cross traffic
  - 3 Provide push button with accessible surface
  - 2 Provide push button with verbal messages/audible tones and accessible surface
  - 4 Provide push button with vibrating surfaces and accessible surface
  - Other \_\_\_\_\_
  
4. What issue is most important to address with Bus Stops?
  - 2 Installed at proper locations
  - 1 Layout of stop is ADA compliant
  - Both \_\_\_\_\_
  - Other \_\_\_\_\_
  
5. What areas should be considered priorities for the transition plan to address?
  - 3 Areas close to schools
  - 1 Areas close to medical facilities
  - 2 Areas close to government offices
  - Other \_\_\_\_\_
  
6. What specific areas in Coon Rapids should be considered a priority for the transition plan to address?
 

CR Blvd and Mississipp. Blvd intersection

\_\_\_\_\_

\_\_\_\_\_
  
7. What schedule most close aligns with your beliefs on how the City of Coon Rapids should reach full ADA compliance?
  - 1 After 20 years, 100% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.
  - 2 After 25 years, 100% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.
  - 3 After 30 years, 100% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.
  - 4 After 40 years, 100% of accessibility features within the jurisdiction of Coon Rapids would be ADA compliant.
  - Other \_\_\_\_\_

(This form was presented to and filled out by the City’s Safety Commission. The responses were averaged and are shown above.)

**Spring 2017 Newsletter:**

*City News*

SPRING 2017 NEWSLETTER

**Public Meeting  
for ADA Transition  
Planning**

The City is hosting a public meeting to discuss the City of Coon Rapids ADA Transition Plan. Residents interested in this topic are invited to attend an open house style event.

**Thursday, April 13  
4:30 to 7 p.m.**

**Coon Rapids Civic Center – Civic Room A  
11155 Robinson Drive**

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of the ADA pertains to programs, activities and services public entities provide. As a provider of public transportation services and programs, local agencies must comply with this section of the Act as it specifically applies to local public service agencies and local transportation agencies. The City of Coon Rapids must adopt an ADA Transition plan in order to receive federal funding for transportation projects in the future. The transition plan involves the City self-evaluating facilities within public rights of way and detailing how the City will ensure that all of the facilities are accessible to individuals. This involves things such as pedestrian curb ramps, traffic control signals, sidewalk and slope improvements and bus stops. Priority areas are determined based on proximity to schools, medical facilities, government offices and through public feedback. The City will eventually present a final plan for adoption by the City Council in late 2017.



**Public Works Open  
House Event**

**Saturday, May 13 • 10 a.m. - noon  
1831 – 111th Ave. NW**

Take a tour of the Public Works facility and check out snowplows, tractors and other "big rigs." Learn about the Recycling Center and other services.

Free event! Perfect for the kids!  
Questions? Call 763-767-6462.

**Hanson Boulevard Overpass Update**

City and County officials continue to advocate for state funding of the Hanson Boulevard grade separation (overpass). The grade separation will improve safety by separating vehicle and rail traffic, reduce vehicle delays due to blocked crossings, improve response time for emergency vehicles and improve safety and mobility for pedestrians and bicyclists.

State funding, in the amount of \$11.9 million is currently in the 2017 Omnibus Bonding Bill, but as of the time of this publication, no final bonding package has been decided at the State Legislature.

The total project cost is \$25.2 million, which will be paid for through state funding and through partnership funding from CTIB (Counties Transit Improvement Board, 30%), Anoka County (10%), the City of Coon Rapids (5%) and Burlington Northern Santa Fe railway (5%).

The Hanson Boulevard grade separation was the number one funding priority for the Minnesota Department of Transportation (MnDOT) due to safety concerns, along with rail improvements in Moorhead and Red Wing-Sturgeon Lake Road at Prairie Island. The Hanson Boulevard crossing has one of the highest exposure

rates (high potential for crashes to occur) in the state due to high traffic volumes competing with the high volume of trains. Staged trains frequently block the crossing for 6-8 minutes (best case scenario) to 25 minutes or more at a time, which is having a negative impact on public safety response. The Hanson Boulevard crossing is part of the busiest segment of rail line in the state, with an average of 81 trains a day.



**Last Year for Sanitary  
Sewer Lining**

As part of maintaining the underground sewer system, the City is continuing to line (and complete) clay sewer pipes with epoxy resin. This process involves using high pressure hot water to cure the epoxy resin in place, which creates a new inner pipe within the existing clay pipe. The process is long-lasting and does not require the streets to be torn up which is a huge bonus! Nearly seven miles of pipe will be lined this year, which will complete this process that has been on-going since 2008.

Clay pipe can cause problems because tree roots often grow into the pipe. These roots can grow large enough to stop water flow, which can sometimes lead to sewer backups.

Tree roots cannot grow into the epoxy resin lined pipes.

**2017 Hydrant  
Flushing**

Starting April 10, the City's utility crews will begin flushing more than 1600 fire hydrants in the city, mainly east of highway 10. The process is part of a routine maintenance program necessary to maintain the water system and remove sediment from the lines. This allows us to continue to deliver the highest quality water possible to our residents. If crews are working in your neighborhood, you may experience some water discoloration, but this does not affect the safety of the water. It's best to avoid doing laundry until the discoloration has disappeared. To see a map of the exact area, visit the City's website.

**What to do if you  
have a sewer  
backup**

**Call the City: 763-767-6462**

Crews will come out and see if there is a problem with the City's main line. Do this before you call your own service company. Also call the City if you are having your sewer line cleaned. This will help our crews be prepared for any tree roots or other debris that may clog the City's main lines.

**Street Sweeping  
and Repair**

City crews will be out sweeping streets soon. Crews focus on main streets first, then neighborhoods. Please do not put grass or leaves in the street.

Also, please keep your garbage and recycling cans out of the street. Instead, place them on your driveway, behind the curb. *Thanks for your help!*

Crews are also out filling pot holes on City streets.

## Appendix D – Grievance Procedure

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

### Public Notice

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990, the City of Coon Rapids will not discriminate against qualified individuals with disabilities on the basis of disability in the City of Coon Rapids services, programs, or activities.

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

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

**Modifications to Policies and Procedures:** The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, even where pets are generally prohibited.

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

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

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

## Grievance Form Instructions

### City of Coon Rapids

### Grievance Procedure under the Americans with Disabilities Act

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

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

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

Joan Lenzmeier  
ADA Coordinator/City Clerk  
JLenzmeier@coonrapidsmn.gov

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

If the response by the ADA Coordinator or his/her his designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the City Manager or his/her designee.

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

All written complaints received by the ADA Coordinator or his/her designee, appeals to the City Manager or his/her designee, and responses from these two offices will be retained by the City for at least three years.

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

## Internet

Visit the City website [www.coonrapidsmn.gov](http://www.coonrapidsmn.gov) and click the “ADA” link to access the ADA Grievance Form. Fill in the form online and click “submit.” A copy of The ADA Grievance Form is included in this Appendix.

## Telephone

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

## Paper Submittal

Contact the pertinent City staff person listed in the **Contact Information** section of Appendix E to request a paper copy of the City’s grievance form, complete the form, and submit it to the ADA Coordinator.

The ADA Grievance Form requires the following information:

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

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

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

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

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

The City will document each resolution of a filed grievance and retain such documentation in the department’s ADA Grievance File for a period of three years.



The City will consider all specific grievances within its particular context or setting.

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

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

## **File Maintenance**

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

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

For more information, contact:

U.S. Department of Justice  
Civil Rights Division  
950 Pennsylvania Avenue, NW  
Disability Rights Section - NYAV  
Washington, D.C. 20530

[www.ada.gov](http://www.ada.gov)

(800) 514-0301 (voice – toll free)

(800) 514-0383 (TTY)

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

**Grievance Form (Available online at [www.coonrapidsmn.gov](http://www.coonrapidsmn.gov) or at City Hall):**



11155 Robinson Drive NW, Coon Rapids, MN 55433  
Web: [coonrapidsmn.gov](http://coonrapidsmn.gov) Phone: 763-755-2880

**Americans with Disabilities Act Title II Grievance Form**

Today's Date: \_\_\_\_\_

Complainant Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone and email: \_\_\_\_\_

**Individual discriminated against (if other than complainant):**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone and email: \_\_\_\_\_

**Alleged violation:** Date(s) of occurrence: \_\_\_\_\_

Describe violation and City Department involved: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

What efforts have been made to resolve this complaint using the internal grievance procedures of the City Department?

\_\_\_\_\_

\_\_\_\_\_

If you have documentation, copies would be helpful. Examples are letters, email messages, written notes, etc.

**Has complaint been filed with State or Federal Agency?** Yes \_\_\_\_\_ No \_\_\_\_\_

Name of Agency: \_\_\_\_\_ Date Filed: \_\_\_\_\_

Contact Person: \_\_\_\_\_

**TENNESSEN WARNING**

*The data you supply on this form will be used to process the ADA grievance you are submitting. You are not legally required to provide this data, but we will not be able to process the ADA grievance without it. The data will constitute a public record if and when the ADA grievance is submitted.*

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

*Please attach additional pages if you need more room.*

**Community strength...** for generations

## **Appendix E – Contact Information**

### **ADA Title II Coordinator**

Name: Joan Lenzmeier

Address: 11155 Robinson Drive, Coon Rapids, MN 55433

Phone: 763-767-6493

Fax: 763-767-6531

E-mail: [JLenzmeier@coonrapidsmn.gov](mailto:JLenzmeier@coonrapidsmn.gov)

### **Public Right-of-Way ADA Implementation Coordinator**

Name: Tim Himmer

Address: 11155 Robinson Drive, Coon Rapids, MN 55433

Phone: 763-767-6465

Fax: 763-767-6573

E-mail: [THimmer@coonrapidsmn.gov](mailto:THimmer@coonrapidsmn.gov)

## Appendix F – City of Coon Rapids ADA Procedures & Standards

### Design Procedures

#### Intersection Corners

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

#### Sidewalks / Trails

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

#### Traffic Control Signals

Every attempt shall be made to construct or upgrade traffic control signals to achieve ADA compliance within all capital improvement projects. There may be limitations which make it technically infeasible to achieve full accessibility to individual traffic control signal locations within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into future work. Regardless of whether full compliance can be achieved or not, each traffic signal control location shall be made as compliant as possible in accordance with the judgment of City of Coon Rapids or Anoka County staff.

#### Bus Stops

Every attempt shall be made to construct or upgrade bus stops to achieve ADA compliance within all capital improvement projects. There may be limitations which make it technically infeasible to achieve full accessibility to individual bus stop locations within the scope of any project. Those limitations will be noted and those locations will remain on the transition plan. As future projects or opportunities arise, those locations shall continue to be incorporated into

future work. Regardless of whether full compliance can be achieved or not, each bus stop location shall be made as compliant as possible in accordance with the judgment of City or Metro Transit staff. Transit facilities present within the limits of the City of Coon Rapids fall under the jurisdiction of Metro Transit. The City of Coon Rapids will work with Metro Transit to ensure that those facilities meet all appropriate accessibility standards.

### **Other policies, practices and programs**

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

### **Design Standards**

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

## Appendix G – Glossary of Terms

**ABA:** See Architectural Barriers Act.

**ADA:** See Americans with Disabilities Act.

**ADA Transition Plan:** The City of Coon Rapids’ transportation system plan that identifies accessibility needs and the process to fully integrate accessibility improvements, and ensures all transportation facilities, services, programs, and activities are accessible to all individuals.

**ADAAG:** See Americans with Disabilities Act Accessibility Guidelines.

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

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

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

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

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

**APS:** See Accessible Pedestrian Signal.

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

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

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

**DOJ:** See United States Department of Justice.

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

**FHWA:** See Federal Highway Administration.

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

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

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

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

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

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

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

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

**East River Road TH 610 Ramp Addition**

1

Foley and TH 10 N Ramps		
Existing Volume	3973	vehicles
Existing Delay	67	sec/veh
Existing Total Delay	266191	seconds
Future Volume	3828	vehicles
Future Delay	67	sec/veh
Future Total Delay	256476	seconds
Total Delay Reduction	9715	seconds

2

Foley and TH 10 S Ramps		
Existing Volume	2996	vehicles
Existing Delay	16	sec/veh
Existing Total Delay	47936	seconds
Future Volume	2708	vehicles
Future Delay	17	sec/veh
Future Total Delay	46036	seconds
Total Delay Reduction	1900	seconds

3

Foley and 99th Ave		
Existing Volume	2935	vehicles
Existing Delay	35	sec/veh
Existing Total Delay	102725	seconds
Future Volume	2647	vehicles
Future Delay	23	sec/veh
Future Total Delay	60881	seconds
Total Delay Reduction	41844	seconds

4

East River Rd and North TH 610 Ramps		
Existing Volume	2816	vehicles
Existing Delay	15	sec/veh
Existing Total Delay	42240	seconds
Future Volume	3067	vehicles
Future Delay	25	sec/veh
Future Total Delay	76675	seconds
Total Delay Reduction	-34435	seconds

5

East River Road and South TH 610 Ramps		
Existing Volume	2730	vehicles
Existing Delay	20	sec/veh
Existing Total Delay	54600	seconds
Future Volume	2909	vehicles
Future Delay	19	sec/veh
Future Total Delay	55271	seconds
Total Delay Reduction	-671	seconds

<b>Total Network Delay Reduction</b>	<b>18353</b>	<b>seconds</b>
--------------------------------------	--------------	----------------

**Emissions**

Existing	1	2	3	4	5	Total
CO	8.01	3.03	3.13	2.71	2.89	19.77
NO	1.56	0.59	0.61	0.42	0.56	3.74
VOC	1.86	0.7	0.73	0.5	0.67	4.46
				Network Total		27.97

Build	1	2	3	4	5	Total
CO	7.76	2.79	2.32	2.98	3	18.85
NO	1.51	0.54	0.45	0.58	0.58	3.66
VOC	1.8	0.65	0.54	0.69	0.69	4.37
						Network Total
						26.88

<b>Reduction</b>	<b>1.09</b>
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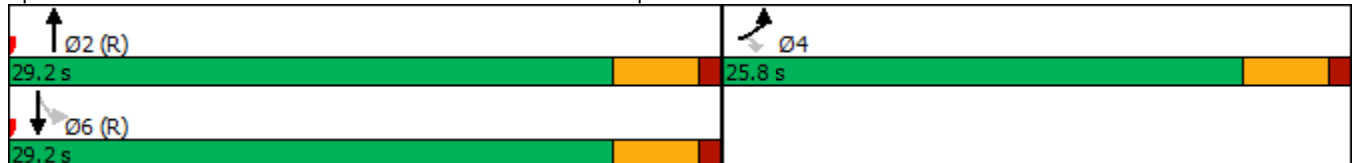


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↖↗	↖	↕↔	↕↕
Traffic Volume (vph)	1044	172	1269	245
Future Volume (vph)	1044	172	1269	245
Turn Type	Prot	Perm	NA	NA
Protected Phases	4		2	6
Permitted Phases		4		
Detector Phase	4	4	2	6
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5
Total Split (s)	25.8	25.8	29.2	29.2
Total Split (%)	46.9%	46.9%	53.1%	53.1%
Yellow Time (s)	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max
Act Effct Green (s)	20.8	20.8	25.2	25.2
Actuated g/C Ratio	0.38	0.38	0.46	0.46
v/c Ratio	0.87	0.26	0.85	0.16
Control Delay	25.3	3.3	20.6	9.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	3.3	20.6	9.3
LOS	C	A	C	A
Approach Delay			20.6	9.3
Approach LOS			C	A

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 55  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.87  
 Intersection Signal Delay: 20.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 71.9%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: East River Road & TH 610 South Ramps



---

110: East River Road & TH 610 North Ramps/Foley Blvd

---

Direction	All
Future Volume (vph)	2816
Total Delay / Veh (s/v)	15
CO Emissions (kg)	2.17
NOx Emissions (kg)	0.42
VOC Emissions (kg)	0.50

---

120: East River Road & TH 610 South Ramps

---

Direction	All
Future Volume (vph)	2730
Total Delay / Veh (s/v)	20
CO Emissions (kg)	2.89
NOx Emissions (kg)	0.56
VOC Emissions (kg)	0.67

Coon Rapids Regional Solicitation  
Existing PM

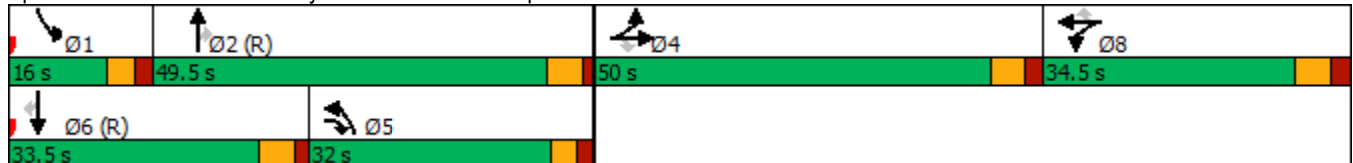
10/24/2023  
110: Foley Blvd & TH 10 N Ramp/101st Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Future Volume (vph)	820	205	263	172	187	125	328	753	331	64	669	56
Turn Type	Split	NA	pm+ov	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	5	8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	4	4	4	8	8	8	5 2	2	2	1 6	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	34.5	34.5	34.5	12.0	39.5	39.5	12.0	20.5	20.5
Total Split (s)	50.0	50.0	32.0	34.5	34.5	34.5	32.0	49.5	49.5	16.0	33.5	33.5
Total Split (%)	33.3%	33.3%	21.3%	23.0%	23.0%	23.0%	21.3%	33.0%	33.0%	10.7%	22.3%	22.3%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5	2.5	2.5	2.0	1.5	1.5	2.0	1.5	1.5
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)	6.0	6.0	5.0	6.5	6.5	6.5	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	44.0	44.0	77.0	21.2	21.2	21.2	27.0	54.0	54.0	10.2	34.8	34.8
Actuated g/C Ratio	0.29	0.29	0.51	0.14	0.14	0.14	0.18	0.36	0.36	0.07	0.23	0.23
v/c Ratio	1.06	1.06	0.17	0.71	0.73	0.38	1.07	0.61	0.43	0.55	0.84	0.13
Control Delay	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
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	107.6	106.9	2.2	76.2	77.3	10.0	125.5	43.9	5.6	84.6	65.3	0.6
LOS	F	F	A	E	E	A	F	D	A	F	E	A
Approach Delay		85.8			59.5			53.9			62.3	
Approach LOS		F			E			D			E	

Intersection Summary

Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay: 66.6  
 Intersection LOS: E  
 Intersection Capacity Utilization 93.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 110: Foley Blvd & TH 10 N Ramp/101st Ave







Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↖	↗	↖	↑↑	↑↑
Traffic Volume (vph)	353	189	353	1043	442
Future Volume (vph)	353	189	353	1043	442
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	33.0	33.0	10.0	97.0	87.0
Total Split (%)	25.4%	25.4%	7.7%	74.6%	66.9%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	92.0	91.5	81.5
Actuated g/C Ratio	0.21	0.21	0.71	0.70	0.63
v/c Ratio	1.02	0.41	1.21	0.45	0.49
Control Delay	100.9	8.2	138.1	9.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.5
Total Delay	100.9	8.2	138.1	9.0	8.0
LOS	F	A	F	A	A
Approach Delay	68.6			41.7	8.0
Approach LOS	E			D	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 130  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of 1st Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.21  
 Intersection Signal Delay: 35.2  
 Intersection Capacity Utilization 82.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3973
Total Delay / Veh (s/v)	67
CO Emissions (kg)	8.01
NOx Emissions (kg)	1.56
VOC Emissions (kg)	1.86

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2996
Total Delay / Veh (s/v)	16
CO Emissions (kg)	3.03
NOx Emissions (kg)	0.59
VOC Emissions (kg)	0.70

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130: Foley Blvd & 99th Ave

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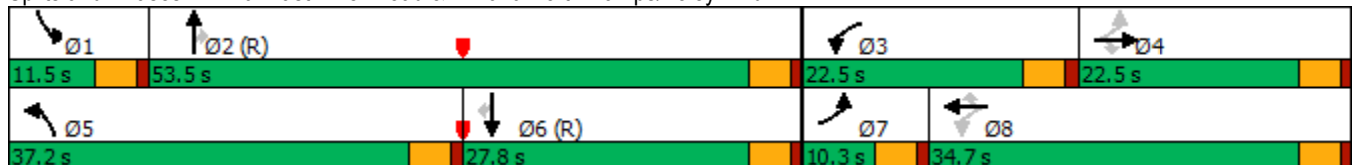
Direction	All
Future Volume (vph)	2935
Total Delay / Veh (s/v)	35
CO Emissions (kg)	3.13
NOx Emissions (kg)	0.61
VOC Emissions (kg)	0.73

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Future Volume (vph)	72	36	36	135	47	42	469	1531	313	29	217	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	7.0	7.0	7.0	7.0	12.0	12.0	7.0	12.0	12.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	11.5	22.5	22.5	11.5	22.5	22.5
Total Split (s)	10.3	22.5	22.5	22.5	34.7	34.7	37.2	53.5	53.5	11.5	27.8	27.8
Total Split (%)	9.4%	20.5%	20.5%	20.5%	31.5%	31.5%	33.8%	48.6%	48.6%	10.5%	25.3%	25.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.5	7.8	7.8	23.6	15.3	15.3	38.1	69.6	69.6	7.9	34.8	34.8
Actuated g/C Ratio	0.11	0.07	0.07	0.21	0.14	0.14	0.35	0.63	0.63	0.07	0.32	0.32
v/c Ratio	0.45	0.30	0.13	0.51	0.20	0.13	0.83	0.74	0.31	0.25	0.21	0.24
Control Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	20.3	4.7	52.7	31.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0
Total Delay	42.3	53.5	0.9	41.2	41.3	0.8	45.7	21.2	4.7	52.7	31.3	3.2
LOS	D	D	A	D	D	A	D	C	A	D	C	A
Approach Delay		34.8			33.6			23.9			22.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 25.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 73.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 110: East River Road & TH 610 North Ramps/Foley Blvd





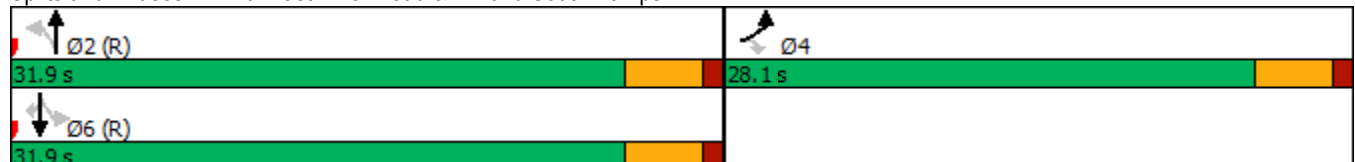


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗	↖	↖	↕↗	↕↖	↖
Traffic Volume (vph)	1044	172	36	1268	281	108
Future Volume (vph)	1044	172	36	1268	281	108
Turn Type	Prot	Perm	Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	7.0	7.0	12.0	12.0	12.0	12.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	28.1	28.1	31.9	31.9	31.9	31.9
Total Split (%)	46.8%	46.8%	53.2%	53.2%	53.2%	53.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	23.0	23.0	28.0	28.0	28.0	28.0
Actuated g/C Ratio	0.38	0.38	0.47	0.47	0.47	0.47
v/c Ratio	0.86	0.26	0.08	0.83	0.18	0.15
Control Delay	25.7	3.3	9.8	20.3	9.9	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	3.3	9.8	20.3	9.9	2.8
LOS	C	A	A	C	A	A
Approach Delay				20.0	8.0	
Approach LOS				C	A	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 60  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 19.5  
 Intersection Capacity Utilization 71.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 120: East River Road & TH 610 South Ramps



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110: East River Road & TH 610 North Ramps/Foley Blvd

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Direction	All
Future Volume (vph)	3067
Total Delay / Veh (s/v)	25
CO Emissions (kg)	2.98
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69

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120: East River Road & TH 610 South Ramps

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Direction	All
Future Volume (vph)	2909
Total Delay / Veh (s/v)	19
CO Emissions (kg)	3.00
NOx Emissions (kg)	0.58
VOC Emissions (kg)	0.69



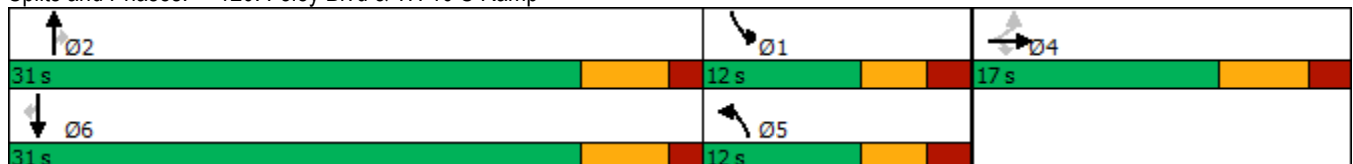


Lane Group	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	1	221	27	1138	87	120	633	207
Future Volume (vph)	1	221	27	1138	87	120	633	207
Turn Type	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4		5	2		1	6	
Permitted Phases		4			2			6
Detector Phase	4	4	5	2	2	1	6	6
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	13.0	13.0	12.0	30.5	30.5	12.0	20.5	20.5
Total Split (s)	17.0	17.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	28.3%	28.3%	20.0%	51.7%	51.7%	20.0%	51.7%	51.7%
Yellow Time (s)	4.0	4.0	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	5.0	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None	None	None	Max	Max	None	Max	Max
Act Effct Green (s)	10.7	10.7	7.1	25.8	25.8	7.1	30.4	30.4
Actuated g/C Ratio	0.19	0.19	0.12	0.45	0.45	0.12	0.53	0.53
v/c Ratio	0.84	0.47	0.13	0.72	0.11	0.55	0.34	0.22
Control Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	7.4	25.4	17.0	1.1	36.8	9.6	2.7
LOS	D	A	C	B	A	D	A	A
Approach Delay	30.2			16.1			11.5	
Approach LOS	C			B			B	

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 57.3  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 17.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 67.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 120: Foley Blvd & TH 10 S Ramp





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Traffic Volume (vph)	301	189	353	950	380
Future Volume (vph)	301	189	353	950	380
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	4		5	2	6
Permitted Phases		4	2		
Detector Phase	4	4	2 5	2	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	5.0	15.0	15.0
Minimum Split (s)	32.5	32.5	10.0	20.5	34.5
Total Split (s)	34.0	34.0	10.0	96.0	86.0
Total Split (%)	26.2%	26.2%	7.7%	73.8%	66.2%
Yellow Time (s)	3.0	3.0	3.0	4.0	4.0
All-Red Time (s)	2.5	2.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.0	5.5	5.5
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Max	Max
Act Effct Green (s)	26.0	26.0	91.0	90.5	80.5
Actuated g/C Ratio	0.20	0.20	0.71	0.71	0.63
v/c Ratio	0.90	0.42	1.00	0.41	0.41
Control Delay	77.5	8.3	62.7	8.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.3
Total Delay	77.5	8.3	62.7	8.4	6.5
LOS	E	A	E	A	A
Approach Delay	50.8			23.1	6.5
Approach LOS	D			C	A

Intersection Summary

Cycle Length: 130  
 Actuated Cycle Length: 127.5  
 Natural Cycle: 130  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 1.00  
 Intersection Signal Delay: 22.9  
 Intersection Capacity Utilization 75.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 130: Foley Blvd & 99th Ave



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110: Foley Blvd & TH 10 N Ramp/101st Ave

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Direction	All
Future Volume (vph)	3828
Total Delay / Veh (s/v)	67
CO Emissions (kg)	7.76
NOx Emissions (kg)	1.51
VOC Emissions (kg)	1.80

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120: Foley Blvd & TH 10 S Ramp

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Direction	All
Future Volume (vph)	2708
Total Delay / Veh (s/v)	17
CO Emissions (kg)	2.79
NOx Emissions (kg)	0.54
VOC Emissions (kg)	0.65

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130: Foley Blvd & 99th Ave

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Direction	All
Future Volume (vph)	2647
Total Delay / Veh (s/v)	23
CO Emissions (kg)	2.32
NOx Emissions (kg)	0.45
VOC Emissions (kg)	0.54



### Traffic Safety Benefit-Cost Calculation

Highway Safety Improvement Program (HSIP) Reactive Project



#### A. Roadway Description

Route	Foley Blvd	District		County	Anoka
Begin RP		End RP		Miles	
Location	Foley Blvd and 99th Avenue Intersection				

#### B. Project Description

Proposed Work	Reduced Volumes due to added ramps at TH 610/East River Road		
Project Cost*	\$35,687,100	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	2.0%

\* exclude Right of Way from Project Cost

#### C. Crash Modification Factor

0.78	Fatal (K) Crashes	Reference	Crash Analysis
0.78	Serious Injury (A) Crashes		
0.78	Moderate Injury (B) Crashes	Crash Type	All
0.78	Possible Injury (C) Crashes		
0.78	Property Damage Only Crashes		<a href="http://www.CMFClearinghouse.org">www.CMFClearinghouse.org</a>

#### 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		<a href="http://www.CMFClearinghouse.org">www.CMFClearinghouse.org</a>

#### E. Crash Data

Begin Date	1/1/2020	End Date	12/31/2022	3 years
Data Source	MnDOT			
Crash Severity	All	< optional 2nd CMF >		
K crashes	0			
A crashes	0			
B crashes	1			
C crashes	1			
PDO crashes	7			

#### F. Benefit-Cost Calculation

\$805,717	Benefit (present value)	<b>B/C Ratio = 0.03</b>
\$35,687,100	Cost	

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



### F. Analysis Assumptions

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

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate 0.7%  
 Traffic Growth Rate 2.0%  
 Project Service Life 20 years

### G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.00	0.00	\$0
B crashes	0.22	0.07	\$18,333
C crashes	0.22	0.07	\$9,533
PDO crashes	1.54	0.51	\$7,700

**\$35,567**

### H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	\$35,567	\$35,567
2027	\$36,278	\$36,026
2028	\$37,004	\$36,491
2029	\$37,744	\$36,962
2030	\$38,499	\$37,439
2031	\$39,268	\$37,922
2032	\$40,054	\$38,412
2033	\$40,855	\$38,908
2034	\$41,672	\$39,410
2035	\$42,505	\$39,919
2036	\$43,356	\$40,434
2037	\$44,223	\$40,956
2038	\$45,107	\$41,485
2039	\$46,009	\$42,021
2040	\$46,929	\$42,563
2041	\$47,868	\$43,113
2042	\$48,825	\$43,669
2043	\$49,802	\$44,233
2044	\$50,798	\$44,804
2045	\$51,814	\$45,382
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 = \$805,717**

**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description					
Route	Foley Blvd	District		County	Anoka
Begin RP		End RP		Miles	
Location	TH 10 and Foley Blvd North Ramps				

B. Project Description			
Proposed Work	Reduced Volumes due to added ramps at TH 610/East River Road		
Project Cost*	\$35,687,100	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	2.0%

\* exclude Right of Way from Project Cost

C. Crash Modification Factor			
0.94	Fatal (K) Crashes	Reference	Crash Analysis
0.94	Serious Injury (A) Crashes		
0.94	Moderate Injury (B) Crashes	Crash Type	All
0.94	Possible Injury (C) Crashes		
0.94	Property Damage Only Crashes		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

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		<a href="http://www.CMFclearinghouse.org">www.CMFclearinghouse.org</a>

E. Crash Data				
Begin Date	1/1/2020	End Date	12/31/2022	3 years
Data Source	MnDOT			
	Crash Severity	All	< optional 2nd CMF >	
	K crashes	0		
	A crashes	0		
	B crashes	2		
	C crashes	4		
	PDO crashes	30		

F. Benefit-Cost Calculation		
\$666,019	Benefit (present value)	<b>B/C Ratio = 0.02</b>
\$35,687,100	Cost	
Proposed project expected to reduce 1 crashes annually, 0 of which involving fatality or serious injury.		



**Traffic Safety Benefit-Cost Calculation**

Highway Safety Improvement Program (HSIP) Reactive Project



A. Roadway Description					
Route	Foley Blvd	District		County	Anoka
Begin RP		End RP		Miles	
Location	TH 10 and Foley Blvd South Ramps				

B. Project Description			
Proposed Work	Reduced Volumes due to added ramps at TH 610/East River Road		
Project Cost*	\$35,687,100	Installation Year	2026
Project Service Life	20 years	Traffic Growth Factor	2.0%

\* exclude Right of Way from Project Cost

C. Crash Modification Factor			
0.87	Fatal (K) Crashes	Reference	Crash Analysis
0.87	Serious Injury (A) Crashes		
0.87	Moderate Injury (B) Crashes	Crash Type	All
0.87	Possible Injury (C) Crashes		
0.87	Property Damage Only Crashes		<a href="http://www.CMFClearinghouse.org">www.CMFClearinghouse.org</a>

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		<a href="http://www.CMFClearinghouse.org">www.CMFClearinghouse.org</a>

E. Crash Data				
Begin Date	1/1/2020	End Date	12/31/2022	3 years
Data Source	MnDOT			
	Crash Severity	All	< optional 2nd CMF >	
	K crashes	0		
	A crashes	1		
	B crashes	1		
	C crashes	3		
	PDO crashes	10		

F. Benefit-Cost Calculation		
\$1,560,840	Benefit (present value)	<b>B/C Ratio = 0.05</b>
\$35,687,100	Cost	
Proposed project expected to reduce 1 crashes annually, 1 of which involving fatality or serious injury.		

### F. Analysis Assumptions

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

Link: [mndot.gov/planning/program/appendix\\_a.html](http://mndot.gov/planning/program/appendix_a.html)

Real Discount Rate 0.7%  
 Traffic Growth Rate 2.0%  
 Project Service Life 20 years

### G. Annual Benefit

Crash Severity	Crash Reduction	Annual Reduction	Annual Benefit
K crashes	0.00	0.00	\$0
A crashes	0.13	0.04	\$34,667
B crashes	0.13	0.04	\$10,833
C crashes	0.39	0.13	\$16,900
PDO crashes	1.30	0.43	\$6,500

**\$68,900**

### H. Amortized Benefit

Year	Crash Benefits	Present Value
2026	\$68,900	\$68,900
2027	\$70,278	\$69,789
2028	\$71,684	\$70,690
2029	\$73,117	\$71,603
2030	\$74,580	\$72,527
2031	\$76,071	\$73,464
2032	\$77,593	\$74,412
2033	\$79,144	\$75,373
2034	\$80,727	\$76,346
2035	\$82,342	\$77,331
2036	\$83,989	\$78,330
2037	\$85,668	\$79,341
2038	\$87,382	\$80,365
2039	\$89,129	\$81,403
2040	\$90,912	\$82,453
2041	\$92,730	\$83,518
2042	\$94,585	\$84,596
2043	\$96,477	\$85,688
2044	\$98,406	\$86,794
2045	\$100,374	\$87,915
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 = \$1,560,840**

Coon Rapids Crash Analysis  
2024 Regional Solicitation

	Intersections	Total Number of Accidents	Years of Data	ADT*	Calculated Crash Rate (Million Entering Vehicles)
Existing	Foley Blvd and North TH 10 Ramps	36	3	34900	<b>0.95</b>
Future	Foley Blvd and North TH 10 Ramps	34	3	33400	<b>0.93</b>
Existing	Foley Blvd and South TH 10 Ramps	15	3	20750	<b>0.67</b>
Future	Foley Blvd and South TH 10 Ramps	13	3	17750	<b>0.67</b>
Existing	Foley Blvd and 99th Ave	9	3	23250	<b>0.36</b>
Future	Foley Blvd and 99th Ave	7	3	20250	<b>0.32</b>

Reduction or increase based on volume modifications	CMF	
<b>Foley/North Ramps</b>	<b>6%</b>	<b>0.94</b>
<b>Foley/South Ramps</b>	<b>13%</b>	<b>0.87</b>
<b>Foley/99th</b>	<b>22%</b>	<b>0.78</b>

**Foley Blvd and 99th Ave**

INCIDENTID	RTESYS	COLRT	ENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_D	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MC
834045	04-CSAH		11	1.042	Anoka	Coon Rapids		D-METRO	Golden Valley		20192981	2.02E+08	8-Aug
1002079	04-CSAH		11	1.045	Anoka	Coon Rapids		D-METRO	Golden Valley		22018089	2.2E+08	1-Jan
1048034	04-CSAH		11	1.047	Anoka	Coon Rapids		D-METRO	Golden Valley		22215415	2.23E+08	9-Sep
1051127	04-CSAH		11	1.119	Anoka	Coon Rapids		D-METRO	Golden Valley		22227318	2.23E+08	10-Oct
786577	05-MSAS		103	0.561	Anoka	Coon Rapids		D-METRO	Golden Valley		20033982	2E+08	2-Feb
940332	05-MSAS		103	0.561	Anoka	Coon Rapids		D-METRO	Golden Valley		21206570	2.13E+08	9-Sep
911356	05-MSAS		103	0.566	Anoka	Coon Rapids		D-METRO	Golden Valley		21124764	2.12E+08	6-Jun
813677	05-MSAS		103	0.57	Anoka	Coon Rapids		D-METRO	Golden Valley		20137303	2.02E+08	6-Jun
905105	05-MSAS		103	0.572	Anoka	Coon Rapids		D-METRO	Golden Valley		21099321	2.11E+08	5-May

**TH 47 and Foley Blvd North Ramps**

INCIDENTID	RTESYS	COLRT	ENUMBE	MEASURE	COUNTY_S	CITY_NAM	TOWNSHIP	MNDOT_D	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_	CRASH_MC
903305	04-CSAH		11	1.264	Anoka	Coon Rapids		D-METRO	Golden Valley		21090150	2.11E+08	4-Apr
776773	04-CSAH		11	1.298	Anoka	Coon Rapids		D-METRO	Golden Valley		20001937	2E+08	1-Jan
847739	04-CSAH		11	1.321	Anoka	Coon Rapids		D-METRO	Golden Valley		20258499	2.03E+08	10-Oct
1051693	04-CSAH		11	1.339	Anoka	Coon Rapids		D-METRO	Golden Valley		22511524	2.23E+08	10-Oct
1046563	04-CSAH		11	1.355	Anoka	Coon Rapids		D-METRO	Golden Valley		22209442	2.23E+08	9-Sep
804088	04-CSAH		11	1.357	Anoka	Coon Rapids		D-METRO	Golden Valley		20063819	2.01E+08	3-Mar
1037620	04-CSAH		11	1.357	Anoka	Coon Rapids		D-METRO	Golden Valley		22169867	2.22E+08	8-Aug
1028803	04-CSAH		11	1.359	Anoka	Coon Rapids		D-METRO	Golden Valley		22128459	2.22E+08	6-Jun
985129	04-CSAH		11	1.359	Anoka	Coon Rapids		D-METRO	Golden Valley		21295030	2.14E+08	12-Dec
1054775	04-CSAH		11	1.359	Anoka	Coon Rapids		D-METRO	Golden Valley		22242263	2.23E+08	10-Oct
842222	04-CSAH		11	1.362	Anoka	Coon Rapids		D-METRO	Golden Valley		20229884	2.03E+08	9-Sep
1033795	04-CSAH		11	1.361	Anoka	Coon Rapids		D-METRO	Golden Valley		22153020	2.22E+08	7-Jul
865167	04-CSAH		11	1.363	Anoka	Coon Rapids		D-METRO	Golden Valley		20285184	2.03E+08	11-Nov
799848	04-CSAH		11	1.363	Anoka	Coon Rapids		D-METRO	Golden Valley		20043871	2.01E+08	2-Feb
836647	04-CSAH		11	1.364	Anoka	Coon Rapids		D-METRO	Golden Valley		20202573	2.02E+08	8-Aug
941356	04-CSAH		11	1.365	Anoka	Coon Rapids		D-METRO	Golden Valley		21210588	2.13E+08	9-Sep
1069276	04-CSAH		11	1.365	Anoka	Coon Rapids		D-METRO	Golden Valley		22284468	2.24E+08	12-Dec
870591	04-CSAH		11	1.366	Anoka	Coon Rapids		D-METRO	Golden Valley		20307649	2.04E+08	12-Dec
1020936	04-CSAH		11	1.366	Anoka	Coon Rapids		D-METRO	Golden Valley		22092202	2.21E+08	5-May
983501	04-CSAH		11	1.368	Anoka	Coon Rapids		D-METRO	Golden Valley		21289504	2.14E+08	12-Dec
1018013	04-CSAH		11	1.375	Anoka	Coon Rapids		D-METRO	Golden Valley		22077145	2.21E+08	4-Apr
974182	04-CSAH		11	1.377	Anoka	Coon Rapids		D-METRO	Golden Valley		21260993	2.13E+08	11-Nov

1015943	04-CSAH	11	1.378	Anoka	Coon Rapids	D-METRO	Golden Valley	22068957	2.21E+08	4-Apr
811405	04-CSAH	11	1.389	Anoka	Coon Rapids	D-METRO	Golden Valley	20119683	2.01E+08	5-May
933204	04-CSAH	11	1.412	Anoka	Coon Rapids	D-METRO	Golden Valley	21177335	2.12E+08	8-Aug
917041	05-MSAS	128	0	Anoka	Coon Rapids	D-METRO	Golden Valley	21149346	2.12E+08	7-Jul
971602	05-MSAS	128	0.003	Anoka	Coon Rapids	D-METRO	Golden Valley	21250360	2.13E+08	11-Nov
985976	05-MSAS	128	0.007	Anoka	Coon Rapids	D-METRO	Golden Valley	21294595	2.14E+08	12-Dec
808644	05-MSAS	128	0.039	Anoka	Coon Rapids	D-METRO	Golden Valley	20502373	2.01E+08	2-Feb
1049054	05-MSAS	128	0.068	Anoka	Coon Rapids	D-METRO	Golden Valley	22218475	2.23E+08	9-Sep
982162	22-RAMP	5887	0.762	Anoka	Coon Rapids	D-METRO	Golden Valley	21511985	2.13E+08	12-Dec
928558	22-RAMP	5887	0.762	Anoka	Coon Rapids	D-METRO	Golden Valley	21506367	2.12E+08	7-Jul
943522	22-RAMP	5887	0.776	Anoka	Coon Rapids	D-METRO	Golden Valley	21219772	2.13E+08	9-Sep
802138	22-RAMP	5887	0.779	Anoka	Coon Rapids	D-METRO	Golden Valley	20053802	2.01E+08	3-Mar
808866	22-RAMP	5887	0.785	Anoka	Coon Rapids	D-METRO	Golden Valley	20099670	2.01E+08	5-May
909331	22-RAMP	5888	0	Anoka	Coon Rapids	D-METRO	Golden Valley	21115786	2.12E+08	5-May

#### TH 47 and Foley Blvd South Ramps

INCIDENTID	RTSYS	COLRT	ENUMBE	MEASURE	COUNTY_S	CITY_NAME	TOWNSHIP	MNDOT_D	STATE_PAT	TRIBAL_GC	LOCALID	ACCIDENT_CRASH_MC
1009856	04-CSAH	11	1.139	Anoka	Coon Rapids	D-METRO	Golden Valley	22502628	2.21E+08		22502628	2-Feb
820247	04-CSAH	11	1.141	Anoka	Coon Rapids	D-METRO	Golden Valley	20173474	2.02E+08		20173474	7-Jul
785218	04-CSAH	11	1.144	Anoka	Coon Rapids	D-METRO	Golden Valley	20028170	2E+08		20028170	2-Feb
903993	04-CSAH	11	1.146	Anoka	Coon Rapids	D-METRO	Golden Valley	21094216	2.11E+08		21094216	5-May
1047818	04-CSAH	11	1.153	Anoka	Coon Rapids	D-METRO	Golden Valley	22213065	2.23E+08		22213065	9-Sep
1037133	04-CSAH	11	1.159	Anoka	Coon Rapids	D-METRO	Golden Valley	22167690	2.22E+08		22167690	7-Jul
935028	04-CSAH	11	1.201	Anoka	Coon Rapids	D-METRO	Golden Valley	21507721	2.12E+08		21507721	8-Aug
1015947	04-CSAH	11	1.21	Anoka	Coon Rapids	D-METRO	Golden Valley	22065894	2.21E+08		22065894	3-Mar
897517	04-CSAH	11	1.211	Anoka	Coon Rapids	D-METRO	Golden Valley	21060985	2.11E+08		21060985	3-Mar
1054949	04-CSAH	11	1.257	Anoka	Coon Rapids	D-METRO	Golden Valley	22242986	2.23E+08		22242986	10-Oct
1065415	22-RAMP	523	0.298	Anoka	Coon Rapids	D-METRO	Golden Valley	22277006	2.23E+08		22277006	12-Dec
911186	22-RAMP	523	0.303	Anoka	Coon Rapids	D-METRO	Golden Valley	21505189	2.12E+08		21505189	6-Jun
1020291	22-RAMP	523	0.315	Anoka	Coon Rapids	D-METRO	Golden Valley	22064914	2.21E+08		22064914	3-Mar
944434	22-RAMP	523	0.323	Anoka	Coon Rapids	D-METRO	Golden Valley	21223417	2.13E+08		21223417	10-Oct
1061027	22-RAMP	4571	0.019	Anoka	Coon Rapids	D-METRO	Golden Valley	22513313	2.23E+08		22513313	11-Nov



CRASH_ID	CRASH_YEAR	CRASH_DATE	CRASH_HOUR	DIVIDED	DRD	CRASH_SEVERITY	NUMBER_KI	NUMBER_O	MANNER_O	FIRST_HARM	RELATIVE_I	RELATION_T
07	2020	06-Fri	13	Not Applic		Property Damage Only	0	2	Angle	Motor Veh On Roadw		T Intersecti
	25	2022 03-Tues	12	Not Applic		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		T Intersecti
	26	2022 02-Mon	16	Not Applic		Possible Injury	0	2	Angle	Motor Veh On Roadw		Four-Way I
	11	2022 03-Tues	16	South		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Not at Inter
09	2020	01-Sun	06	Not Applic		Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		Four-Way I
	13	2021 02-Mon	18	East		Property Damage Only	0	3	Front to Re	Motor Veh On Roadw		T Intersecti
09	2021	04-Wed	20	Not Applic		Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		T Intersecti
09	2020	03-Tues	14			Minor Injury	0	1		Pedalcyclis On Roadw		T Intersecti
	11	2021 03-Tues	18			Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		T Intersecti

CRASH_ID	CRASH_YEAR	CRASH_DATE	CRASH_HOUR	DIVIDED	DRD	CRASH_SEVERITY	NUMBER_KI	NUMBER_O	MANNER_O	FIRST_HARM	RELATIVE_I	RELATION_T
	30	2021 06-Fri	13	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
03	2020	06-Fri	10	South		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Four-Way I
	20	2020 03-Tues	14	North		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Intersection
	14	2022 06-Fri	16	North		Property Damage Only	0	3	Front to Re	Motor Veh On Roadw		Four-Way I
	19	2022 02-Mon	08			Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		Four-Way I
	15	2020 01-Sun	12	South		Possible Injury	0	2	Angle	Motor Veh On Roadw		Four-Way I
03	2022	04-Wed	07	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	16	2022 05-Thu	07	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	31	2021 06-Fri	13	Not Applic		Minor Injury	0	2	Angle	Motor Veh On Roadw		Four-Way I
	30	2022 01-Sun	19			Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	16	2020 04-Wed	04	Not Applic		Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		Four-Way I
	14	2022 05-Thu	08	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	24	2020 03-Tues	18	Not Applic		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	21	2020 06-Fri	12	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	18	2020 03-Tues	09	East		Property Damage Only	0	2	Sideswipe -	Motor Veh On Roadw		Four-Way I
	18	2021 07-Sat	10			Possible Injury	0	2	Angle	Motor Veh On Roadw		Four-Way I
	23	2022 06-Fri	20	North		Possible Injury	0	2	Other	Motor Veh On Roadw		Four-Way I
	25	2020 06-Fri	13			Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
05	2022	05-Thu	16	Not Applic		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Four-Way I
	23	2021 05-Thu	14	South		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I
	15	2022 06-Fri	12	South		Property Damage Only	0	2	Front to Re	Motor Veh On Roadw		Four-Way I
	17	2021 04-Wed	12	Not Applic		Property Damage Only	0	2	Angle	Motor Veh On Roadw		Four-Way I

04		2022 02-Mon	15	Minor Injury	0	3 Front to Re Motor Veh On Roadw	Four-Way I
	23	2020 07-Sat	22 North	Property Damage Only	0	1 Mailboxes/ On Roadw	Not at Inter
09		2021 02-Mon	15 South	Property Damage Only	0	2 Sideswipe - Motor Veh On Roadw	Not at Inter
09		2021 06-Fri	09 Not Applica	Property Damage Only	0	2 Angle Motor Veh On Roadw	Four-Way I
04		2021 05-Thu	12	Property Damage Only	0	2 Sideswipe - Motor Veh On Roadw	Four-Way I
	30	2021 05-Thu	21 Not Applica	Property Damage Only	0	2 Angle Motor Veh On Roadw	Four-Way I
	27	2020 05-Thu	14 West	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Not at Inter
	30	2022 06-Fri	14 West	Property Damage Only	0	2 Angle Motor Veh On Roadw	Not at Inter
09		2021 05-Thu	15 West	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Entrance/E
	10	2021 07-Sat	19 West	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Four-Way I
	28	2021 03-Tues	19 East	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Not at Inter
03		2020 03-Tues	22 East	Property Damage Only	0	2 Sideswipe - Motor Veh On Roadw	Interchang
01		2020 06-Fri	15 West	Possible Injury	0	2 Angle Motor Veh On Roadw	Four-Way I
	31	2021 02-Mon	12 West	Property Damage Only	0	2 Front to Re Motor Veh On Roadw	Four-Way I

CRASH_DA	CRASH_YE	CRASH_DA	CRASH_HO	DIVIDE	DRD	CRASHSEVERITY	NUMBERKI	NUMBERO	MANNERO	FIRSTHARN	RELATIVE_I	RELATIONT
	24	2022 05-Thu	14 East			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
	17	2020 06-Fri	16 South			Property Damage Only	0	1	Guardrail (I On Should	Not at Inter		
02		2020 01-Sun	14 South			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
05		2021 04-Wed	13 South			Possible Injury	0	3	Front to Re Motor Veh On Roadw	Four-Way I		
	23	2022 06-Fri	14			Possible Injury	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
	31	2022 01-Sun	13			Serious Injury	0	2	Angle Motor Veh On Roadw	Four-Way I		
	15	2021 01-Sun	16 North			Property Damage Only	0	2	Angle Motor Veh On Roadw	Four-Way I		
	31	2022 05-Thu	13 South			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
	24	2021 04-Wed	02 Not Applica			Property Damage Only	0	2	Front to Fri Motor Veh On Roadw	Four-Way I		
	31	2022 02-Mon	15 Not Applica			Property Damage Only	0	2	Rear to Sid Motor Veh On Roadw	Four-Way I		
	14	2022 04-Wed	15 Not Applica			Possible Injury	0	2	Front to Re Motor Veh On Roadw	Entrance/E		
09		2021 04-Wed	12 East			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Intersection		
	30	2022 04-Wed	08 South			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Four-Way I		
02		2021 07-Sat	20			Minor Injury	0	2	Angle Motor Veh On Roadw	Entrance/E		
	25	2022 06-Fri	11 East			Property Damage Only	0	2	Front to Re Motor Veh On Roadw	Interchang		

LIGHT	CONDI	WEATHER	F WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNIT	TYPE	VEHICLE	TYPE
Daylight	Cloudy			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Angle	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Rear End	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 99TH		040000659	Left Turn	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Rear End	Motor Veh	Passenger		
Dark (Str Li	Snow			Snow	NOT APPLI	(FOLEY BLVI 99TH AVE	†	050002393	Sideswipe Opposing	Motor Veh	Passenger		
Daylight	Cloudy			Dry	NOT APPLI	(99TH AVE NW		050002393	Rear End	Motor Veh	Passenger		
Dark (Str Li	Clear			Dry	NOT APPLI	(99TH AVE NW		050002393	Sideswipe Same Direction	Motor Veh	Passenger		
Daylight	Cloudy			Dry	NOT APPLI	(99TH AVE NW		050002393	Bike	Bicycle			
Daylight	Clear			Dry	NOT APPLI	(99TH AVE † FOLEY BLVI		050002393	Rear End	Motor Veh	Passenger		

LIGHT	CONDI	WEATHER	F WEATHERS	RDWYSURF	WORKZON	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNIT	TYPE	VEHICLE	TYPE
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Left Turn	Motor Veh	Sport Utilit		
Daylight	Cloudy			Wet	NOT APPLI	(FOLEY BLVD NW		040000659	Rear End	Motor Veh	Sport Utilit		
Daylight	Snow			Slush	NOT APPLI	(FOLEY BLVD NW		040000659	Rear End	Hit-And-Run	Vehicle		
Daylight	Cloudy	Rain		Wet	NOT APPLI	(N/B FOLEY BLVD NW	€	040000659	Rear End	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Sideswipe Same Direction	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Angle	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Other	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Sport Utilit		
Daylight	Snow			Snow	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Left Turn	Motor Veh	Passenger		
Dark (Str Li	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Sport Utilit		
Dark (Str Li	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Sideswipe Opposing	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Passenger		
Dark (Unkn	Rain			Wet	NOT APPLI	(FOLEY BLVD NW		040000659	Left Turn	Motor Veh	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Angle	Motor Veh	Sport Utilit		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVD NW		040000659	Sideswipe Same Direction	Motor Veh	Medium /		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Left Turn	Motor Veh	Passenger		
Dark (Str Li	Snow			Snow	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Other	Motor Veh	Other Light		
Daylight	Clear			Slush	NOT APPLI	(FOLEY BLVD NW		040000659	Angle	Motor Veh	Passenger		
Daylight	Cloudy			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Rear End	Hit-And-Ru	Passenger		
Daylight	Clear			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Pickup		
Daylight	Cloudy			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Rear End	Hit-And-Run	Vehicle		
Daylight	Cloudy			Dry	NOT APPLI	(FOLEY BLVI 101ST AVE		040000659	Angle	Motor Veh	Passenger		

Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD RAMP888	040000659	Rear End	Motor Veh Passenger
Dark (Str Li)	Cloudy	Dry	NOT APPLICABLE	FOLEY BLVD NW	040000659	Single Vehicle Run Off Road	Motor Veh Pickup
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD 101ST AVE	040000659	Sideswipe Same Direction	Motor Veh Passenger
Daylight	Clear	Dry	NOT APPLICABLE	101ST AVE FOLEY BLVD	050002393	Left Turn	Motor Veh Passenger
Daylight	Clear	Dry	NOT APPLICABLE	101ST AVE FOLEY BLVD	050002393	Sideswipe Same Direction	Motor Veh Passenger
Dark (Str Li)	Clear	Slush	NOT APPLICABLE	101ST AVE NW	050002393	Angle	Motor Veh Passenger
Daylight	Clear	Dry	NOT APPLICABLE	101ST AVE NW AT FOLEY	050002393	Rear End	Motor Veh Other Light
Daylight	Clear	Dry	NOT APPLICABLE	101ST AVE NW	050002393	Angle	Motor Veh School Bus
Daylight	Clear	Dry	NOT APPLICABLE	RAMP FROM RAMP TO F	220000659	Rear End	Motor Veh Medium / Heavy
Daylight	Cloudy	Dry	NOT APPLICABLE	WB USTH 10 TO FOLEY	220000659	Rear End	Motor Veh Sport Utility
Dark (Str Li)	Clear	Dry	NOT APPLICABLE	RAMP887	220000659	Rear End	Motor Veh Sport Utility
Dark (Str Li)	Cloudy	Dry	NOT APPLICABLE	RAMP887 FOLEY BLVD	220000659	Sideswipe Same Direction	Hit-And-Run Vehicle
Daylight	Clear	Dry	NOT APPLICABLE	RAMP887	220000659	Angle	Motor Veh Passenger
Daylight	Clear	Dry	NOT APPLICABLE	RAMP888	220000659	Rear End	Motor Veh Passenger

LIGHTCOND	WEATHER	WEATHERS	RDWYSURF	WORKZONE	ROADWAY	INTERSECT	ROUTE_ID	BASIC_TYPE	UNITTYPE	VEHICLETYPE
Daylight	Cloudy	Dry	NOT APPLICABLE	EB USTH 10 AT FOLEY	040000659	Rear End			Motor Veh Sport Utility	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD NW	040000659	Single Vehicle Run Off Road			Hit-And-Run Vehicle	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD NW	040000659	Rear End			Motor Veh Passenger	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD RAMP529	040000659	Rear End			Motor Veh Passenger	
Daylight	Cloudy	Dry	NOT APPLICABLE	FOLEY BLVD HWY 10	040000659	Rear End			Motor Veh Sport Utility	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD HIGHWAY	040000659	Angle			Motor Veh Motorcycle	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD NW AT US	040000659	Angle			Motor Veh Pickup	
Daylight	Cloudy	Dry	NOT APPLICABLE	FOLEY BLVD 101ST AVE	040000659	Rear End			Motor Veh Sport Utility	
Dark (Str Li)	Rain	Wet	NOT APPLICABLE	FOLEY BLVD NW	040000659	Head On			Motor Veh Pickup	
Daylight	Clear	Dry	NOT APPLICABLE	FOLEY BLVD NW	040000659	Other			Motor Veh Passenger	
Daylight	Cloudy	Slush	NOT APPLICABLE	RAMP523 FOLEY BLVD	220000659	Rear End			Motor Veh Sport Utility	
Daylight	Clear	Dry	NOT APPLICABLE	RAMP523	220000659	Rear End			Motor Veh Sport Utility	
Daylight	Sleet, Hail (Snow)	Slush	NOT APPLICABLE	RAMP523	220000659	Rear End			Motor Veh Passenger	
Dark (Str Li)	Cloudy	Dry	NOT APPLICABLE	RAMP523	220000659	Angle			Motor Veh Passenger	
Daylight	Clear	Dry	NOT APPLICABLE	E/B USTH 10@FOLEY BLVD	220000659	Rear End			Motor Veh Sport Utility	

DIRECTION	PRECRA	SHIAGEU1	SEXU1	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Southboun	Moving For		38 Female	Apparently	Failure to Yield	Right-of-Way			Two-Way, I	Traffic Con	40	Straight
Northboun	Vehicle Sto		58 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		58 Female	Apparently	Unknown				Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		30 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Not Applic	40	Straight
Southboun	Turning Rig		22 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Eastbound	Vehicle Sto		40 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	30	Straight
Eastbound	Turning Lef		27 Male	Unknown	Unknown				Two-Way, I	Traffic Con	30	Straight
			25 Male	Apparently	Unknown			Walk/Cycle	Intersection -	Marked Crosswalk		
Eastbound	Moving For		33 Male	Apparently	Unknown				Two-Way, I	Traffic Con	30	Straight

DIRECTION	PRECRA	SHIAGEU1	SEXU1	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES	TRAFFICCO	SPEEDLIMI	ALIGNMEN
Northboun	Turning Lef		42 Female	Apparently	Failed to Ke	Failure to Yield	Right-of-Way		Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		69 Male	Apparently	Ran Red	Light			Other	Traffic Con	40	Straight
Northboun	Slowing								Two-Way, I	Traffic Con	40	Straight
Northboun	Moving For		37 Male	Apparently	Improper	Turn/Merge			Two-Way, I	No Control	40	Straight
Northboun	Turning Lef		59 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	45	Straight
Eastbound	Moving For		51 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	35	Straight
Northboun	Turning Lef		21 Male	Apparently	Ran Red	Light			Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		19 Male	Apparently	Driver Dist	Ran Red	Light		Two-Way, I	Traffic Con	45	Straight
Northboun	Moving For		41 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		30 Female	Apparently	Driver Dist	Ran Red	Light		Two-Way, I	Traffic Con	40	Straight
Northboun	Moving For		59 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		19 Male	Apparently	Disregard	Failure to Yield	Right-of-Way		Two-Way, I	Traffic Con	45	Straight
Northboun	Moving For		57 Female	Apparently	Other	Contributing	Action		Two-Way, I	Traffic Con	40	Straight
Eastbound	Moving For		30 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	30	Straight
Eastbound	Turning Lef		32 Male	Apparently	Failed to	Keep in Proper	Lane		Other	Traffic Con	40	Straight
Southboun	Turning Lef		83 Female	Apparently	Failure to	Yield Right-of-Way			Two-Way, I	Traffic Con	45	Straight
Westboun	Moving For		27 Female	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	30	Straight
Northboun	Moving For		18 Male	Apparently	Ran Red	Light			Two-Way, I	Traffic Con	40	Straight
Southboun	Moving Forward								Two-Way, I	Traffic Con	40	Straight
Southboun	Moving For		36 Male	Apparently	Ran Red	Light			Two-Way, I	Traffic Con	40	Straight
Southboun	Moving Forward								Two-Way, I	Traffic Con	40	Straight
Eastbound	Turning Lef		33 Male	Apparently	No Clear	Contributing	Action		Two-Way, I	Traffic Con	40	Straight

Southbound Moving Forward	24 Male	Apparently Driver Distracted	Two-Way, Left Traffic Control	40 Curve Right
Northbound Moving Forward	30 Male	Has Been Tried Failed to Keep Operated Motor Vehicle: Careless	Two-Way, Left No Control	40 Straight
Southbound Changing Lanes	61 Female	Apparently Unknown	Two-Way, Left No Control	40 Straight
Northbound Turning Left	40 Female	Apparently Failure to Yield Right-of-Way	Two-Way, Left Traffic Control	40 Straight
Eastbound Turning Left	34 Male	Apparently Unknown	Two-Way, Left Traffic Control	40 Straight
Northbound Moving Forward	17 Female	Apparently Swerved or Avoided Due to Wind	Two-Way, Left Traffic Control	40 Straight
Westbound Moving Forward	57 Male	Apparently Following Too Closely	One Way Traffic No Control	45 Straight
Westbound Moving Forward	55 Male	Apparently No Clear Contributing Action	Two-Way, Left No Control	30 Straight
Westbound Moving Forward	35 Male	Apparently Following Too Closely	Two-Way, Left Traffic Control	65 Straight
Westbound Vehicle Stop	34 Female	Apparently No Clear Contributing Action	One Way Traffic Traffic Control	65 Curve Right
Eastbound Vehicle Stop	19 Female	Apparently No Clear Contributing Action	Two-Way, Left Not Applicable	65 Straight
Eastbound Moving Forward			Two-Way, Left Traffic Control	30 Straight
Westbound Moving Forward	58 Female	Apparently No Clear Contributing Action	Two-Way, Left Traffic Control	45 Straight
Southbound Vehicle Stop	42 Female	Apparently No Clear Contributing Action	Two-Way, Left Traffic Control	40 Straight

DIRECTION	PRECASH	AGEU1	SEXU1	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESIG	TRAFFICCON	SPEEDLIMIT	ALIGNMENT
Eastbound	Vehicle Stop		58 Male	Apparently No Clear Contributing Action					Two-Way, Left Traffic Control		45	Straight
Unknown	Unknown								Two-Way, Left No Control		40	Straight
Southbound	Turning Right		24 Male	Apparently Following Too Closely					One Way Traffic Yield Sign		65	Curve Right
Southbound	Turning Right		20 Male	Apparently No Clear Contributing Action					Two-Way, Left Traffic Control		40	Curve Right
Northbound	Vehicle Stop		36 Female	Apparently Improper Backing					Two-Way, Left Traffic Control		40	Straight
Northbound	Moving Forward		34 Male	Unknown Ran Red Light					Two-Way, Left Traffic Control		40	Straight
Northbound	Changing Lanes		56 Male	Apparently Operated In Failure to Yield Right-of-Way					Two-Way, Left Traffic Control		35	Straight
Southbound	Vehicle Stop		52 Female	Apparently No Clear Contributing Action					Two-Way, Left Traffic Control		45	Straight
Northbound	Moving Forward		48 Male	Apparently Ran Red Light					Two-Way, Left Traffic Control		40	Straight
Southbound	Changing Lanes		52 Male	Apparently Unknown					Two-Way, Left Traffic Control		45	Straight
Southbound	Vehicle Stop		34 Female	Apparently No Clear Contributing Action					One Way Traffic Yield Sign		40	Curve Right
Eastbound	Moving Forward		27 Male	Apparently Following Too Closely					One Way Traffic Traffic Control		40	Straight
Eastbound	Turning Right		39 Female	Apparently No Clear Contributing Action					Two-Way, Left Traffic Control		40	Straight
Eastbound	Vehicle Stop		40 Male	Apparently Unknown					Two-Way, Left Traffic Control		65	Straight
Eastbound	Vehicle Stop		35 Female	Apparently No Clear Contributing Action					One Way Traffic Yield Sign		65	Straight

GRADEU1	UNITTYPE	VEHICLE	TYPE	DIRECTION	PRECRA	SHI	AGEU2	SEXU2	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES
Downhill	Motor Veh	Passenger		Eastbound	Turning	Lef	88	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Pickup		Northboun	Moving	For	36	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Downhill	Motor Veh	Passenger		Northboun	Turning	Lef	33	Male	Apparently Unknown					Two-Way, I
Downhill	Hit-And-Ru	Passenger		Southboun	Moving	For	37		Unknown	Unknown				Two-Way, I
Downhill	Motor Veh	Sport Utilit		Eastbound	Vehicle	Sto	75	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Sport Utilit		Eastbound	Vehicle	Sto	63	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Hit-And-Run	Vehicle		Eastbound	Turning	Left								Two-Way, I
Level	Hit-And-Run	Vehicle		Eastbound	Turning	Right								Two-Way, I
Level	Motor Veh	Sport Utilit		Eastbound	Vehicle	Sto	42	Male	Apparently No Clear	Contributing	Action			Two-Way, I

GRADEU1	UNITTYPE	VEHICLE	TYPE	DIRECTION	PRECRA	SHI	AGEU2	SEXU2	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES
Level	Motor Veh	Passenger		Southboun	Moving	For	71	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Sport Utilit		Westboun	Moving	For	60	Female	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Pickup		Northboun	Vehicle	Sto	59	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Passenger		Northboun	Moving	For	59	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Passenger		Northboun	Moving	For	40	Female	Apparently Failed to	Keep in	Proper Lane			Two-Way, I
Level	Motor Veh	Sport Utilit		Southboun	Moving	For	72	Male	Apparently Ran	Red Light				Two-Way, I
Level	Motor Veh	Pickup		Eastbound	Turning	Lef	28	Male	Apparently Other	Contributing	Action			Two-Way, I
Level	Motor Veh	Pickup		Southboun	Moving	For	40	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Sport Utilit		Southboun	Turning	Lef	28	Female	Apparently Failure	to Yield	Right-of-Way			Two-Way, I
Uphill	Motor Veh	Passenger		Westboun	Moving	For	49	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Uphill	Motor Veh	Sport Utilit		Eastbound	Turning	Lef	28	Male	Unknown	Disregard	Operated	Motor Vehicle:	Careless	Two-Way, I
Level	Motor Veh	Passenger		Southboun	Moving	For	36	Female	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Passenger		Southboun	Turning	Lef	18	Female	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Passenger		Southboun	Moving	For	39	Female	Apparently Ran	Red Light				Two-Way, I
Level	Motor Veh	Pickup		Eastbound	Turning	Lef	61	Male	Apparently No Clear	Contributing	Action			Other
Level	Motor Veh	Sport Utilit		Northboun	Moving	For	28	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Medium /		Northboun	Moving	For	18	Male	Apparently Other	Contributing	Action			Two-Way, I
Downhill	Motor Veh	Passenger		Westboun	Turning	Lef	27	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Uphill	Motor Veh	Pickup		Southboun	Vehicle	Sto	53	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Passenger		Eastbound	Turning	Lef	44	Male	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Sport Utilit		Southboun	Moving	For	66	Female	Apparently No Clear	Contributing	Action			Two-Way, I
Level	Motor Veh	Passenger		Southboun	Moving	For	38	Female	Apparently Ran	Red Light				Two-Way, I

Downhill Level	Motor Veh Sport Utilit Southboun Vehicle Sto	74 Male	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Sport Utilit Southboun Moving For	40 Female	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Passenger (Southboun Moving For	55 Female	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Passenger (Eastbound Turning Lef	40 Male	Apparently Unknown	Two-Way, I
Level	Motor Veh Passenger (Eastbound Moving For	39 Male	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Passenger (Westboun Moving For	33 Male	Apparently Operated Motor Vehicle: Careless/Negligent/	One Way T
Level	Motor Veh Passenger (Westboun Moving For	71 Male	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Passenger (Westboun Moving For	30 Male	Apparently No Clear Contributing Action	Two-Way, I
Uphill Level	Motor Veh Passenger (Westboun Moving For	54 Female	Apparently Driver Distracted	One Way T
Level	Hit-And-Run Vehicle Eastbound Moving Forward			Two-Way, I
Uphill Level	Motor Veh Passenger (Eastbound Turning Lef	24 Female	Apparently No Clear Contributing Action	Two-Way, I
Level	Motor Veh Sport Utilit Southboun Moving For	44 Female	Apparently Ran Red Light	Two-Way, I
Level	Hit-And-Ru Passenger (Southboun Moving For	29 Male	Apparently Unknown	Two-Way, I

GRADEU1	UNITTYPE	VEHICLE	DIRECTION	PRECRASHI	AGEU2	SEXU2	PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESIG
Level	Motor Veh Sport Utilit	Eastbound	Moving For		34	Male	Apparently Following Too Closely					Two-Way, I
Downhill Level	Motor Veh Passenger (	Southboun	Turning Rig		18	Male	Apparently No Clear Contributing Action					One Way T
Level	Motor Veh Sport Utilit	Southboun	Turning Rig		56	Female	Apparently No Clear Contributing Action					Two-Way, I
Level	Motor Veh Passenger (	Northboun	Vehicle Sto		58	Male	Apparently No Clear Contributing Action					Two-Way, I
Uphill Level	Motor Veh Sport Utilit	Eastbound	Turning Lef		40	Male	Apparently No Clear Contributing Action					Two-Way, I
Level	Motor Veh Pickup	Northboun	Moving For		25	Male	Apparently No Clear Contributing Action					Two-Way, I
Uphill Level	Motor Veh Sport Utilit	Southboun	Moving For		20	Female	Apparently Following Too Closely					Two-Way, I
Uphill Level	Motor Veh Pickup	Southboun	Turning Lef		44	Male	Apparently No Clear Contributing Action					Two-Way, I
Level	Motor Veh Passenger (	Southboun	Moving For		52	Female	Apparently Unknown					Two-Way, I
Level	Motor Veh Sport Utilit	Southboun	Turning Rig		63	Female	Apparently No Clear Contributing Action					Two-Way, I
Uphill Level	Motor Veh Passenger (	Eastbound	Moving For		18	Male	Apparently No Clear Contributing Action					One Way T
Level	Motor Veh Sport Utilit	Eastbound	Moving For		44	Female	Apparently Improper Turn/Merge					Two-Way, I
Level	Motor Veh Pickup	Eastbound	Moving For		40	Male	Apparently Unknown					Two-Way, I
Level	Motor Veh Passenger (	Eastbound	Turning Rig		69	Male	Apparently Driver Dist	Following Too Closely				One Way T







NONMOTC NONMOTC RDWYDESI TRAFFICCO SPEEDLIMI ALIGNMEN GRADEU3 UNITTYPEU VEHICLETY DIRECTION PRECRASHI AGEU4 SEXU4

Two-Way, I Traffic Con 30 Straight Level

NONMOTC NONMOTC RDWYDESI TRAFFICCO SPEEDLIMI ALIGNMEN GRADEU3 UNITTYPEU VEHICLETY DIRECTION PRECRASHI AGEU4 SEXU4

ion Two-Way, I No Control 40 Straight Level

Action

Two-Way, 1 Traffic Con

40 Curve Righ: Downhill

NONMOTC NONMOTC RDWYDESI TRAFFICCO SPEEDLIMI ALIGNMEN GRADEU3 UNITTTYPEU VEHICLETY DIRECTION PRECRASHI AGEU4 SEXU4

Two-Way, 1 Traffic Con

40 Curve Righ: Level

PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES	TRAFFICCO	SPEEDLIM	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										478298.80	4999617.40	45.14971
										478300.41	4999622.10	45.14975
										478301.71	4999626.00	45.14979
										478343.42	4999735.00	45.15077
										478283.19	4999626.00	45.14978
										478283.20	4999626.00	45.14978
										478290.81	4999626.00	45.14978
										478298.25	4999626.00	45.14978
										478301.27	4999626.00	45.14979

PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDES	TRAFFICCO	SPEEDLIM	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										478436.05	4999948.60	45.15269
										478470.12	4999989.10	45.15306
										478484.21	5000022.20	45.15336
										478483.57	5000059.90	45.1537
										478493.49	5000083.10	45.15391
										478494.77	5000085.60	45.15393
										478495.29	5000086.60	45.15394
										478508.25	5000078.80	45.15387
										478508.48	5000079.50	45.15387
										478496.71	5000089.30	45.15396
										478498.41	5000092.60	45.15399
										478509.54	5000082.60	45.1539
										478499.05	5000094.10	45.15401
										478499.28	5000095.20	45.15401
										478499.66	5000096.90	45.15403
										478511.26	5000087.60	45.15395
										478511.49	5000088.30	45.15395
										478511.95	5000090.00	45.15397
										478500.28	5000099.80	45.15406
										478512.76	5000093.00	45.154
										478503.40	5000114.30	45.15419
										478493.49	5000083.10	45.15391

478504.18	5000117.9	45.15422
478521.41	5000125.2	45.15429
478508.34	5000137.2	45.15439
478499.13	5000093.5	45.154
478498.09	5000081.2	45.15389
478509.79	5000089.0	45.15396
478556.71	5000069.3	45.15378
478596.15	5000046.7	45.15358
478458.45	5000095.2	45.15401
478459.04	5000095.0	45.15401
478480.95	5000087.4	45.15394
478484.73	5000086.1	45.15393
478493.30	5000083.2	45.15391
478498.94	5000093.6	45.154

PHYSICALC	CONTRIBF	CONTRIBF	NONMOTC	NONMOTC	RDWYDESI	TRAFFICCO	SPEEDLIMI	ALIGNMEN	GRADEU4	UTMX	UTMY	LATITUDE
										478355.60	4999764.4	45.15103
										478356.51	4999766.5	45.15105
										478358.56	4999771.5	45.15111
										478360.00	4999775.0	45.15113
										478378.35	4999774.6	45.15113
										478382.14	4999783.0	45.15112
										478395.62	4999855.4	45.15185
										478401.43	4999868.5	45.15197
										478415.15	4999860.4	45.15119
										478431.60	4999938.2	45.1526
										478326.38	4999805.5	45.15114
										478334.06	4999802.5	45.15138
										478352.35	4999795.3	45.15131
										478364.13	4999790.8	45.15127
										478343.22	4999809.5	45.15144

LONGITUDE	CRASH_DATE	STATUS	STATUS_NAME	AGENCY_CODE	AGENCY_NAME	NARRATIVE
-93.2761	#####	Accepted	Reportable	Coon Raptic Police	***THIS	
-93.276	#####	Accepted	Reportable	Coon Raptic Police	*****LOC	
-93.276	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	
-93.2755	#####	Accepted	Reportable	Coon Raptic Police	***THIS	
-93.2763	#####	Accepted	Reportable	Coon Raptic Police	DRIVER 1	
-93.2763	#####	Accepted	Reportable	Coon Raptic Police	I WAS	
-93.2762	#####	Accepted	Reportable	Coon Raptic Police	DRIVER #1 REQUESTED A PHONE CALL REGARDING A HIT AND RUN CRASH WHICH	
-93.2761	#####	Accepted	Reportable	Coon Raptic Police	BICYCLE 1	
-93.276	#####	Accepted	Reportable	Coon Raptic Police	DRIVER	

LONGITUDE	CRASH_DATE	STATUS	STATUS_NAME	AGENCY_CODE	AGENCY_NAME	NARRATIVE
-93.2743	#####	Accepted	Reportable	Coon Raptic Police	FOLEY	
-93.2739	#####	Accepted	Reportable	Coon Raptic Police	LOCATION	
-93.2737	#####	Accepted	Reportable	Coon Raptic Police	***THIS	
-93.2737	#####	Accepted	Reportable	MN State P State Patrol	Unit one,	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	I WAS	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	DRIVER	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	D-1 SB FOLEY AT INTERSECTION OF 101ST AVE. D-2 TURNING LEFT ONTO FOLEY	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	VEHICLE #	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	OFC	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	OFFICER	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	VEHICLE #	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	ACCIDENT	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	Veh 1 and	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	VEHICLE	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	I, OFFICER	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	D1 SAID	
-93.2734	#####	Accepted	Reportable	Coon Raptic Police	UNIT #1	
-93.2735	#####	Accepted	Reportable	Coon Raptic Police	Veh 1 and	
-93.2736	#####	Accepted	Reportable	Coon Raptic Police	UNIT 1	

-93.2735	#####	Accepted	Reportable Coon Raptic Police	#3 WAS
-93.2733	#####	Accepted	Reportable Coon Raptic Police	UNIT 1 NB
-93.2734	#####	Accepted	Reportable Coon Raptic Police	DRIVER
-93.2735	#####	Accepted	Reportable Coon Raptic Police	***ACCID
-93.2736	#####	Accepted	Reportable Coon Raptic Police	DISPATCH
-93.2734	#####	Accepted	Reportable Coon Raptic Police	**ACCIDE
-93.2728	#####	Accepted	Reportable MN State P State Patro	Westbound
-93.2723	#####	Accepted	Reportable Coon Raptic Police	DISPATCH
-93.2741	#####	Accepted	Reportable MN State P State Patro	Crash occurred on the ramp from USTH 10 westbound to Foley Blvd. Vehicle two
-93.2741	#####	Accepted	Reportable MN State P State Patro	BOTH
-93.2738	#####	Accepted	Reportable Coon Raptic Police	RAMP
-93.2737	#####	Accepted	Reportable Coon Raptic Police	UNIT#2
-93.2736	#####	Accepted	Reportable Coon Raptic Police	INDEPENDENT WITNESS REPORTED WATCHING LISA RUN A RED LIGHT. FADUMA
-93.2735	#####	Accepted	Reportable Coon Raptic Police	I WAS

LONGITUDE	CRASH_DATE	STATUS	STATUS_N(AGENCY_O	AGENCY_O	NARRATIVE
-93.2754	#####	Accepted	Reportable MN State P State Patro	Eastbound	
-93.2753	#####	Accepted	Reportable Coon Raptic Police	PASSERBY REPORTED A GUARD RAIL IN THE ROADWAY NEAR FOLEY BLVD AND F	
-93.2753	#####	Accepted	Reportable Coon Raptic Police	Veh 1 and	
-93.2753	#####	Accepted	Reportable Coon Raptic Police	SOUTHBO	
-93.2751	#####	Accepted	Reportable Coon Raptic Police	Veh 1 and	
-93.275	#####	Accepted	Reportable Coon Raptic Police	UNIT 1	
-93.2748	#####	Accepted	Reportable MN State P State Patro	Foley	
-93.2748	#####	Accepted	Reportable Coon Raptic Police	D-1 STOPPED AT RED LIGHT 101ST AVE AND FOLEY. D-2 BEHIND D-1. D-2 SAW TF	
-93.2746	#####	Accepted	Reportable Coon Raptic Police	DRIVER #1 SAID HE WAS DRIVING NB FOLEY BLVD AND FAILED TO STOP AT THE F	
-93.2744	#####	Accepted	Reportable Coon Raptic Police	THE	
-93.2757	#####	Accepted	Reportable Coon Raptic Police	UNIT #1 WAS EXITING HIGHWAY 10 ON TO SOUTHBOUND FOLEY BLVD NW. UNI	
-93.2756	#####	Accepted	Reportable MN State P State Patro	AT THE	
-93.2754	#####	Accepted	Reportable Coon Raptic Police	*****LOC	
-93.2752	#####	Accepted	Reportable Coon Raptic Police	UNIT 1	
-93.2755	#####	Accepted	Reportable MN State P State Patro	E/B USTH	



WH OCCURED YESTERDAY. DRIVER #1 SAID HE WAS EB 99TH AVE AT FOLEY BLVD (AT THE TRAFFIC LIGHT). DRIVER #1 SAID HE WAS MAKING A LEFT TUR

ON GREEN LIGHT. D-1 RAN RED LIGHT AND STRUCK D-2. D-2 CITED FOR RED LIGHT. D-2 CITED FOR CANCELED DL.

began to turn to go westbound off the ramp. Unit one was driving behind unit two also attempting to go westbound. Unit one failed to apply brakes

WAS TRAVELING THROUGH A GREEN LIGHT AND MADE CONTACT WITH LISA. LISA SAID TO OFFICER PLATZ; I MUST HAVE RUN THE LIGHT. LISA CITED

HIGHWAY 10 NW. I ARRIVED AND FOUND THE GUARDRAIL AND TWO SIGNS HAD BEEN CRASHED INTO BY A VEHICLE. I OBSERVED ONE SET OF VEHICLE

RAFFIC START TO MOVE AND STARTED TO PULL FORWARD. D-2 PULLED FORWARD TOO FAST AND REAR ENDED D-1.

RED LIGHT, CRASHING INTO UNIT #2. DRIVER #2 SAID HE WAS MAKING A LEFT TURN FROM SB FOLEY TO EB HIGHWAY 47 WHEN UNIT #1 CRASHED IN

T #1 WAS YIELDING TO TURN SOUTHBOUND FOLEY BLVD FROM THE EXIT RAMP. UNIT #2 WAS BEHIND UNIT #1 ALSO WAITING TO TURN SOUTHBOUN

IN WHEN ANOTHER UNKNOWN VEHICLE (UNIT #2) PASSED HIM ON THE RIGHT, BUT ALSO MAKING A LEFT TURN. DRIVER #1 SAID HE CRASHED INTO T

in time and crashed into the rear of unit two. Unit one stated they thought unit two was about to about to make the turn. 670

FOR FAILURE TO DRIVE WITH DUE CARE. DAVID SAW THE CRASH BUT DID NOT SEE THE CAUSE.

TRACKS LEADING TO THE PARKING LOT BELOW NEAR STARBUCKS AND SOME VEHICLE PARTS LEFT BEHIND. I PATROLLED THE AREA, BUT WAS UTL A

TO HIM. DRIVER #2 SAID DRIVER #1 RAN THE RED LIGHT. DRIVER #2 SAID HE HAD A GREEN LIGHT.

ND ON TO FOLEY BLVD. UNIT #2 STRUCK UNIT #1 IN THE REAR. MINOR INJURIES, VERY MINOR DAMAGES, NO TOWS.

THE DRIVER'S DOOR OF UNIT #2 AND THE VEHICLE FLED THE SCENE. DRIVER #1 SAID HE HAS DAMAGE TO HIS FRONT PASSENGER SIDE BUMPER. DRIVE

VEHICLE. NO IDENTIFYING FEATURES LEFT BEHIND AT THE SCENE. YELLOW NOTICE LEFT AT THE SCENE. NO FURTHER ACTION

DR #1 SAID UNIT #2 SHOULD HAVE DAMAGE TO THE DRIVER'S DOOR. DRIVER #1 DESCRIPTION DRIVER #2 HAS A BLACK MALE IN HIS 20'S. NO VEHICLE





INFO FOR UNIT #2. NO VIDEO FOOTAGE. NO REPORTED INJURIES. DRIVER #1 SAID HE BELIEVES DRIVER #2 WAS COMING FROM THE MOVIE THEATER



NEARBY. DRIVER #1 SAID HE WAS ALSO AT THE THEATER. DRIVER #1 DENIED HAVING ANY ROAD RAGE ISSUES. DRIVER #1 SAID HE BELIEVES DRIVER #



12 LOST HIS PATIENTS TO MAKE THE LEFT HAND TURN ONTO FOLEY BLVD AND TRIED TO PASS HIM. NO FURTHER ACTION.

## Project Summary

**Project Name:** TH 610 and East River Road Interchange Reconstruction

**Applicant:** City of Coon Rapids

**Project Location:** TH 610 and East River Road (CSAH 1) Interchange between the Mississippi River and Coon Rapids Boulevard in Coon Rapids, Anoka County

**Total Project Cost:** \$35,687,000

**Requested Federal Dollars:** \$10,000,000

### Project Map:



### Before Photo:



**Project Description:** The project will complete the transportation system by providing a full-access interchange at TH 610 and East River Road with a westbound off-ramp loop and a folded eastbound on-ramp with TH 610 auxiliary lanes between East River Road and Coon Rapids Boulevard. In addition, multimodal improvements include the construction of a new 10-foot trail along and under East River Road (via a grade-separated underpass) provide safer connections between neighborhoods, businesses regional trails and transit facilities.

**Project Benefits:** The TH 610 and East River Road interchange reconstruction will provide the following benefits:

- Improved travel times and safer access for transit users, residents, and businesses within the project area.
- A more direct route for regional trips and emergency response teams originating and destined for this area.
- Improved traffic congestion and safety issues at the TH10 and Foley Boulevard interchange.
- Safer transit operations with a connection to East River Road and the closure of the westbound on-ramp to TH 610.
- An interconnected trail and sidewalk system with access to the Foley Park & Ride facility and other local and regional trails.

# Regional Economy

Strategic Capacity Project: CoonRapids TH 610/ERR Interchange | Map ID: 1698958186520

## Results

**WITHIN ONE MI** of project:  
Postsecondary Students: 0

Totals by City:

### Blaine

Population: 2373  
Employment: 1996  
Mfg and Dist Employment: 12

### Brooklyn Park

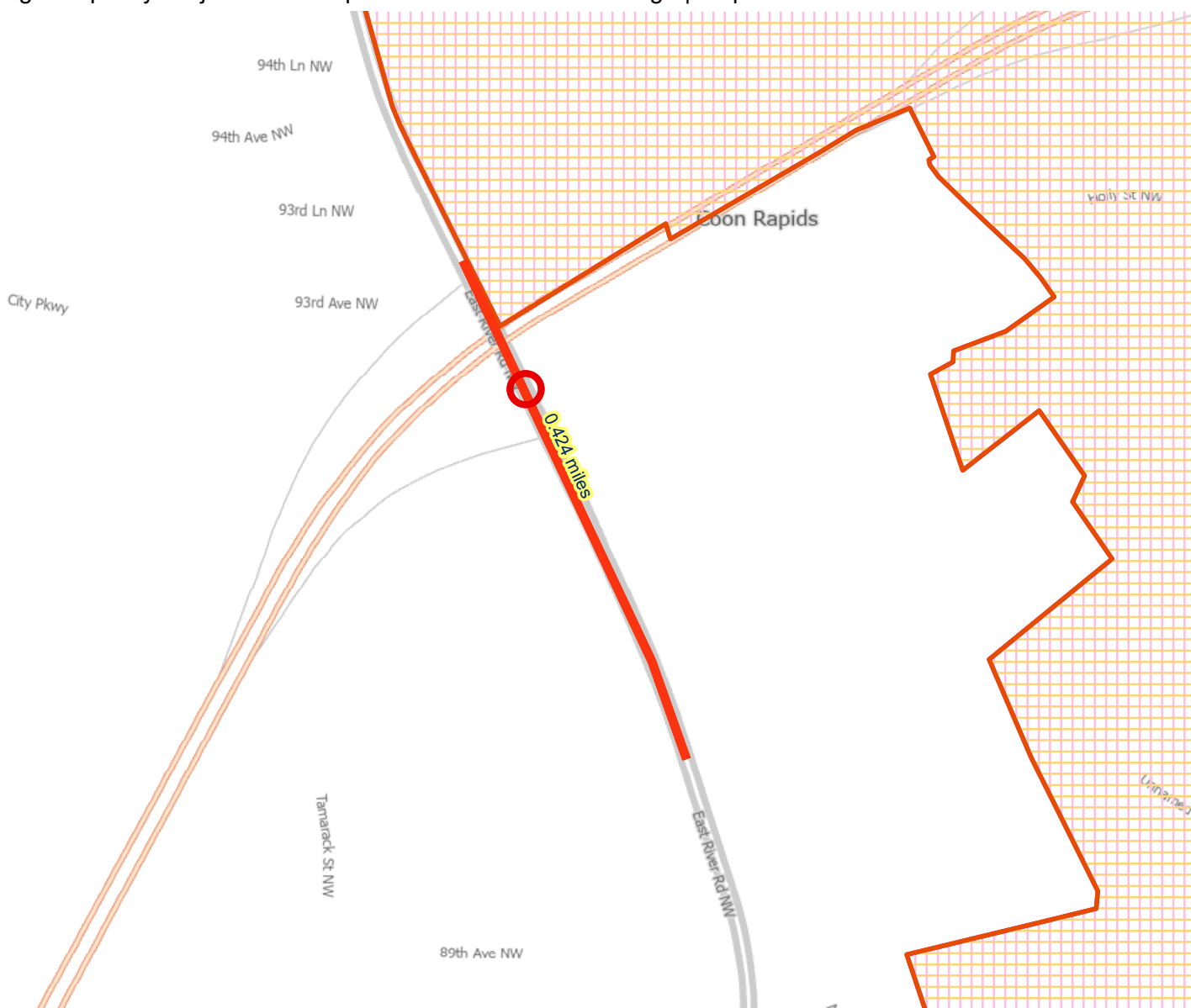
Population: 2361  
Employment: 132  
Mfg and Dist Employment: 4




### Coon Rapids

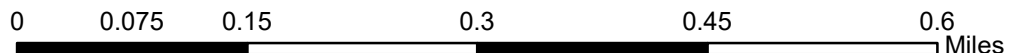
Population: 9138  
Employment: 9696  
Mfg and Dist Employment: 3308

### Fridley

Population: 4075  
Employment: 302  
Mfg and Dist Employment: 73



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



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**BOARD OF COUNTY COMMISSIONERS**

*Anoka County, Minnesota*

**DATE: December 1, 2023**

**RESOLUTION #2023-135**

**OFFERED BY COMMISSIONER: Schulte**

**AUTHORIZING SUBMITTAL OF A FEDERAL FUNDING APPLICATION FOR THE TH 610 / CSAH 1 INTERCHANGE IMPROVEMENT PROJECT**

WHEREAS, the interchange of TH 610, a Principal Arterial, and CSAH 1 (East River Road), an "A" Minor Arterial Expander, serves as an important regional access point to Anoka County; and,

WHEREAS, Anoka County and the City of Coon Rapids have identified the need to improve the TH 610 / CSAH 1 interchange to support economic development and better serve the City of Coon Rapids and surrounding communities; and,

WHEREAS, the proposed improvement project will provide full access to TH 610 from CSAH 1; and,

WHEREAS, Anoka County and the City of Coon Rapids are 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 create a full access interchange at TH 610 and CSAH 1 in the city of Coon Rapids; 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 Roadway Expansion category, to receive federal transportation funds to make capacity and safety improvements to the TH 610 / CSAH 1 interchange in the city of Coon Rapids.

*STATE OF MINNESOTA)*  
*COUNTY OF ANOKA ) ss*

I, Rhonda Sivarajah, County Administrator, Anoka County, Minnesota, hereby certify that I have compared the foregoing copy of the resolution of the county board of said county with the original record thereof on file in the Administration Office, Anoka County, Minnesota, as stated in the minutes of the proceedings of said board at a meeting duly held on 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	



RESOLUTION NO. 23-118

A RESOLUTION AUTHORIZING SUBMITTAL OF FEDERAL FUNDING APPLICATION FOR CONSTRUCTION OF TH 610 AND EAST RIVER ROAD (CSAH 1) FULL ACCESS INTERCHANGE

WHEREAS, Trunk Highway 610 and East River Road (CSAH 1) serve as important regional transportation corridors in southern Anoka County; and

WHEREAS, Anoka County and the City of Coon Rapids have identified the need to improve access to Trunk Highway 610 from East River Road (CSAH 1) to better serve the community of Coon Rapids and surrounding communities; and

WHEREAS, the proposed improvement of providing an eastbound access ramp and a westbound exit ramp from Trunk Highway 610 to East River Road (CSAH 1) would address existing regional transportation deficiencies caused by the lack of a full access interchange; and

WHEREAS, proposed transportation improvements in and around the Trunk Highway 610 and East River Road (CSAH 1) interchange will facilitate additional economic development in the area; and

WHEREAS, the City of Coon Rapids with the support of Anoka County will submit an application to the Transportation Advisory Board of the Metropolitan Council for 2025 – 2029 federal transportation funds to improve the interchange to provide full access to Trunk Highway 610 to and from East River Road (CSAH 1).

NOW, THEREFORE, BE IT RESOLVED, in accordance with the foregoing, and all ordinances and regulations of the City of Coon Rapids, Minnesota, the City Council of Coon Rapids makes the following findings of fact:

The City Council adopts this Resolution in support of the request for Federal Funds for the TH 610 and East River Road (CSAH 1) full access interchange; and

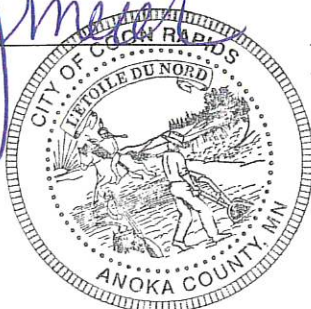
The Engineering Department is hereby authorized to submit an application through the Metropolitan Council's 2024 Regional Solicitation program to the Transportation Advisory Board to receive federal transportation funds to make improvements by creating a full access interchange at TH 610 and East River Road (CSAH 1) in the Roadway Expansion category; and

That a copy of this Resolution be provided to the Metropolitan Council Transportation Advisory Board and Technical Advisory Commission as part of the TH 610 and East River Road (CSAH 1) full access interchange application for Federal Funds under the Regional Solicitation Program.

Adopted by the Coon Rapids City Council this 7th day of November, 2023.

ATTEST:

Joan Lenzmeier, City Clerk



Jerry Koch, Mayor

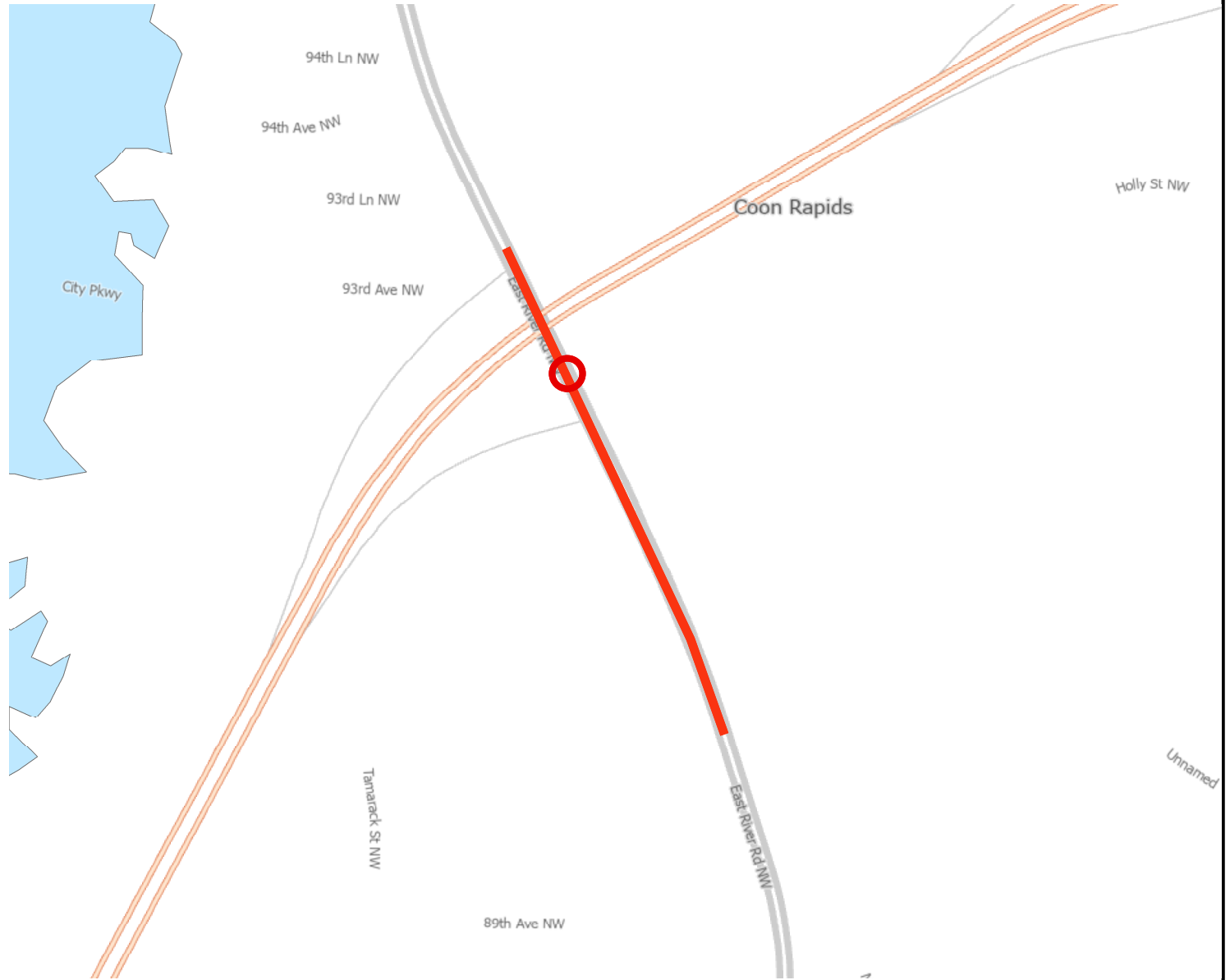
# Socio-Economic Conditions





Strategic Capacity Project: CoonRapids TH 610/ERR Interchange | Map ID: 1698958186520

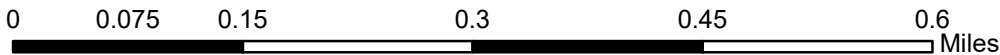
## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 398

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



-  Points
-  Area of Concentrated Poverty
-  Lines
-  Regional Environmental Justice Area



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# Transit Connections

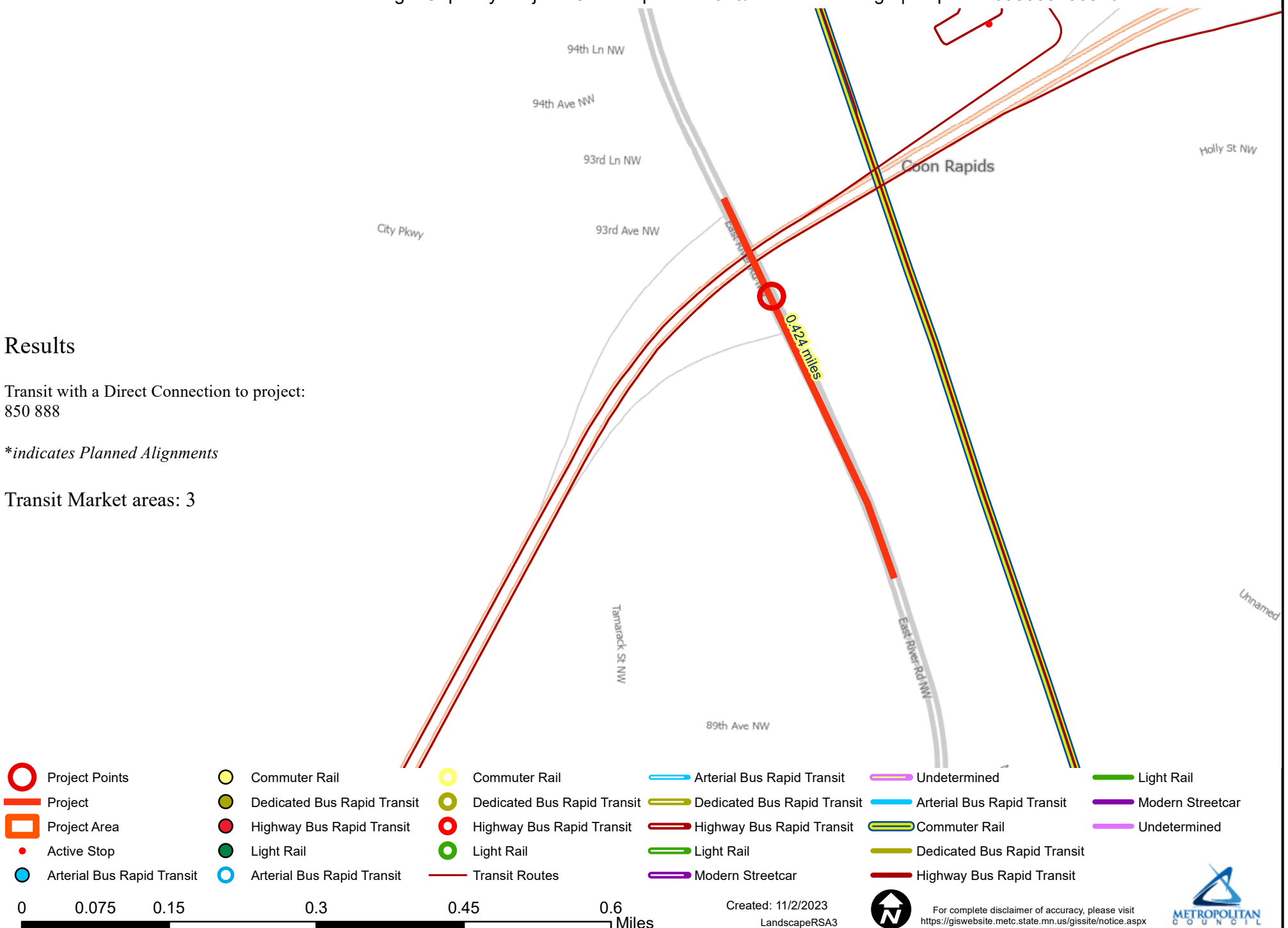
Strategic Capacity Project: CoonRapids TH 610/ERR Interchange | Map ID: 1698958186520

## Results

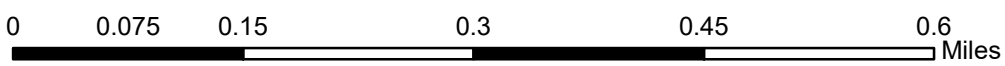
Transit with a Direct Connection to project:  
850 888

*\*indicates Planned Alignments*

Transit Market areas: 3



- |  |                            |  |                             |  |                             |  |                             |  |                             |  |                           |
|--|----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|-----------------------------|--|---------------------------|
|  | Project Points             |  | Commuter Rail               |  | Commuter Rail               |  | Arterial Bus Rapid Transit  |  | Undetermined                |  | Light Rail                |
|  | Project                    |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Dedicated Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Modern Streetcar          |
|  | Project Area               |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Highway Bus Rapid Transit   |  | Commuter Rail               |  | Undetermined              |
|  | Active Stop                |  | Light Rail                  |  | Light Rail                  |  | Light Rail                  |  | Dedicated Bus Rapid Transit |  | Highway Bus Rapid Transit |
|  | Arterial Bus Rapid Transit |  | Arterial Bus Rapid Transit  |  | Transit Routes              |  | Modern Streetcar            |  | Highway Bus Rapid Transit   |  |                           |



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