

Safe Streets for All

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

Anoka County
Comprehensive Safety Action Plan

MOVING TOWARD **ZERO** DEATHS | **MAY 2025**

Executive Summary

MOVING TOWARD ZERO DEATHS

Pioneered by the Minnesota Department of Transporation (MnDOT), an innovative safety analysis serves as a foundational piece for the Anoka County Comprehensive Safety Action Plan (CSAP). The CSAP applies the same systemic safety process that MnDOT has previously developed for County Roadway Safety Plans (CRSPs) across the state. That process features:

- A data-driven approach, complemented by county stakeholder involvement
- Identification of county roadway locations most at risk for severe (fatal and serious injury) crashes
- Selection of effective and proven safety strategies that offer the optimal solution for the location's identified safety risks
- Recommendations for county safety projects
- Development of a one-page summary for each recommended safety project, which helps streamline the application process for federal funds available in the Highway Safety Improvement Program (HSIP)

The Anoka County CSAP includes the required Safe Streets and Roads for All components (see **Appendix A**), while also following the established CRSP proactive safety analysis process.[1] The CSAP also aligns with the state's Strategic Highway Safety Plan (SHSP) and supports the state's Towards Zero Deaths (TZD) program.

SUCCESSFUL APPROACH

The CRSP initiative launched in 2009, and in 2014 counties began implementing strategies identified in the plans. Since then, increased investments in local safety projects and implementation of CRSP's lower cost and higher impact safety strategies contributed to a 22 percent reduction in the number of fatal crashes on the county system, compared to a 3 percent reduction in the state system during the same period.

To date, nearly 97 percent of Minnesota counties have participated in HSIP, with more than $173 million in safety improvements deployed across the county system. Since the completion of Anoka County's initial safety plan, the county secured approximately $14.6 million in HSIP funding to support implementation of 30 safety projects at roadway segments, curves, and intersections. These safety projects included shoulder and striping improvements, signal systems, turn lanes, a roundabout, and crossing closure.

IMPACT OF CRSP INVESTMENTS

Increased investments in local safety projects and implementation of CRSP's lower cost and higher impact safety strategies contributed to a 22 percent reduction in the number of fatal crashes on the county system, compared to a 3 percent reduction in the state system during the same period.

PLAN OVERVIEW

The Anoka County CSAP highlights include:

- Description of priority focus areas, the most significant contributors to severe crashes
- Identification of a short list of high-priority, low-cost strategies
- A list of at-risk locations, considered candidates for highway safety funds
- Development of $114.7 million in recommended safety projects in an application format for HSIP funds.

[1] In this report, "CRSP" is used to refer to prior phases of Minnesota county road safety planning. "CSAP" refers to the current Anoka County SS4A plan.

The plan also provides key crash data findings; a summary of the safety workshop, which brought together a diverse group of county stakeholders to discuss traffic safety; a description of the systemic risk assessment process, which looks to prevent severe crashes in areas where roadway characteristics indicate a greater likelihood of those occurring; a list of risk factors for six different types of crashes; and a list of recommended projects.

The CSAP process supports MnDOT's implementation of the Federal Highway Administration's Safe System Approach (SSA) which builds and reinforces multiple layers of protection to both prevent severe crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. For example, this plan's systemic risk assessment process takes a proactive approach to help prevent severe crashes. The plan's safety strategies also help reinforce safe driver behaviors, and CSAP collaborations enrich a safety network that works together to build on the strengths of many disciplines and perspectives.

IMPORTANT NOTES

The information in this safety plan is provided to Anoka County to help reduce the number of severe crashes on their highway system and it is understood that the final decision to implement any of the recommended projects resides with the Anoka County Board. The county is encouraged to coordinate with the Minnesota Department of Transportation (MnDOT) to pursue a partnership that identifies a path toward implementation for projects that involve State trunk highways and/or right-of-way. This plan does NOT set requirements or mandates, is NOT a standard and is neither intended to be, NOR does it establish, a legal standard of care.

In an effort to help reduce the potential exposure to claims of negligence associated with motor vehicle crashes on Anoka County's highway system, three key points should be considered:

1. Federal law (23 U.S.C. Section 409) established that information generated as part of the statewide safety planning process is considered privileged and unavailable to the public. The privileged status includes crash data, where value/detail has been added by analysts during the safety planning process (for example, computation of crash rates, disaggregation of crashes by type or severity, documentation of contributing factors), the lists of at-risk locations, and information supporting the development and evaluation of potential safety projects. The federal law and the privileged status of the safety information was upheld by the U. S. Supreme Court in the case of *Pierce County (Washington) v. Guillen*.

2. Minnesota tort law provides for discretionary immunity for decisions made by agency officials when there is documentation of the decision and evidence of consideration of social, economic, and political issues. To help establish immunity for decisions relative to moving forward with development of recommended safety improvement projects, the County Engineer is encouraged to prepare a memorandum/plan of action for the County Board. This document would identify the projects selected for implementation and those they choose to dismiss and why.

3. Minnesota tort law also provides for official immunity for decisions made by agency staff where there is written documentation of the thought process supporting project development and implementation.

FUTURE UPDATES

As with any transportation plan, the expected shelf life of this document is not infinite. The distribution of crashes can change over time, as well as roadway and traffic conditions that can contribute to the occurrence of crashes.

This plan contains $114.7 million worth of potential safety projects, which could provide Anoka County with a sufficient backlog of projects for approximately 5-10 years. As a result, Anoka County is encouraged to consider periodically updating this safety plan to assist with the reduction of fatalities and serious injuries on Minnesota roadways.

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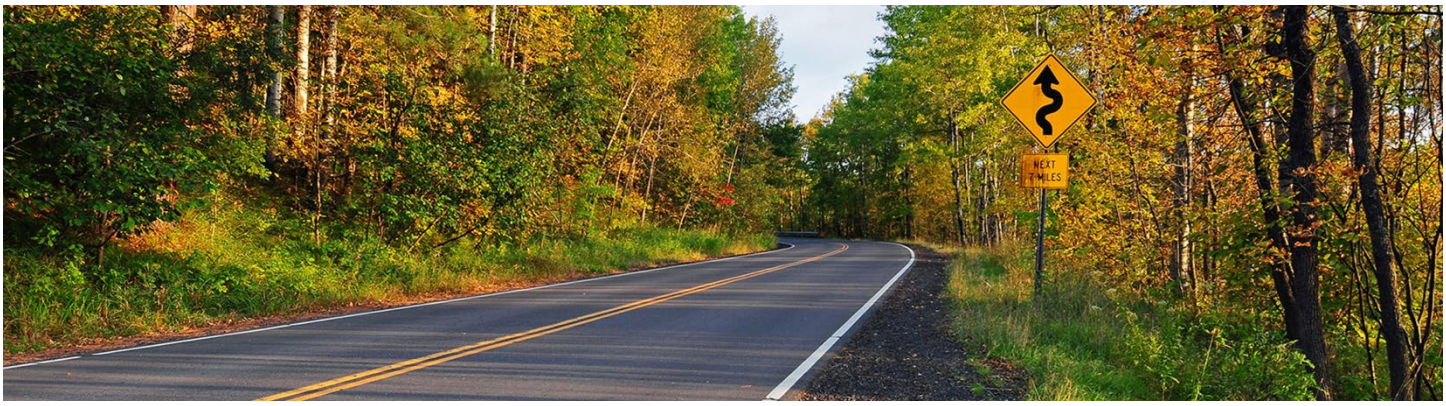
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1. Introduction

SETTING THE STAGE

Collaboration helps drive safety improvements on Minnesota roadways, and this Comprehensive Safety Action Plans (CSAP) serves as an example of the progress that happens as a result of strong collaborations.

With the aim of saving lives on Minnesota's roadways, the Minnesota Department of Transportation (MnDOT) and counties throughout the state have joined forces to develop this plan.

This plan supports the state's long-term vision of zero roadway fatalities and serious injuries. It does so through a proactive approach – by analyzing crash data and identifying roadway sections where severe (fatal and serious injury) crashes are most likely to occur to determine priority locations for safety investments.

As demonstrated throughout this document, this plan satisfies the requirements for the federal Safe Streets and Roads for All (SS4A) funding program. Detailed documentation, including the completed SS4A Self-Certification Eligibility Worksheet, is provided in **Appendix A**.

STRATEGIC APPROACH TO REDUCE FATALITIES

Minnesota takes a strategic approach in its efforts to reduce traffic fatalities and serious injuries –through a collaborative effort that maximizes involvement of everyone.

The CSAP use the Federal Highway Administration's (FHWA) Safe System Approach (SSA) to traffic safety to guide its efforts. The CSAP aligns with the Safe System Approach, as well as with the state's cornerstone traffic safety program, Minnesota Toward Zero Deaths (TZD), by emphasizing that traffic-related fatalities and serious injuries are unacceptable. Minnesota TZD helps unite the four "E's" of traffic safety – Engineering, Enforcement, Education, and Emergency medical and trauma services – in work that moves the state closer to achieving the zero-death vision. The SSA, TZD, and CSAP support continuous improvement, engagement of partners, and application of proactive safety and data-driven methodologies.

Updated every five years, the Minnesota Strategic Highway Safety Plan (SHSP) involves multiple stakeholders and identifies contributing factors behind severe crashes. In addition, the SHSP includes data-driven, actionable strategies to reduce severe crashes throughout the state and, through regional reports, identifies regional priorities based on data and stakeholder feedback. It also documents the state's direction for focusing traffic safety resources.

SHSP data points to several primary focus areas for improvement, such as intersections and lane departures, as well as high-priority infrastructure-based safety strategies and countermeasures. The SHSP offers counties a framework for developing their local safety plans, which primarily emphasize infrastructure projects that improve roadway safety.

Both TZD and the Minnesota SHSP recognize the importance of improving traffic safety on county roadways, the value of partnerships with counties, and the need for counties to pursue available state and national funding for traffic safety improvements. The CSAP process (Figure 1-1) follows a step-by-step approach, beginning with collecting data and ending with preparing the plan. The SS4A required components are integrated into this process as described in subsequent sections of this report.



Figure 1-1: Comprehensive Safety Action Plan (CSAP) Process Overview

VITAL ROLE FOR COUNTIES

Minnesota's 87 counties play a key role in reducing severe crashes. Counties own and operate almost 45,000 miles of roadway in the state, or 32 percent of Minnesota's more than 140,000 miles of roadways. In 2023, 157 of the 401 traffic fatalities – *more than 39 percent of all fatalities that year* – occurred on county highways, according to Minnesota Department of Public Safety (DPS) statistics.

With the prevalence of higher speed two-lane roadways, rural roadways in particular pose safety challenges. Each year more than 60 percent of Minnesota's total traffic fatalities happen on rural roadways. In 2023, DPS statistics showed that 258 of the state's total 401 traffic fatalities took place outside of the Twin Cities metro area.

More than 60 percent of crashes that involve a fatality or serious injury occur on locally owned Minnesota roadways

LEADERSHIP SUPPORT

As part of the CSAP process, the County Board met to discuss and agree on goals for reaching zero roadway fatalities and serious injuries in the county. The county agreed to an interim goal of a 50% reduction in fatal and serious injury crashes by 2035 and an ultimate goal of zero by 2045. **Appendix A** provides documentation of the County Board's action.

SUCCESSFUL FOUNDATION

The Highway Safety Improvement Program (HSIP), a core federal-aid program, funds initiatives to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The recent Infrastructure Investment and Jobs Act (IIJA) extended the HSIP mandate through 2026.

As the crash statistics show, states must prioritize local road safety in planning and investments to significantly reduce motor vehicle related fatalities and serious injuries. Several states – including Minnesota – designate a portion of their HSIP funds for local system improvements. Minnesota also remains one of the few states to successfully integrate counties and local agencies into statewide safety planning efforts. The Anoka County CSAP better positions the county in the competitive federal HSIP process.

THE IMPACT

In Minnesota, development and evolution of these local safety plans has proved an effective way to involve counties and reduce the numbers of severe crashes.

The early years of the 2000s marked a sharp decline in state traffic deaths. Minnesota's traffic deaths peaked at 657 in 2002 and declined to a low of 358 in 2017, three years after the 2014 implementation of the first round of CRSP projects. Between 2013 and 2019, the number of fatal crashes on the county roadway system decreased by 22 percent.

The early years of the pandemic marked a spike in the number of traffic fatalities in Minnesota, a trend also seen nationally. While the number of traffic fatalities in Minnesota declined in 2022 and 2023, preliminary data from 2024 shows 478 fatalities, nearly as many as the 2021 high of 488 (Figure 1-2). An important tool for reducing severe crashes, the CRSP process helps engineers and traffic safety practitioners throughout the state continue their work to decrease fatalities.

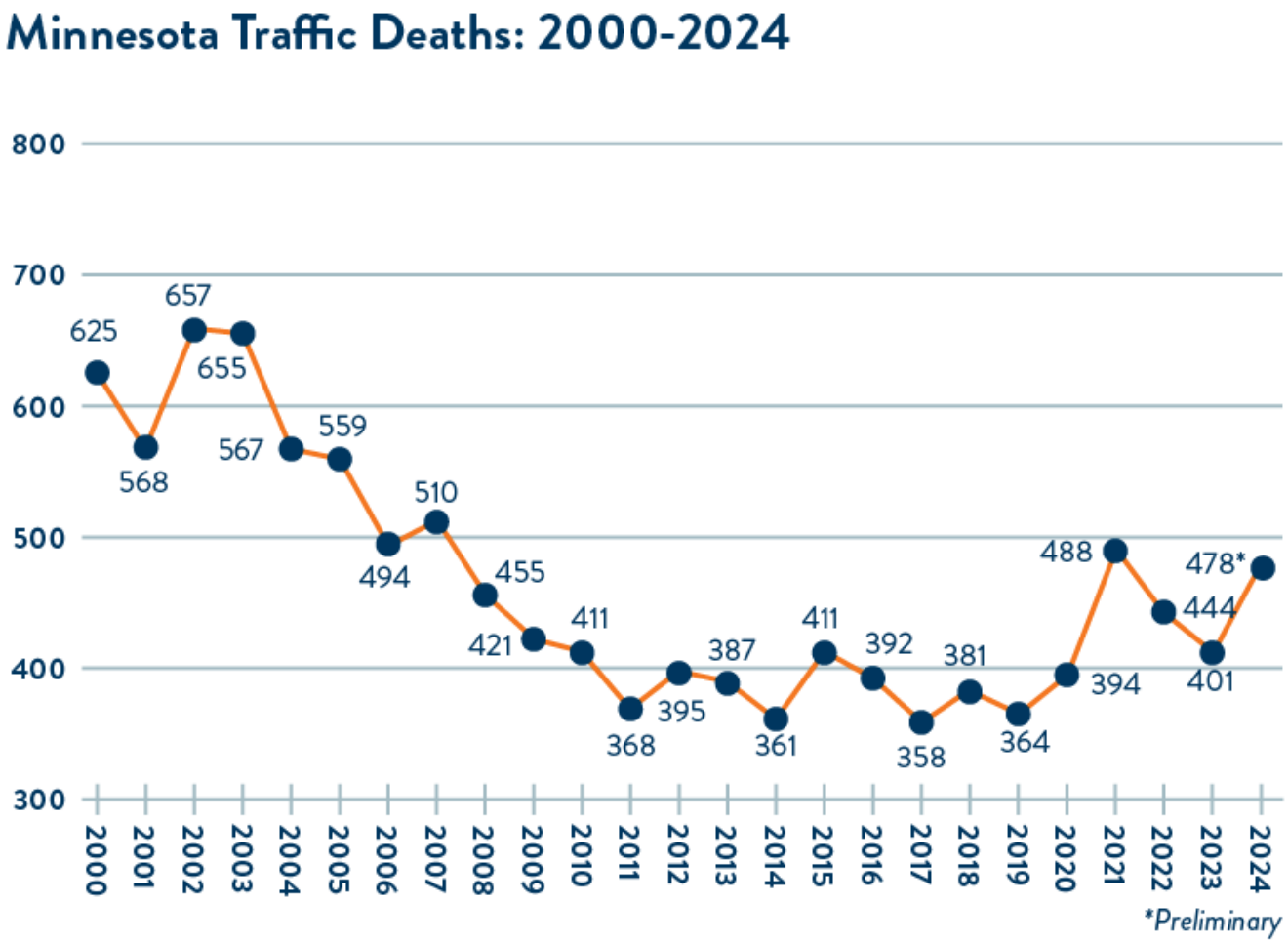


Figure 1-2: State Fatality Trends

In another measure of success, MnDOT has noted an increase in the number of counties applying for and receiving HSIP funding for traffic safety projects since the start of CRSP. To date, nearly 97 percent of Minnesota counties have participated in HSIP with more than $173 million in safety improvements funded on county roadways.

CSAP implementation also helps make roadways safer for vulnerable road users, who make up a growing share of all U.S. roadway fatalities. According to the National Highway Safety Administration, vulnerable road users, such as pedestrians, cyclists, and people who use wheelchairs, accounted for approximately 20 percent of the 42,915 people who were killed in motor vehicle crashes in 2021, an increase of 13 percent over 2020.

The FHWA encourages states to work with local governments and stakeholders on safety assessments that identify areas of high risk to vulnerable road users. The CSAP process supports that collaboration, the identification of high-risk areas, and the selection of safety strategies and countermeasures that address pedestrian and bike safety at priority locations.

PROJECTS WITH PROVEN TRACK RECORDS

Minnesota pioneered county roadway safety plans by adopting a proactive approach to traffic safety. Instead of reacting to crashes, this process identifies high-risk locations for severe crashes and implements tailored countermeasures based on comprehensive safety analyses using crash data and roadway characteristics. This approach often leads to low-cost but high-impact safety projects like shoulder improvements, enhanced pavement markings, rumble strips, rural segment striping, chevrons on curves, upgraded traffic signs and intersection markings at intersections, rural intersection lighting, and other proven countermeasures.

The following Table 1-1 summarizes awarded HSIP county safety projects in Minnesota from 2008-2023.

Projects on Segments	No. of Projects	Totals Spent for Segment Projects
Striping	336	$41,749,000
Shoulder Improvement	129	$36,403,000
Rumble StripE	36	$4,997,000
Rumble Strip	38	$3,182,000
Geometrics	1	$931,000
Clear Zone	4	$569,000
4 to 3 Conversion	1	$245,000
Guardrail	2	$220,000
Signing	3	$126,000
TOTAL SEGMENTS:	***550***	***$88.4 million***

Projects at Intersections	No. of Projects	Totals Spent for Intersection Projects
Signal System	59	$27,263,000
Roundabout	24	$20,928,000
Turn Lane	23	$10,706,000
Lighting	64	$6,737,000
J-Turn	5	$2,818,000
Remove Skew	6	$2,701,000
Signing	38	$2,686,000
RICWS	12	$2,236,000
Pavement Markings	3	$362,000
Crossing Closure	2	$356,000
Sidewalk	2	$261,000
TOTAL INTERSECTIONS:	***238***	***$77.1 million***

Projects on Curves	No. of Projects	Totals Spent for Curve Projects
Chevrons	65	$3,470,000
Shoulder Improvement	6	$1,498,00
TT to T	3	$1,181,000
High Friction Surface Treatment	2	$952,000
Guardrail	1	$130,000
Geometrics	1	$88,000
TOTAL CURVES:	*78*	*$7.3 million*
TOTAL HSIP PROJECTS	***866***	***$173 million***

Table 1-1: HSIP-Funded County Safety Projects (2008-2023)

FOCUS ON PAVED ROADS

CSAP analyses include only paved county roadways because most severe crashes on country roadways occur on those roadways. Paved county roadways across the state account for approximately 40 percent of roadway miles but around 92 percent of severe crashes. Based on this, the likelihood of severe crashes on paved roads is 14 times greater than on unpaved roads.

The severe crash overrepresentation along paved county roads also has been documented in North Dakota, South Dakota, and Iowa. The proportion of paved versus gravel roads and the distribution of severe crashes varies from state to state, but the trend is the same in each case, with severe crashes overrepresented along paved county roadways. These statistics support the focus of the CSAP analytical process on paved county roads.

The Plan Development section that follows highlights the data and includes safety strategies for unpaved roads.

COUNTY PROFILE

Anoka County manages and maintains a roadway system that includes:

- 413 total miles of county roadways
  - 312 miles of county state-aid highways (CSAH) roadways, eligible for direct State Trunk Highway funding
  - 101 miles of county road
- 57 miles of township roadways
- 69 bridges in the county and township system

Between 2008 and 2023, Anoka County received approximately $14.6 million in HSIP funding to support the following safety projects (Table 1-2):

Roadway type	Project	Total spent
Segments	1 Shoulder Improvement and 3 Striping Projects	$1.47 million
Intersections	20 Signal Systems, 4 Turn Lanes, 1 Roundabout, 1 Crossing Closure	$13.15 million
Curves	0	$0
TOTAL HSIP PROJECTS	***30 Projects***	***$14.6 million***

Table 1-2: Anoka County 2008-2023 HSIP-Funded Safety Projects

The Anoka CSAP analyzes 168 road segments, 544 intersections and 361 curves. The map (Figure 1-3) shows Anoka roadways. **Appendix B** includes a list of analyzed locations for Anoka County.

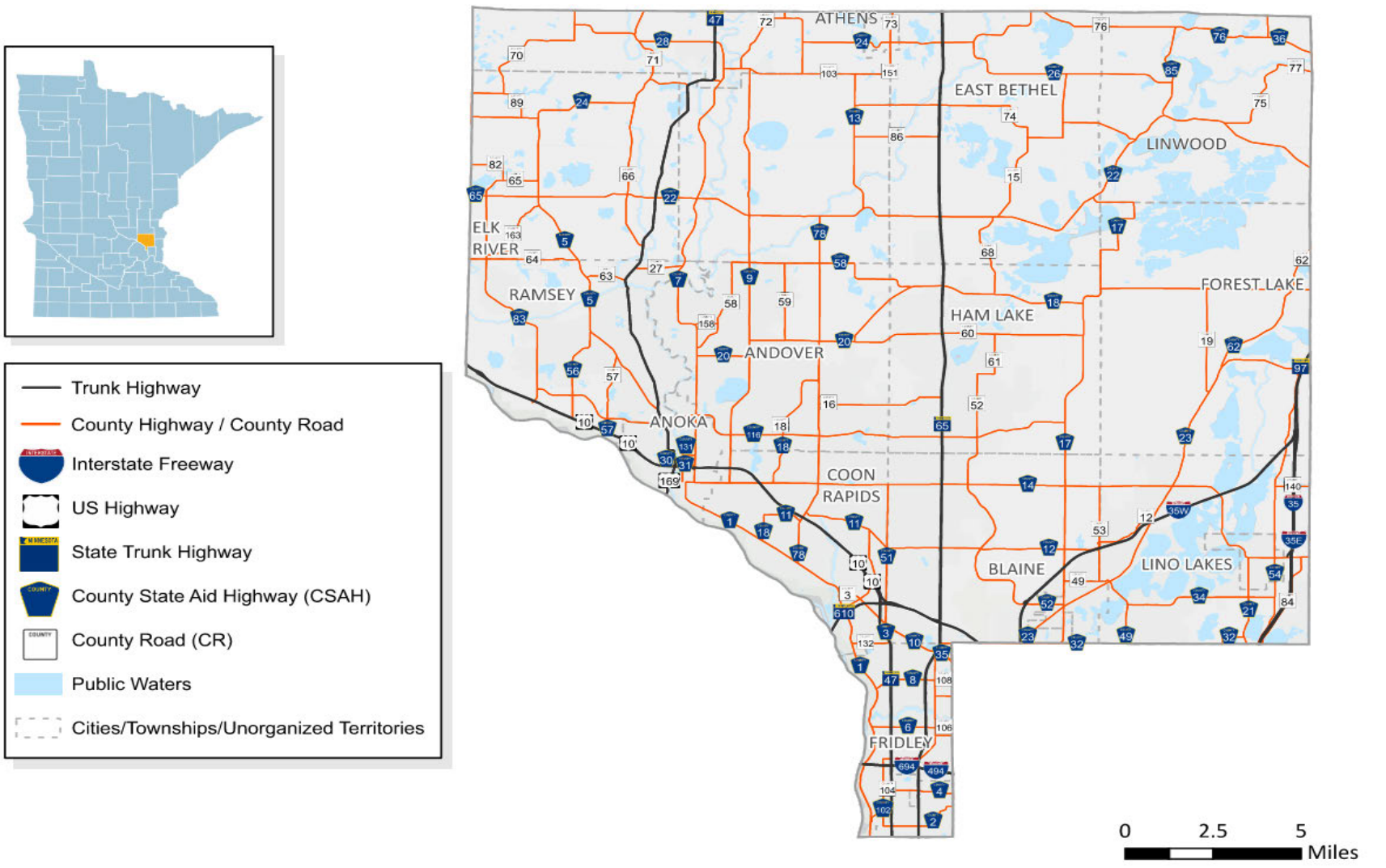


Figure 1-3: Anoka County Roadways

AN EYE TO RESULTS

Establishing desired outcomes helps frame CSAP development. Anoka County has set the following goals for this plan, all of which support the TZD program and align with the state's SHSP.

- Serve as the foundation for a shared understanding of the approach to analyze and address safety on the Anoka County roadway system
- Complete a data-driven safety analysis of the county's roadway system
- Build a greater awareness of the value of safety and maintenance strategies in reducing traffic fatalities, including information about pedestrian safety issues
- Identify and prioritize candidate locations for safety investment
- Develop a prioritized list of HSIP-eligible projects
- Develop safety projects with specific strategies at specific locations

COUNTY ROAD SAFETY PLANNING MILESTONES

2009: MnDOT, Federal Highway Administration, and Minnesota Counties partner to launch the first CRSPs.

MnDOT dedicates 50 percent of HSIP funds (previously used only for state trunk highways) for CRSP projects and provides technical assistance to all 87 counties.

MnDOT and county engineers develop a new safety analysis process that relies on data to determine high-risk locations for safety investments.

2013-2014: Counties start implementing the first CRSP safety projects; first phase of CRSP completed.

2016: Second phase of CRSP updates begin.

2023: Second phase of CRSP updates completed, helping 85 percent of counties participate in HSIP and resulting in $123 million in safety improvements throughout the county roadway system.

2024: Third phase of CRSP and first phase of CSAPs launch.

To achieve county goals, this CSAP includes the following tasks and outcomes:

- Identification of safety emphasis areas
- Review of all county road segments, curves, and intersections
- Data-driven review of crashes on county roadways
- Disaggregated crashes by system (state or local) and location type (rural or urban)
- Summary of severe crashes based on MnDOT 2020-2024 SHSP focus areas
- Safety workshop to engage county stakeholders in a discussion about data and focus areas
- List of suggested proven safety countermeasures
- Prioritized list of locations that are most at risk for severe crashes
- Prioritized list of recommended safety projects with specific strategies at specific locations
- HSIP project sheets to simplify the HSIP application process – these sheets make applying for funds much simpler for applicants and have a higher chance of being awarded funding
- Final report

A set of **appendices** offers summaries and technical details, as well as sample HSIP submission forms for each possible project.

2. Plan Development

ANALYZING DATA AND INVOLVING STAKEHOLDERS

The CSAP approach involves working closely with county safety stakeholders to establish program goals and to develop a collaborative, data-driven plan that includes safety treatments at priority locations, which in turn offers direction for the local safety program. It emphasizes three areas: Data-based decision-making where agencies can address high-risk, high-priority locations through systemic analysis; focused investments to areas with high risk; and proven safety improvements that have led to a large reduction in severe (fatal and serious injury) crashes throughout the years.

The approach involves the following actions, as Figure 2-1 describes in greater detail:

- Data analysis
- Identification of safety emphasis areas
- Development of a comprehensive list of strategies
- Coordination with safety stakeholders through meetings and workshops
- Selection of county-specific strategies from the comprehensive list of strategies
- Identification of safety projects
- Development of the safety plan



Figure 2-1: Comprehensive Safety Action Plan (CSAP) process description

Key steps in the CSAP process include leadership commitment and goal setting, data collection, crash data analysis and identification of safety focus areas, development of a comprehensive list of strategies, stakeholder workshops, risk assessments, prioritization of locations based on risk assessment, selection of specific strategies and projects for priority locations, final plan preparation, and report availability to the public. It also includes ongoing engagement with safety stakeholders, including through task force meetings and public engagement.

A PROACTIVE APPROACH

From the start of the federal highway safety program in the 1970s, states primarily conducted a safety analysis by identifying corridor segments or intersections as high-crash locations.

Because few locations along the local roadway systems met the high-crash definition, the use of this methodology served as a barrier to local system participation in the statewide safety program. Many local agencies also lacked the technical expertise to identify locations. As a result, the state's system of trunk highways received almost all safety investments.

Minnesota's 2007 SHSP prioritized increasing the level of local highway agency involvement in statewide planning efforts. Following the adoption of the 2007 SHSP, the Minnesota Department of Transportation and Minnesota's county engineers developed a new safety analysis process to supplement the high-crash location search. This systemic risk assessment, which uses a data-driven process, looked at crash patterns to determine high-risk locations that could be safety investment candidates.

The first CRSP phase pioneered this systemic risk analysis across all 87 counties. The process proved successful, leading to the identification of $300 million in low-cost safety improvements in the county system and $173 million of HSIP-funded CRSP safety projects.

Successful CRSP project implementation led the Federal Highway Administration (FHWA) to approve and adopt this systemic risk analysis technique as a model for its own national, data-driven safety analysis initiative. Most significantly, the systemic approach allowed agencies to move from a reactive approach in addressing severe crashes to a proactive approach of deploying safety projects at high-risk locations.

FIVE KEY STEPS: SYSTEMIC RISK ANALYSIS PROCESS

1. Conduct a crash analysis that includes reviewing each of the approximately 2,500 statewide locations in the country roadway system where severe crashes occurred during a five-year study period.
2. Identify roadway and traffic characteristics common at locations with severe crashes.
3. Adopt a list of risk factors that show locations with a specific risk factor and a higher density (number of severe crashes per mile, curve, or intersection per year) of crashes rather than locations that don't contain this risk factor.
4. Conduct an inventory of roadway segments, curves, and intersections in each county system and record the number of risk factors at each location.
5. Prioritize the county roadway system for safety investment based on the number of risk factors at each location. The greater the number of risk factors, the higher the priority the candidate location is for safety investment.

TASK FORCE PLANNING STRUCTURE

Early in the CSAP development, a task force was developed to oversee the plan's development, implementation, and monitoring. The Anoka County CSAP Task Force met three times during the safety planning process. Membership included county staff, county commissioners, city representatives, law enforcement representatives, and other key safety partners. Task force meetings focused on establishing the foundation for the CSAP, reviewing crash analysis, discussing equity considerations, and reviewing project recommendations. Members emphasized the importance of public engagement input, balancing safety with economic development, and addressing systemic challenges such as unlicensed drivers and rural roadway risks. Key meeting takeaways included the need for proactive strategies that prioritize high-risk locations and leverage both community feedback and data analysis to guide investment decisions. **Appendix A** provides documentation of the task force meetings.

STAKEHOLDER ENGAGEMENT

Engagement activities included public involvement using online tools as well as stakeholder engagement through the CSAP Task Force and a full day in-person workshop with safety stakeholders.

- **Public Engagement**: From June 20 through October 2, 2024, the county facilitated public engagement via an online survey and interactive comment map. Respondents highlighted locations of concern and suggested safety improvements. Common themes included speeding and enforcement, intersection safety, pedestrian and cyclist infrastructure, and poor roadway condition.

- **Stakeholder Engagement**: The three meetings of the CSAP Task Force and a separate full day in-person workshop provided engagement with and input from a wide range of stakeholders, including county staff and commissioners, MnDOT and TZD representatives, city and township representatives, and law enforcement representatives. Themes explored during these engagements include data analysis results, key safety needs and locations, potential safety projects, and implementation considerations. See **Appendix A** for task force engagement meeting minutes and summaries and **Appendix D** for the full-day workshop summary.

This approach both supported a community-centered planning process and satisfied the Engagement and Collaboration requirement of the SS4A program.

POLICY AND PROCESS CONSIDERATIONS

Key recommendations include updating Anoka County design standards to better prioritize safety, continuing to update and implement the ADA Transition Plan, and strengthening safety as a project selection criterion. The County is encouraged to continue documenting new or updated safety practices in relevant documents and assess future standards and policies to ensure traffic safety remains a central focus. Further recommendations include utilizing the Safe System Approach, broadening community engagement, focusing on vulnerable road users, and incorporating safety in all mobility and maintenance projects. **Appendix A** documents this review.

UNPAVED ROAD SAFETY

This plan focuses only on paved county roads. Although Anoka County does not own any gravel roads, there are other gravel roads within the County boundaries. The data supports the rationale for performing the systemic analysis on paved roads only. In Minnesota, where 59 percent of all public roadway miles are unpaved, statewide crash analysis reveals that 92 percent of severe crashes occur on paved roads (Table 2-1).

	Crash Severity Types							
Surface Material	**K-Fatal**	**A – Serious Injury**	**B – Minor Injury**	**C – Possible Injury**	**PDO**	**Unknown**	**Grand Total**	**Severe K+A**
Bituminous	2,731	11,325	49,688	69,781	345,901	1,087	480,513	14,056
Concrete	378	1,148	7,975	14,485	84,093	84	108,163	1,526
Aggregate/Gravel	205	825	2,002	1,556	8,045	23	12,656	1,030
Dirt/Unimproved	10	25	42	44	220	1	342	35
Unknown	64	458	3,490	4,719	25,052	87	33,870	522
Other	2	16	51	62	433	3	567	18
Grand Total	**3,390**	**13,797**	**63,248**	**90,647**	**463,744**	**1,285**	**636,111**	**17,187**
Paved	3,109	12,473	57,663	84,266	429,994	1,171	588,676	15,582
Unpaved	281	1,324	5,585	6,381	33,750	114	47,435	1,605
Paved	92%	90%	91%	93%	93%	91%	93%	91%
Unpaved	8%	10%	9%	7%	7%	9%	7%	9%

Table 2-1: Crash Data Distribution by Pavement Type (2016-2024)

The statewide crash density distribution by pavement type (Table 2-2) shows that the likelihood for severe crashes on paved roads is 14 times higher than on unpaved roads.

			All Crashes			Severe Crashes		
Surface Material	**Miles**	**Percent**	**Count**	**All %**	**All Density**	**K+A**	**Severe %**	**Severe Density**
Unpaved	84,494	59%	47,435	7.5%	0.56	1,605	9.3%	0.02
Paved	58,420	41%	588,676	92.5%	10.08	15,582	90.7%	0.27
Total	**142,914**	**100%**	**636,111**			**17,187**		

Table 2-2: Statewide Crash Density of Paved Roadways Versus Unpaved Roadways (2016-2024)

The overall data led counties to prioritize safety on paved roads while also investing in maintenance and targeted improvements for unpaved roads. In Anoka County, 97 percent of severe crashes in the past nine years occurred on paved roads (Table 2-3), consistent with the statewide results for all counties and reinforcing CSAP's focus on paved roads.

	Crash Severity Types							
Surface Material	**K-Fatal**	**A – Serious Injury**	**B – Minor Injury**	**C – Possible Injury**	**PDO**	**Unknown**	**Grand Total**	**Severe (K+A)**
Aggregate/Gravel	3	4	8	10	38	0	63	7
Bituminous	162	728	2,900	4,123	18,797	35	26,745	890
Concrete	12	47	281	559	3,019	9	3,927	59
Unknown	1	25	317	461	2,013	5	2,822	26
Grand Total	**178**	**804**	**3,506**	**5,153**	**23,867**	**49**	**33,557**	**982**
Paved	174	775	3,181	4,682	21,816	44	30,672	949
Unpaved	4	29	325	471	2,051	5	2,885	33
Paved	98%	96%	91%	91%	91%	90%	91%	97%
Unpaved	2%	4%	9%	9%	9%	10%	9%	3%

Table 2-3: Anoka County Crash Density of Paved Roadways Versus Unpaved Roadways (2016-2024)

Anoka County will incorporate strategies from the FHWA Unpaved Roads Safety Needs and Treatments document into their maintenance programs. The following highlights safety strategies from the document.

STRATEGIES FOR UNPAVED ROAD SAFETY

Maintain the Road Surface

Conduct a Review of Clear Zone

- Similar to paved roads, a wide, flat, and less obstructed clear zone is desirable for an unpaved road to reduce the severity of a roadway departure.
- Consider relocating fixed objects such as utility poles in the right of way and adding delineation to utility poles that cannot be moved.
- Consider adding delineation or shielding obstacles.

Improve Sight Distances

- Clear vegetation from the right of way in locations where animal crossing is likely and at horizontal and vertical curves, intersections, and driveway locations.
- Mow along the edge of the roadway to improve the visibility of signage.

Install Delineators and Chevrons

- Install advance warning signs and highly visible chevrons at curves.
- Install delineators to provide a visual "edge" to the roadway.
- Use highly retroreflective sheeting for signage to increase visibility. Assess the need for warning signs near locations such as narrow bridges and on the approaches to curves.

Source: FHWA Unpaved Roads Safety Needs and Treatments

KEY FRAMEWORK: SAFE SYSTEM APPROACH

The U.S. Department of Transportation's current model to address road safety, the Safe System Approach (SSA) differs from conventional safety approaches because of its focuses on human mistakes and human vulnerability. The SSA encourages road agencies to focus on safety during project selection, development, construction, maintenance, and operations of their roadway systems. It offers a guiding framework to design and manage a road infrastructure system that includes many redundancies.

The SSA (Figure 2-2) builds and reinforces multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur. It incorporates the following principles, which help guide CSAP efforts.

• *Death and Serious Injuries are unacceptable:* Places priority on the prevention of crashes that result in fatalities and serious injuries.

• *Humans Make Mistakes:* Acknowledges human mistakes can result in crashes and looks to design and operate a transportation system that prepares for those mistakes.

• *Humans Are Vulnerable:* Recognizes the physical limits of human bodies and develops strategies to protect humans from death and serious injury.

• *Responsibility is Shared:* Requires all stakeholders and the public to work together in preventing fatalities and serious injuries.

• *Safety is Proactive:* Seeks to identify and address safety issues early rather than react to crashes.

• *Redundancy is Crucial:* Strives to strengthen all parts of the transportation system, so if one part fails, the other parts still protect people.

SSA objectives include safer drivers, safer vehicles, safer speeds, and improved post-crash care.



Figure 2-2: Safe System Approach Wheel

KEY FRAMEWORK: TRAFFIC SAFETY CULTURE

The FWHA emphasizes the importance of a strong traffic safety culture as the foundation for its main priorities – reaching zero traffic deaths and advancing the SSA. A zero deaths vision requires a change – a shift in culture both within transportation agencies and other organizations, and by the public.

According to the FHWA, a safety culture can be defined as *the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands.* A strong traffic safety culture requires the Involvement of leaders, partners, and champions in directing and coordinating efforts, and commitment from key state agencies, local law enforcement and health agencies, and private sector organizations.

Consistent with cultivating a traffic safety culture, the CSAP process facilitates cooperation among state and local partners, as well as bringing together diverse stakeholders to explore traffic safety concerns and solutions.

3. Crash Data Analysis

DISCOVERING OPPORTUNITIES FOR SAFETY IMPROVEMENTS

CSAP uses a data-driven analytical process to identify optimal safety investment locations and countermeasures. The data-driven process helps focus on severe (fatal and serious injury) crashes instead of mistakenly treating all crashes – including those with only minor injuries or property damage only – as equal candidates for safety projects. Previous studies show that while severe crashes are widely scattered across Minnesota's local road system – an average of 0.006 severe crashes per mile per year – these crashes are neither uniformly nor randomly distributed. Analysis of crash data and roadway system characteristics combined is, therefore, necessary to support prioritization for investment, an integral part of the systemic safety planning process.

Limited statewide safety funding does not support comprehensive deployment of projects that address all crash types. As a result, jurisdictions are encouraged to adopt a short list of safety focus areas among the categories that include the greatest number of severe crashes. Concentrating safety investment on the top-ranked focus areas that result from a data-driven analytical process is likely to offer the greatest opportunity for crash reduction. The process includes three key steps:

STEP 1: Disaggregate data into categories (contributing factors or focus areas), then rank each category based on the number of crashes that involve fatalities and serious injuries.

STEP 2: Identify the types of roadway facilities for which the priority crash types occur in the greatest numbers.

STEP 3: Identify proven safety countermeasures and strategies linked to the specific crash types.

SAFETY FOCUS AREAS

Minnesota's Strategic Highway Safety Plan (SHSP) organizes its statewide investment direction and priorities by safety focus areas (Figure 3-1) and includes strategies and tactics for each focus area. These focus areas represent the most frequent contributing factors for severe crashes in the state. CSAP also adopts these focus areas in its efforts. Table 3-1 lists Minnesota crash focus areas for 2018-2022.

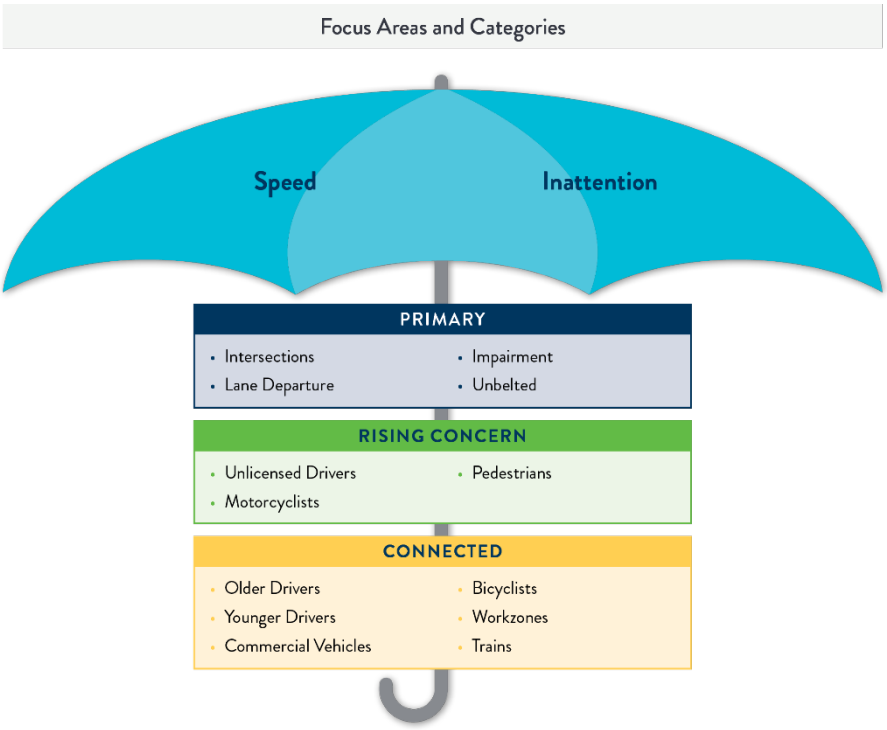


Figure 3-1: Focus Area Priorities (2025-2029 Minnesota Strategic Highway Safety Plan)

CSAP data collection involved assembling and analyzing crash data from the most recent five-year period available (2018-2022) and then disaggregating the data into 16 safety focus areas. Table 3-2 lists Anoka County crash focus areas for 2018-2022.

In addition to disaggregating by safety focus area, severe crashes also were disaggregated by state highways versus county roadways.

CSAP analyzes crash data throughout all public roadway systems, whether state, county, or in other jurisdictions. It includes disaggregated data on crashes that occur on all state roads, only on county roads, and on roads in Area Transportation Partnership (ATP) regions.

Figure 3-2 shows the various ATPs throughout the state. The crash analysis was conducted across multiple counties based on historical experience and crash trends across 12 counties. This approach was necessary because, in many cases, the number of severe crashes occurring in a single county over a five-year period is too small to provide statistically reliable data.

Table 3-1 shows crashes at the statewide level and within the Greater Minnesota and Metro areas for all systems and the county system only. Table 3-2 shows the same crashes but for the Metro ATP and for Anoka County.

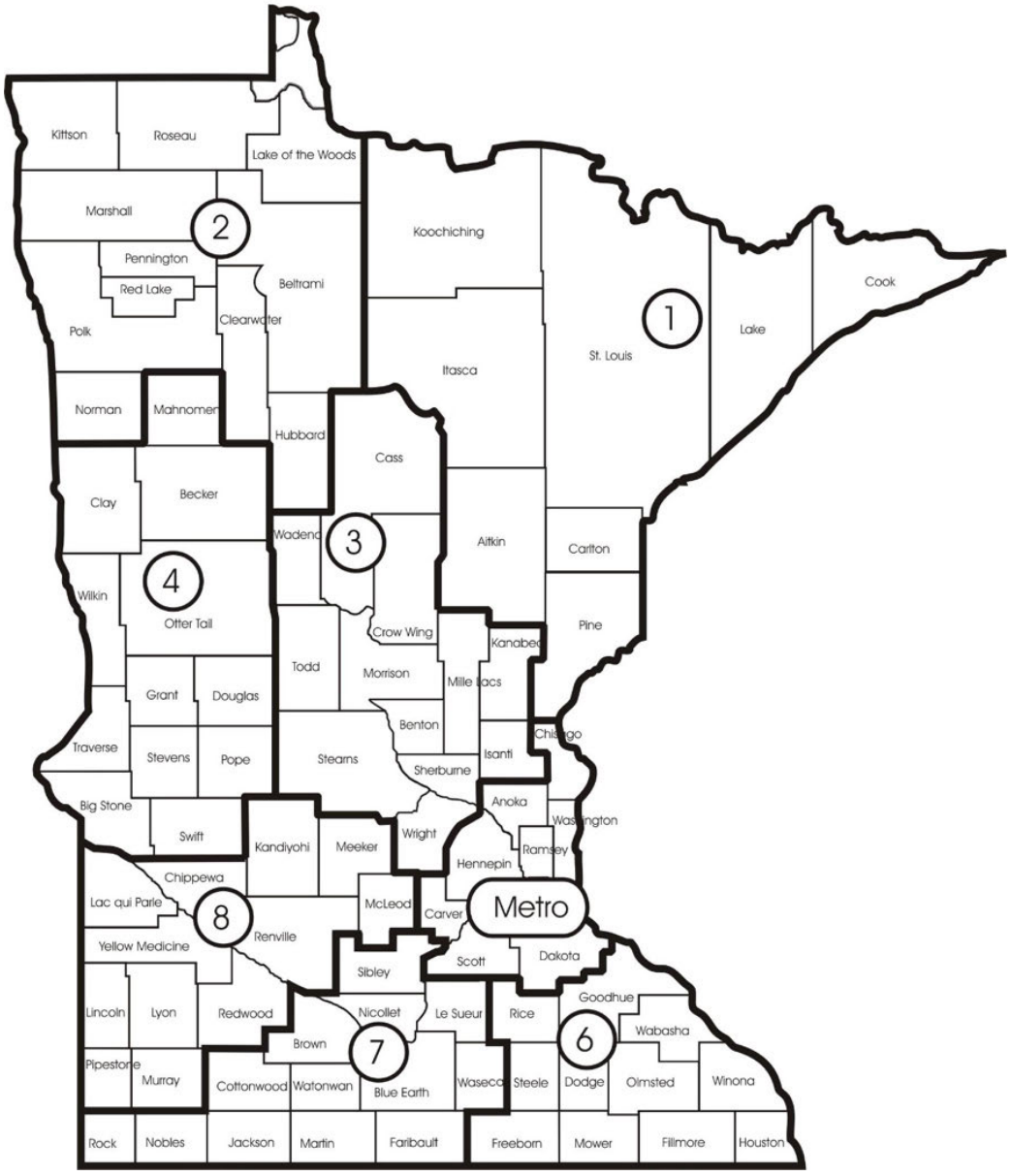


Figure 3-2: Minnesota's Eight Area Transportation Partnerships

Because more than one contributing factor plays a role in most crashes, assigning crashes to the safety focus areas often involves double or triple counting a single crash. For example, a single severe crash involving an unbelted, older driver at an intersection falls into the safety focus areas of unbelted, intersections, and older driver. Because a single crash may be counted in one or more focus areas, the total number of crashes for all focus areas is a higher number than the number of actual crashes.

ANOKA FOCUS AREAS

This summary below highlights the most critical areas for safety interventions in the county and should guide the selection of appropriate safety strategies moving forward.

Based on the analysis of the crash data presented in Table 3-1 and Table 3-2, the percent of crashes on the Anoka County system exceeds the statewide or district average in all the focus areas listed below. In other words, each of these categories has a disproportionately high percentage of crashes in the county.

- Intersection
- Lane Departure
  - Run-off-Road
  - Head-on
- Inattentive
- Older Driver
- Motorcycle
- Work Zone

Crash types that stand out as particularly elevated on the county system compared to statewide include intersection crashes (57% of total) and head-on crashes (24% of total).

2018-2022 fatal and serious injury crashes

www.mndot.gov/trafficeng/safety/shsp/

		Statewide				Greater Minnesota				Metro			
		All Systems		County System		All Systems		County System		All Systems		County System	
	Total Severe Crashes	**8946**	**100%**	**3427**	**100%**	**4817**	**100%**	**1946**	**100%**	**4128**	**100%**	**1481**	**100%**
Core Areas	Intersection	4392	49%	1636	48%	2000	42%	727	37%	2392	58%	909	61%
	Lane Departure	3865	43%	1614	47%	2457	51%	1110	57%	1408	34%	504	34%
	Run-Off-Road	2843	32%	1183	35%	1906	40%	903	46%	937	23%	280	19%
	Head-On	**1022**	**11%**	**431**	**13%**	**551**	**11%**	**207**	**11%**	**471**	**11%**	**224**	**15%**
	Impaired	2433	27%	993	29%	1428	30%	639	33%	1005	24%	354	24%
	Speed	2066	23%	729	21%	1130	23%	447	23%	936	23%	282	19%
	Unbelted	1338	15%	491	14%	932	19%	362	19%	406	10%	129	9%
	Inattentive	742	8%	301	9%	415	9%	171	9%	327	8%	130	9%
Strategic	Older Driver	1649	18%	632	18%	1009	21%	360	18%	640	16%	272	18%
	Motorcycle	1514	17%	702	20%	852	18%	435	22%	662	16%	267	18%
	Younger Driver	1423	16%	545	16%	774	16%	303	16%	649	16%	242	16%
	Non-motorist	1377	15%	387	11%	444	9%	105	5%	933	23%	282	19%
	Pedestrian	1045	12%	282	8%	348	7%	74	4%	697	17%	208	14%
	Bicyclist	332	4%	105	3%	96	2%	31	2%	236	6%	74	5%
	Commercial Vehicles	788	9%	227	7%	535	11%	144	7%	253	6%	83	6%
	Work Zone	199	2%	51	1%	86	2%	19	1%	113	3%	32	2%
Connected	Unlicensed	1810	20%	640	19%	861	18%	342	18%	949	23%	298	20%
	Trains	18	0%	4	0%	15	0%	3	0%	3	0%	1	0%
	Deer/Animal	188	2%	114	3%	161	3%	100	5%	27	1%	14	1%
	Winter Weather	1022	11%	356	10%	631	13%	234	12%	391	9%	122	8%

a. Focus Area definitions consistent with the 2020-2024 Minnesota Strategic Highway Safety Plan unless otherwise noted.
b. County System via crash report attribute 'Route System' values CSAH (4) and County Road (7)
c. Head-On here includes sideswipe opposite direction (per SHSP) but omits Deer/Animal crashes.

Table 3-1: Minnesota Crash Focus Areas (2018-2022)

2018-2022 fatal and serious injury crashes

www.mndot.gov/trafficeng/safety/shsp/

		Anoka County				ATP M			
		All Systems		County System		All Systems		County System	
	Total Severe Crashes	**545**	**100%**	**252**	**100%**	**4124**	**100%**	**1479**	**100%**
Core Areas	Intersection	309	57%	143	57%	2389	58%	908	61%
	Lane Departure	217	40%	116	46%	1409	34%	503	34%
	Run-Off-Road	132	24%	55	22%	937	23%	279	19%
	Head-On	85	16%	61	24%	472	11%	224	15%
	Impaired	127	23%	52	21%	1004	24%	353	24%
	Speed	107	20%	43	17%	938	23%	282	19%
	Unbelted	50	9%	21	8%	406	10%	129	9%
	Inattentive	52	10%	26	10%	327	8%	130	9%
Strategic	Older Driver	99	18%	53	21%	640	16%	272	18%
	Motorcycle	120	22%	53	21%	661	16%	266	18%
	Younger Driver	97	18%	48	19%	650	16%	242	16%
	Non-motorist	77	14%	23	9%	933	23%	282	19%
	Pedestrian	57	10%	15	6%	697	17%	208	14%
	Bicyclist	20	4%	8	3%	236	6%	74	5%
	Commercial Vehicles	26	5%	8	3%	253	6%	83	6%
	Work Zone	17	3%	7	3%	113	3%	32	2%
Connected	Unlicensed	87	16%	46	18%	948	23%	297	20%
	Trains	0	0%	0	0%	3	0%	1	0%
	Deer/Animal	6	1%	5	2%	26	1%	14	1%
	Winter Weather	48	9%	16	6%	389	9%	122	8%

a. Focus Area definitions consistent with the 2020-2024 Minnesota Strategic Highway Safety Plan unless otherwise noted.
b. County System via crash report attribute 'Route System' values CSAH (4) and County Road (7)
c. Head-On here includes sideswipe opposite direction (per SHSP) but omits Deer/Animal crashes.

Table 3-2: Anoka Crash Focus Areas (2018-2022)

CRASH TREES: DEFINITION AND PURPOSE

The data-driven prioritization process includes development of crash trees, which are crucial in identifying the location and type of county road segments and intersection characteristics where improvements are most likely to help reduce fatal and serious injury crashes.

The statewide crash tree (Figure 3-3) shows all crash totals at the top, and then separates the data further, by number of crashes on state system roads and number of crashes on local system roads. It offers a deeper analysis of crash numbers on county roads, including fatal and serious injury crashes by location, crash type, and crash characteristics. For example, it shows the numbers of crashes on rural or urban county roads, and the number of crashes on rural county roadways and at rural county intersections. It presents data by crash type, such as lane departures (run-off road and head-on road crashes) on roadways, and intersection crash types, as well as related crash characteristics. The crash tree in Figure 3-4 shows data for Anoka County only.

While the percentages associated with the various breakdowns between statewide and county values vary slightly, the key takeaways remained the same and suggest the following priorities for Anoka County:

- Urban roadways
- Two-lane undivided urban roadways
- Lane departure crashes on segments
- Stop sign control intersection crashes

Anoka County's rural urban two-lane undivided crash tree (Figure 3-4) visually shows those results:

- 96 percent of severe crashes occur on urban roadways (appears in the fourth row, second box from the left, titled Urban)
- 53 percent of motorized severe crashes on urban two-lane undivided roadways (appears in the Lane Departure box after the Segment box in the fifth row, left-most box)
- 76 percent of severe crashes on urban segments are lane departure crashes (appears in the eighth row, left-most box, just below the Segment box)
- 35 percent of severe crashes at urban intersections occur at stop sign controlled intersections

CRASH TREES: A QUICK PRIMER

Crash trees play an important role in identifying the most promising roadway segments for safety investments. A crash tree:

- Visually breaks down crash data into key categories
- Offers a statistical picture of the number and types of crashes and additional details about the corresponding roadway type and crash characteristics
- Helps show patterns that lead to determining locations where safety investments would yield the greatest impact

Detailed analysis of severe crashes also extended to rural county roadway intersections. Based on a sample of over 11,000 rural intersections from CRSP1, county roadway intersections with state highways and other county roadways accounted for 36 percent of intersections but 72 percent of severe crashes. County roadway intersections with township roads accounted for 64 percent of intersections but only 28 percent of severe crashes. County roadway intersections with state highways and other county roadways also have a crash density (0.03 severe crashes per intersection per year) that is five times higher than at county roadway intersections with township roads. These statistics support the decision to focus the remainder of the analytical process on county roadway intersections with state highways and other county roadways.

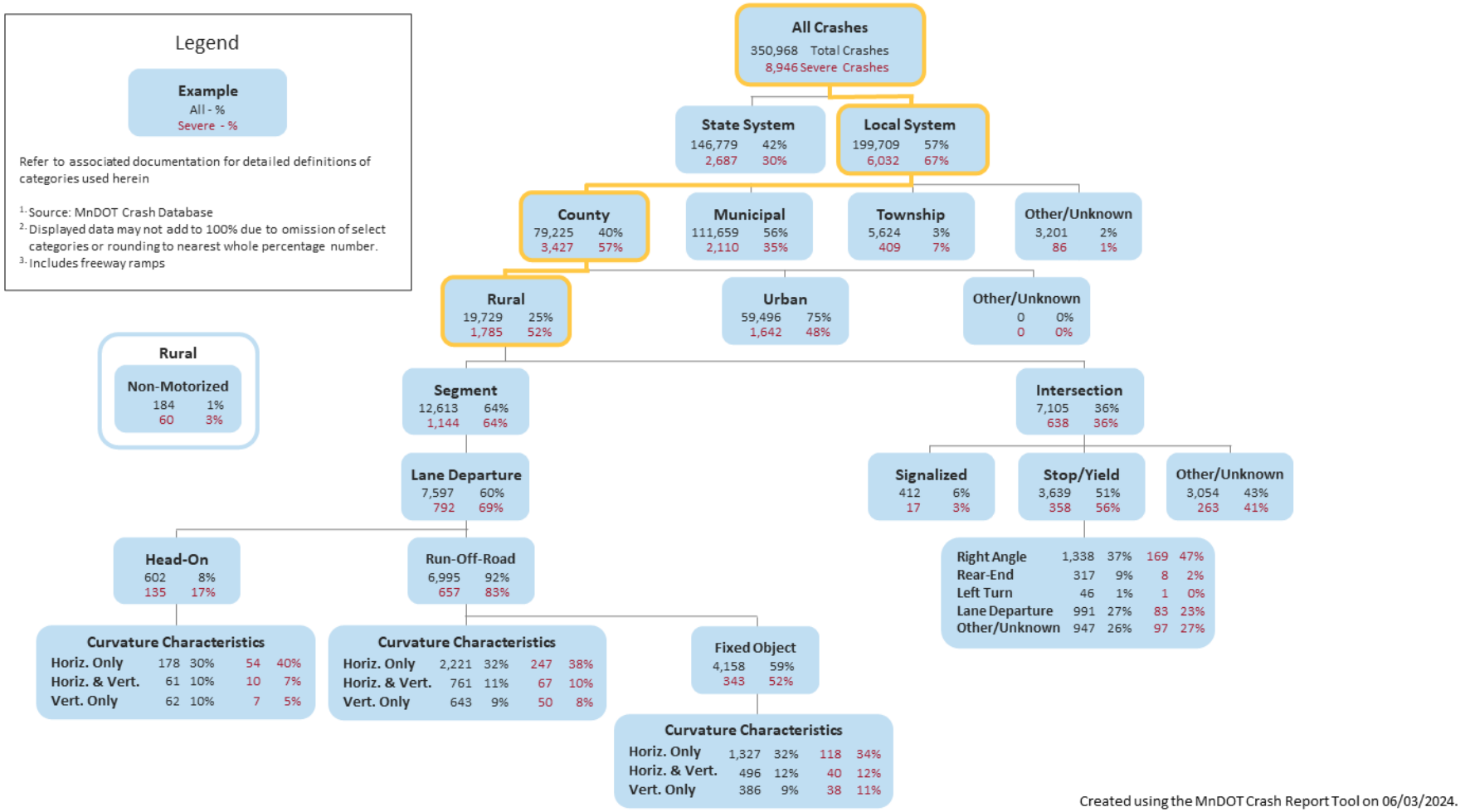


Figure 3-3: Minnesota Statewide Crash Tree – County Rural Systems (2018-2022)

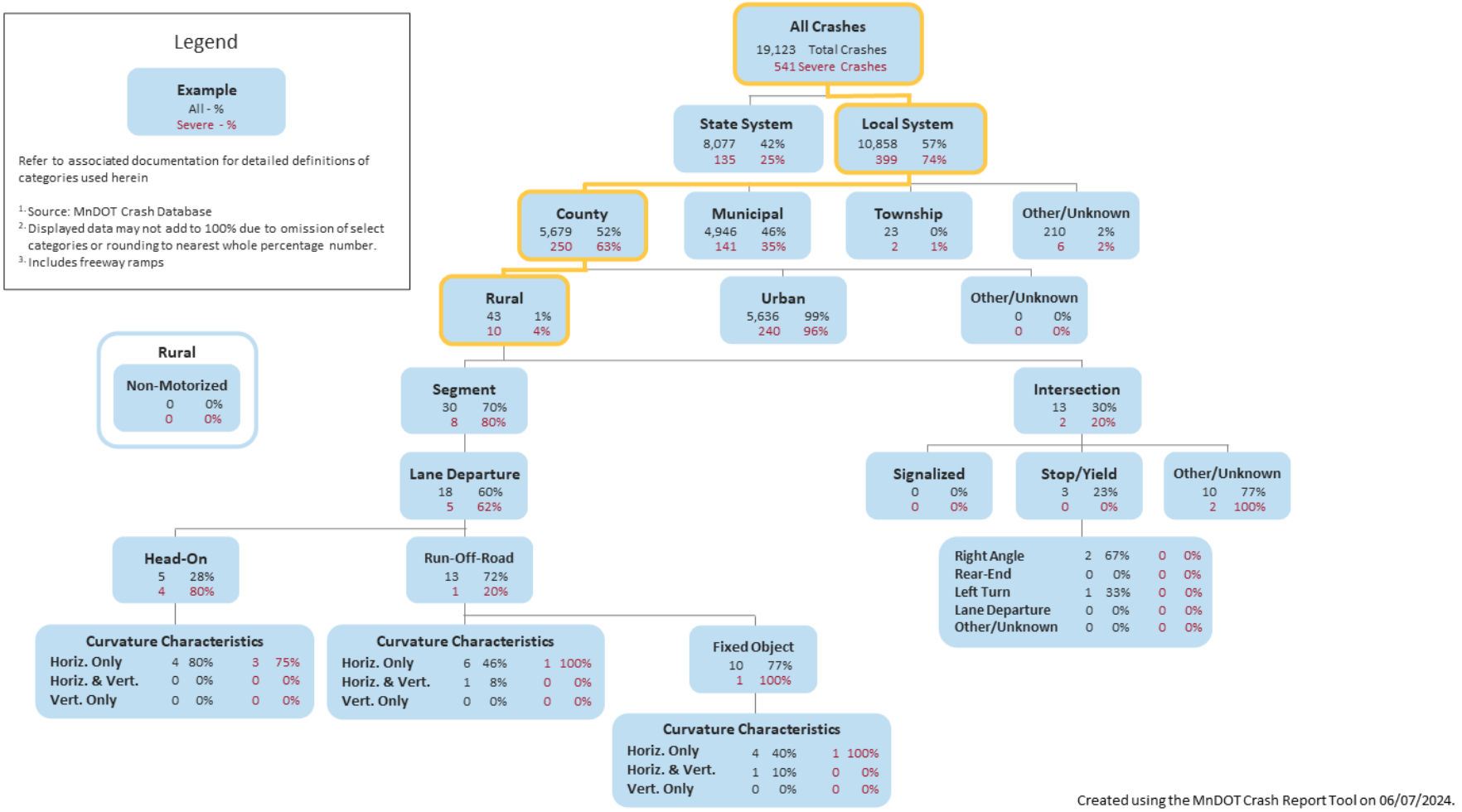


Figure 3-4: Anoka County Crash Tree – County Urban 2-Lane Undivided (2018-2022)

SAFETY STRATEGIES AND COUNTERMEASURES

Applying the most effective safety strategies and countermeasures helps maximize the impact on road safety. Earlier phases of CRSP drew on research from the National Cooperative Highway Research Program, the Federal Highway Administration, and the American Association of State Highway and Transportation Officials.

Using this information combined with past and current research on effectiveness in helping prevent severe crashes, Minnesota developed its own guide to engineering countermeasures for counties: the *Big Book of Ideas*. The latest version of the *Big Book of Ideas* also incorporates the Safe System Road Design Hierarchy.

The *Big Book of Ideas* provides a comprehensive list of road safety countermeasures and strategies that can be applied to Minnesota roads. State and local engineers can choose a countermeasure based on the type of location they want to improve. The crash reduction factor (CRF) for each countermeasure and its estimated cost also are included to aid decision making. Countermeasures that address pedestrians, bicyclists, or equity are highlighted with corresponding icons.

The *Big Book of Ideas* was developed to include priority strategies and countermeasures for the adopted safety focus areas statewide. As part of the CSAP process, Anoka County screened the full list of strategies based on factors such as proven effectiveness to reduce severe crashes, implementation cost, prior experience and acceptance in the county, and input from safety partners. The process resulted in the following 87 priority safety strategies for Anoka County, listed below. **Appendix C** includes the customized *Big Book of Ideas* describing the strategies and countermeasures for Anoka County.

- Rural Segments
  - Access management
  - Buffers between opposing lanes/median barriers (multiple options)
  - Build expressways with no left turn or crossover movements
  - Clear zone maintenance/enhancements (multiple options)
  - Ditch / embankment / side slope improvements (including slope flattening)
  - 2+1 barrier (or tube) roadway
  - Non-recoverable inslope protection
  - Passing lanes
  - Safety edge
  - Separated bike trail / path
  - Shoulder paving and widening
  - Speed safety cameras
  - Shoulder / edgeline rumble strip (multiple options)
  - Upgrade signs / oversized regulatory signs
  - Centerline rumble strip (multiple options)
  - Enhanced edgeline (6” & 8”)
  - Plowable centerline reflective markers

- Rural Curves
  - Clear zone maintenance / enhancements (multiple options)
  - High Friction Surface Treatment (HFST)

  - Reconstruct [TT to a single T intersection]
  - Roadside barrier / guardrail
  - Pave shoulders / Shoulder widening
  - Chevrons
  - Delineators
  - Dynamic curve signing
  - Lighting
  - Retroreflective strips on sign posts
  - Upgraded signs / oversized regulatory signs
  - 6” or 8” pavment markings

- Rural Intersections
  - High Friction Surface Treatment (HFST) and / or continuous pavement friction measurment
  - J-Turn / Restricted Crossing
  - U-Turn (RCUT) intersection
  - Roundabout
  - Median acceleration lanes (MALs)
  - Offset T-intersection
  - Remove skew / realign intersections
  - Remove left turn or crossover movemens on expressways
  - Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)
  - Turn lanes (including offset and channelized)
  - Lane constrictor intersections
  - All-way stop / yield
  - Continuous green T
  - LED stop signs / flashing beacon stop signs
  - Streetlights (and approaches)
  - Transverse rumble strips
  - Upgrade signs and pavement markings (multiple options)

- Urban Segments
  - Access management
  - Bicycles (multiple options)
  - Divided roadway (multiple options)
  - Mid-block crosswalks (multiple options)
  - Pedestrian barriers to prevent mid-block crossing
  - Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)
  - Road modernization (3- & 5-lane conversions)
  - Sidewalks
  - Wrong-way driving detection

  - Appropriate speed limits for all users
  - Dynamic speed feedback sign
  - Speed safety cameras
  - Traffic calming design (multiple options)
  - Variable advisory speed limits
  - Lighting
  - Plowable centerline reflective markers
  - Pedestrian safety zones at targeted locations

- Urban Intersections
  - Access management
  - Alternative intersection (multiple options)
  - Center island medians and pedestrian refuge islands / median island
  - Left turn calming / hardened centerlines
  - Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)
  - Turn lanes (offset, channelized)
  - ¾ Intersection
  - Corridor signal timing to reduce high-speed flow
  - Curb extensions / curb bump-outs
  - Traffic calming design (multiple options)
  - Appropriately timed yellow change intervals
  - Confirmation lights
  - Flashing yellow arrow (FYA)
  - High-intensity activated crosswalk beacon (HAWK) / pedestrian hybrid beacon (PHB)
  - Leading pedestrian intervals
  - Pedestrian countdown timers (visual and audible)
  - Pedestrian safety zones
  - Protected intersection
  - Rectangular rapid flashing beacon (RRFB)
  - Crosswalk visibility enhancements (multiple options)
  - Enhanced transit stops and bus transit
  - Intersection bicycle signing and markings (multiple options)
  - Raised crosswalks / raised intersections
  - Retroreflective strips on stop sign posts

After refining the list of safety strategies, data analysis of the roadway network linked priority locations with the appropriate strategies to develop effective recommended projects.

4. Collaborations

STRENGTHENING ESSENTIAL PARTNERSHIPS

Minnesota's county highway staff recognize the importance of both road safety improvements and ongoing collaborations with other disciplines to support safe driving.

They know that engineering and infrastructure investments alone will not eliminate all severe (fatal and serious injury) crashes until motorists also make safer choices. They know crashes can result from any combination of overlapping crash factors that include the roadway or driving environment, the vehicle, and driver behaviors.

By working in partnership with stakeholders on safety concerns that both include and go beyond infrastructure improvements, counties increase the likelihood of success in reducing severe injuries. Counties benefit from outreach to representatives of the local community as part of CSAP, as well as from engagement with broader safety initiatives through participation in the statewide Toward Zero Deaths (TZD) program.

THE WHOLE PICTURE

Traffic crashes are complex occurrences that often have multiple contributing factors. Considering all factors in the chain of events that leads to a severe crash – including unsafe driver behaviors – helps in identifying traffic safety improvements that make a difference. Driver behaviors that often contribute to severe crashes include impaired driving, unbelted driving, distracted driving, and speeding.

Minnesota statewide crash data from 2018 through 2022 revealed the following crash factors for the county road system.

- 57 percent intersection related
- 46 percent lane departure
- 21 percent impaired driver
- 17 percent speed related
- 10 percent inattentive/distracted driver
- 8 percent unbelted motorist

Considering all the factors in the chain of events that leads to a severe crash – including unsafe driver behaviors – helps in identifying traffic safety improvements that make a difference.

When added together, the risk factors and their percentages exceed 100 percent because severe crashes typically involve multiple overlapping factors working in unison to contribute to the crash (for example, an impaired driver who was driving too fast and departed the lane).

The complex reasons behind crashes reinforce the importance of the Safe System Approach (SSA). SSA takes all aspects of crashes into account – from roads to driver behavior to vehicles to post-crash care. The SSA works to create a system that acknowledges human mistakes and finds ways to reduce the on-road risks of those mistakes. For more information about the SSA, see page 15 or visit https://www.transportation.gov/NRSS/SafeSystem.

SAFETY WORKSHOP AND OUTCOMES

In addition to the task force and public involvement processes previously described, the CSAP process also included a safety workshop to engage diverse stakeholders in identifying priority safety issues and potential countermeasures. The Anoka County safety workshop took place on September 17th, 2024 at the Anoka County Transportation Division (Figure 4-1). Invitees included the county's safety partners representing engineering, enforcement, education, and emergency response, as well as the county's elected officials. See **Appendix D** for presentation materials and the CSAP workshop summary.

SAFETY WORKSHOP GOALS

- Creating a shared understanding of the process and the technical approach to updating the CSAP
- Soliciting safety stakeholder perspectives to reduce severe crashes in the county
- Sharing information that helps the county prioritize infrastructure safety strategies

During the workshop, the CSAP project team outlined the technical approach and described key parts of the data-driven analytical process, such as the proactive systemic risk evaluation. Team members also provided an overview of the county system crash data.

The project team also led a discussion of potential rural and urban infrastructure safety strategies for the county's consideration.



Figure 4-1: Anoka County Safety Workshop

Rural safety strategies discussed included clear zone maintenance/enhancements, rumble and mumble strips, enhanced edgelines, chevrons, J-turn and restricted crossing U-turn (RCUT) intersections, roundabouts, intersection skew removal or realignment, turn lanes including offset and channelized, streetlights, and upgraded signs and pavement markings. Urban safety strategies discussed included road modernization or 3 and 5-lane conversions; traffic calming design; J-turns; roundabouts; turn lanes; ¾ intersection; all-way stop control (AWSC); signalized intersection confirmation light; flashing yellow arrow (FYA); and pedestrian/bike enhancements such as sidewalks, curb extension/bump outs, high-intensity activated crosswalk beacon (HAWK) and pedestrian hybrid beacon (PHB), leading pedestrian interval (LPIs), and rectangular rapid flashing beacon (RRFB).

In addition to infrastructure safety needs, CSAP workshop participants discussed common behavioral themes and expressed concern about the growing numbers of drivers who continue to speed, drive distracted, and drive impaired. In addition, other key behavioral discussion points included:

- High-risk driver behavior is Anoka County's greatest challenge and can't be solely addressed through enforcement. Participants recognized the value of education such as distracted driving demos for teens or the "Impact Teen Driver" program featuring driving risks and parental involvement as well as providing a forgiving infrastructure system allowing road users a better opportunity to survive a crash
- The perception of being stopped and ticketed influences drivers to reduce risky behaviors

- The Minnesota Advisory Council on Traffic Safety is examining use of automated enforcement to improve road safety. Many other states are using this technology and it is a proven safety measure
- As the county builds road capacity, it makes it easier for more people drive to drive adding road congestion. As roads are congested, drivers seek alternative routes on city streets that aren't designed for such traffic. Drivers on alternative city streets will also drive with increased speed (e.g., 55 mph in a 30 mph zone).

TZD: ONGOING COLLABORATION TO SUPPORT SAFE DRIVING

To foster ongoing interdisciplinary cooperation and engagement at state, regional, and local levels, the statewide Minnesota TZD program involves representatives from engineering, enforcement, education, and emergency medical and trauma services, as well as representatives from the courts and policy makers, who focus their efforts on moving Minnesota toward its zero deaths vision.

In addition to the statewide TZD program, regional TZD partnerships in eight geographic areas of Minnesota also promote and support local TZD efforts.

Anoka County is part of the Metro TZD Region. Each region regularly reviews data specific to its geographic area to identify factors leading to severe crashes and to prepare a strategic plan. Based on this data, TZD staff work with their constituents to implement proven countermeasures. Co-led by Minnesota Department of Transportation and State Patrol district personnel, a local steering committee fosters cooperation, establishes safety priorities and initiatives, and leverages resources. The co-chairs, the TZD Regional Coordinator, and local traffic safety stakeholders from the region help determine the region's priorities and activities. In the Metro TZD Region, the top five focus areas by crash rank are:

- Intersection
- Lane departure
- Impairment
- Unlicensed driver
- Speed

More information on the region's initiatives can be found at www.minnesotatzd.org. The TZD program encourages Minnesota's 87 counties to collaborate with local driver behavior safety partners and with the county's regional TZD program coordinator to improve safety on local roadways.

EXAMPLES OF COMBINED INFRASTRUCTURE AND DRIVER BEHAVIOR STRATEGIES

County road safety efforts must actively embrace a comprehensive, multidisciplinary approach to road safety. The following examples show how a multidisciplinary approach can enhance infrastructure-based safety strategies.

- **Cooperatively conduct county road safety presentations with the assistance of local law enforcement and local safety coalition members**. Extend invitations to local law enforcement and safety coalition members to cooperatively participate in road safety presentations at county board or other public meetings on crash trends and contributing factors, effective safety countermeasures, and the role of local support. Safety presentations that include behavioral safety partners reinforce awareness that preventing roadway deaths cannot be achieved through infrastructure improvements alone but require a comprehensive, interdisciplinary approach.

- **Deploy lane departure infrastructure safety strategies coupled with enhanced enforcement and public outreach**. Integrate increased enforcement presence at high-risk locations and times to maximize the expected safety benefit of lane departure safety strategies – such as centerline and edgeline rumble or mumble strips, high-visibility pavement markings, and edgeline additions or widenings. Coupling infrastructure strategies with additional traffic enforcement, along with public media outreach about the risks and added enforcement, will improve safety and reduce risky driver behavior by strengthening the public's perceived crash and enforcement risk.

- **Cooperatively deploy roving vehicle speed display signs, with extra enforcement, to reduce speed**. Speed is a persistent contributor to traffic deaths on Minnesota roads, and reductions in speed-related crashes have proven difficult. Roving dynamic speed display signs – changeable message signs activated by radar or other speed-sensing devices – flash the approaching driver's traveling speed. This driver feedback in conjunction with visible enforcement puts the driver on notice to slow down. Deployment of dynamic speed display signs to reduce speed requires the cooperative effort of highway agencies and law enforcement, as well as local media outreach and educational efforts to inform the public.

- **Support the expanded use of red light running confirmation lights coupled with enhanced enforcement**. To reduce the most common type of serious crash at signalized intersections (right-angle crashes), an innovative, low-cost red light running confirmation enforcement light enables one officer to monitor an intersection from a downstream location to directly observe red light running violations and issue citations more effectively and safely without requiring pursuit through the intersection. Red light running confirmation lights require only one officer and, because the confirmation lights come on the same instant as the red light of the signal, officers spend less time in court. Red light running confirmation lights require strong collaboration between county engineering and local law enforcement. In addition, public education and media outreach about the red light running confirmation lights, with supporting enforcement, deter drivers from high-risk red light running.

- **Consider the use of road safety audits and other crash analysis approaches to gain post-crash perspectives of severe crash causation and potential safety improvements**. Additional analysis of severe crashes also can inform both roadway and driver behavior strategies. If a fatal or serious injury crash occurs, consider engaging a multidisciplinary safety team to share perspectives. Local safety stakeholders representing engineering, enforcement, education, and education or local TZD Safe Road Coalition members can offer valuable insights to both the roadway and driver behavior components of a severe crash, its causation, and interdisciplinary approaches to improving the roadway safety and maximizing the impact of infrastructure safety strategies.

Although the CSAPs prioritize infrastructure safety investments in high-risk locations, county highway staff understand the need for a collaborative, multidisciplinary approach to enhance road safety. This approach aligns with the SSA, the Minnesota TZD program, and the Minnesota Strategic Highway Safety Plan.

5. Crash Prevention

ASSESSING RISK FACTORS

Before the development of the Minnesota County Roadway Safety Plans (CRSPs), Minnesota applied a long-standing methodology for deciding which traffic safety projects to fund as part of the state's Highway Safety Improvement Program (HSIP). This approach involved analyzing crash data on the state's highway system to identify intersections and roadway segments where multiple crashes had occurred. These locations became known as "hot spots." However, this approach was not ideal because it usually only identified locations along urban arterials and Minnesota trunk highways.

As the Minnesota Department of Transportation began focusing on eliminating severe (fatal and serious injury) crashes to meet HSIP requirements, the analysis found that most severe crashes occurred on local roads. In most cases, severe crashes occur over many miles of roadways, resulting in a low crash density. Because the traditional hot spot analysis applies funding to locations with a high crash density and multiple crashes, local roads were underrepresented for safety investments.

Moreover, this older methodology also requires crashes to occur first and then appear in data analyses before making safety investments, a reactive instead of proactive approach.

MnDOT recognized these challenges and saw the opportunity to develop a more proactive approach that would help save lives. Working in collaboration with counties and the Federal Highway Administration (FHWA), MnDOT developed a new safety analysis approach based on two key premises:

- Severe crashes along county roads are infrequent and widely scattered, with only 0.01 severe crashes occurring per year per mile across the 45,000-mile county roadway system.
- Roadway characteristics from severe crash locations can serve as crash surrogates, identifying areas at higher risk for future severe crashes, even without actual crash data.

RISK FACTOR IDENTIFICATION

Consistent with the FHWA's Safe System Approach (SSA), emphasis is placed on proactive solutions. The CSAP uses a systemic risk assessment process to prevent severe crashes in areas where roadway characteristics indicate a greater likelihood of those occurring.

The process consists of reviewing locations with severe crashes and cataloguing the roadway features and traffic characteristics at those locations. Then, the entire county roadway system is tested for an overrepresentation of these characteristics. For example, the CRSP2 data analysis showed that rural intersections where total entering traffic volumes exceeded 2,000 vehicles per day accounted for 67 percent of all severe crashes, while this traffic volume only occurs at 31 percent of all rural intersections.

Consistent with the Safe System Approach's emphasis on proactive solutions, the CSAP systemic risk assessment process looks to prevent severe crashes in areas where roadway characteristics indicate a greater likelihood of those occurring.

CRSP1 collected 79 unique data elements for segments, intersections, and curves in rural and urban areas. CRSP2 increased the number of data elements by approximately 50 percent, to 117. Through the crash frequency analysis, the additional data generated more risk factors, leading to a more comprehensive prioritization effort.

CRSP2 also expanded the detail of prior data elements across segments, intersections, and curves. For example, CRSP1 included the data element "Alignment Skew" as a yes/no binary option. For CRSP2, data collection efforts measured the actual angle of the skew to the nearest five degrees. Additional testing also took place to determine how many risk factors were associated with greater risk, as measured by the density of crashes.

COUNTY RISK FACTORS

Based on the results of overrepresentation testing and severe crash distribution along with additional data, the list of risk factors for Anoka County follows. Table 5-1 through Table 5-6 document the adopted Anoka County risk factors for rural segments, curves, and intersections, plus urban segments and intersections and urban intersections using risks for pedestrians and bicyclists.

Risk Factor	Risk Factor Criteria
Speed limit	55 miles per hour or greater
ADT single vehicle (1)	3,000 vehicles per day or greater
ADT multi-vehicle (2)	3,000 vehicles per day and greater
Access Density	Seven or more accesses per mile (driveways, field entrances, and public streets)
Curve Density	0.01-1.3 curves per mile
Edge Risk	2S (no shoulder or steep slopes) or three deficiencies (no shoulder, steep slope, or fixed objects)

(1) Risk factor intended to address severe crashes involving single vehicles
(2) Risk factors intended to address multiple vehicles

Table 5-1: Rural Segment Risk Factors

Risk Factor	Risk Factor Criteria
Radius	500 to 1,400 feet
Traffic volume	2,500 vehicles per day or greater
Lane width	Less than 12 feet
Shoulder type	None, gravel, composite
Total cross section width	28 to 34 feet
Adjacent intersection	Roadway or railroad crossing
Visual trap	Present
Outside edge risk	2S (no shoulder or steep slopes) or three deficiencies (no shoulder, steep slope, or fixed objects)

Table 5-2: Rural Curves Risk Factors

Risk Factors	Risk Factor Criteria
Context zone	Commercial, industrial, mixed use, or residential
Total entering traffic volume OR traffic volume cross product	Entering volume of 2,500-7,000 daily entering vehicles or greater OR a volume cross product between 1 million and 10 million vehicles per day
Leg configuration	Four legs
Alignment skew	Greater than 10 degrees
Adjacent railroad crossing	Present
Adjacent curve	Horizontal, vertical or both (major or minor approach)
Adjacent commercial development	Present
Previous STOP	Greater than five miles
Major approach speed limit	60 miles per hour or greater on either major approach
Major approach turn lane configuration	Left/through/through/right, or turn/bypass on either major approach

Table 5-3: Rural Intersection Risk Factors

Risk Factors	Risk Factor Criteria
Context zone	Commercial and mixed use
Speed limit	45 miles per hour or greater
Lane width	10 to 11.5 feet
Edgeline striping	None
ADT	10,000 vehicles per day or greater
Access density	20-35 access points per mile
Cross section	Multi-lane
Edge risk	Three deficiencies (no shoulder, steep slope, or fixed objects)
Shoulder width	Less than three feet

Table 5-4: Urban Segment Risk Factors

Risk Factor	Risk Factor Criteria
Context zone	Commercial
Traffic control device	Signal
Total entering traffic volume OR traffic volume cross product	Entering volume of 27,500 daily entering vehicles or greater OR 50 Million vehicles per day or greater
Leg configuration	Four legs
Major division type	Divided
Alignment skew	Greater than 10 degrees
Adjacent commercial development	Present
Major approach speed limit OR minor approach speed limit	40 miles per hour and greater on major road OR 35 miles per hour and greater on minor road
Major approach left turn phasing	Any type of permitted operation
Major approach turn lane configuration	Two left turn lanes OR two or more through lanes

Table 5-5: Urban Intersection Risk Factors (for Vehicle-Related Crashes)

Risk Factor	Risk Factor Criteria
Traffic signal	Present
Total entering traffic volume	27,500 daily entering vehicles or greater
Adjacent development	Present
Number of lanes crossed	Four or more
Presence of sidewalk	Some, other, or none
Crossing type	Markings only

Table 5-6: Urban Intersection Risk Factors (for Pedestrian/Bike-Related Crashes)

HIGH-PRIORITY LOCATIONS

Applying the adopted risk factors to roadway segments, curves, and intersections generated a priority list for Anoka County – the greater the number of risk factors at a given location, the higher the candidate priority for safety project development.

The number of risk factors varies by facility type, from a low of six risk factors for rural segments and urban intersections related to pedestrian/bike crashes to a high of ten risk factors for rural intersections and urban intersections related to vehicle crashes. The distribution of severe crashes by risk factors also varies by facility type. As a result, the threshold for designating locations as high priority also varies, from a low of three risk factors for rural curves and rural and urban segments to a high of seven for vehicle-related urban intersections. Across all counties, the sliding scale of risk factors generally resulted in between 20 percent and 50 percent of the system designated as high priority for safety project development. This was considered a reasonable fraction of the county system based on factors such as the amount of available HSIP funding, the typical cost of safety projects, the extraordinarily low density of severe crashes, and the goal of widely deploying safety projects across the county system.

The prioritization process identified the following types of high-priority candidate locations for safety project development in Anoka County. **Appendix E** includes the lists of priority locations.

RURAL SEGMENTS
- 67 segments (210.91 miles) evaluated
- 41 segments (142.77 miles) designated as high priority (3 or more risk factors)

RURAL CURVES
- 361 curves evaluated
- 203 curves designated as high priority (3 or more risk factors)

RURAL INTERSECTIONS
- 183 intersections evaluated
- 52 intersections designated as high priority (4 or more risk factors)

URBAN SEGMENTS
- 101 segments (209.78 miles) evaluated
- 49 segments (119.34 miles) designated as high priority (3 or more risk factors)

URBAN INTERSECTIONS (VEHICLE RELATED)
- 361 intersections evaluated
- 109 intersections designated as high priority (7 or more risk factors)

URBAN INTERSECTIONS (PEDESTRIAN/BIKE-RELATED)
- 361 intersections evaluated
- 94 intersections designated as high priority (5 or more risk factors)

6. Strategy Selection

IDENTIFYING EFFECTIVE COUNTERMEASURES

The CSAP safety process emphasizes identifying effective, cost-efficient safety strategies that can be widely implemented at high-risk locations to reduce severe (fatal and serious injury) crashes.

CONSIDERATIONS

The CSAP process supports the systemic deployment of strategies to address the challenges that county roadways face with low crash densities. The CSAP approach views the presence of a crash as complementary to the risk analysis, rather than the sole influencer. This combination helps increase the potential impact of roadway improvements on the county system.

In addition, low-cost, effective strategies enable broader deployment and treatment of more at-risk locations throughout the county system, maximizing the impact of limited Highway Safety Improvement Program funds.

SAFETY PROJECT DEVELOPMENT STEPS

Matching appropriate safety strategies to the identified risk factors at each location is an essential step in the systemic, or proactive, safety approach. Following the steps in the technical process to determine the selection of safety projects helps limit subjectivity in strategy recommendations. The process includes the following steps.

- **STEP ONE:** Documenting existing roadway and traffic volume characteristics of each candidate location and then working through a checklist that considers how these features influence selection of a particular recommended countermeasure.
- **STEP TWO:** Developing a decision tree for the high-risk locations.
- **STEP THREE:** Identifying the list of recommended safety projects, resulting in a specific infrastructure-based safety countermeasure for each identified high-priority location.
- **STEP FOUR:** Working with county staff to review recommendations and share any additional details, as well as information about prior crash history at high-risk priority locations.

DECISION TREES: GUIDE TO THE OPTIMAL STRATEGY

A decision tree visually shows the path to selection of the traffic safety strategy for a type of county roadway or intersection. It considers the relevant roadway or intersection characteristics and associated variables and then applies the optimal safety strategy.

Identifying a list of recommended projects typically requires several iterations and refinements to ensure it includes the many diverse aspects of roadway variables that can range from traffic volume to lane width to crash history. The CSAP develops unique decision trees for:

- Rural segments (Figure 6-1)
- Rural curves (Figure 6-2)
- Rural intersections (Figure 6-3)
- Urban segments (Figure 6-4)
- Urban intersections – Vehicle-Related (Figure 6-5)
- Urban intersections – Pedestrian/Bike-Related (Figure 6-6)

CLEAR ZONE ENHANCEMENTS UP CLOSE

Several decision trees in this section include a note on clear zone enhancements. Essential for ensuring roadside safety, clear zone enhancements provide a hazard-free area for drivers in the event of an emergency or vehicle departure from the roadway. They help to reduce the risk of collisions with fixed objects, such as trees, utility poles, or embankments, that could cause severe injuries.

Clear zone enhancement projects involve:

- Flattening slopes, clearing, and grubbing
- Adjusting right-of-way
- Modifying entrance approaches
- Potentially relocating utility poles

These projects **do not** cover routine clear zone maintenance by the county, such as mowing, simple clearing and grubbing (shrub removals, trimming vegetation, clearing debris) and ensuring the right-of-way is free of obstacles, among other examples.

MANUAL PROJECT ASSIGNMENT

Locations that do not meet any criteria in the project selection decision tree will not be automatically assigned a project. In such rare cases, county engineers may use their judgment to recommend a project, consulting with the project team.

CLOSER LOOK: RURAL SEGMENTS

The safety project development process along rural segments focuses on preventing lane departure crashes, both single vehicle run-off the road and cross center head-on collisions.

Crash data indicates overrepresentation of single-vehicle crashes on rural segments with traffic volumes between 500 and 2,000 vehicles per day and over-representation of multiple-vehicle crashes on segments with traffic volumes at 1,250 vehicles per day and greater.

The data points to road edge improvements, such as enhanced edgelines or edge/shoulder rumble strips (along lower volume segments) as the most beneficial strategy to address the associated risk for single-vehicle crashes, and a combination of edge and centerline improvements, such as center rumble strips or center buffers, along higher volume segments for multi-vehicle crashes.

Other factors considered include lane width and the presence of noise sensitive locations, such as residences, schools, and other buildings.

Residents sometimes perceive that edgeline rumble strips increase vehicle noise in more residentially dense areas and may complain. A newer technology, sinusoidal rumble strips, or mumble strips, offers one newer strategy that can improve road edge safety, as well as reduce the noise from vehicles striking rumble strips.

For 12-feet lane widths, edgeline rumble strips are suggested. For lane widths less than 12 feet, the suggestion calls for enhanced edgelines, which can consist of, for example, six-inch edgelines or embedded wet-reflective pavement markings.

Project implementation typically recommends lower cost strategies, such as enhanced edgelines, for roadways with less volume and low crash densities, with the highest cost strategies, center buffers, for application along only the highest volume roadways.

CLOSER LOOK: RURAL CURVES

The safety development process for rural curves also focuses on preventing lane departure. Crash analysis conducted for the CRSPs found that approximately 50 percent of severe roadway departure crashes occurred in curves, but curves only account for approximately 10 percent of county road miles. Curves are clearly over-represented as a contributing factor in severe roadway departure crashes.

Safety research literature and Minnesota's crash data indicate that the risk of a lane departure crash in curves decreases with increasing length of the curve radius. However, reconstructing curves to increase their radiuses typically costs between $500,000 and $1 million per curve. With 30,000 curves along Minnesota's county roadway, limited funding makes statewide reconstruction of curves not a feasible option.

Instead, the CSAP identifies several lower cost safety strategies for curves:

- Enhanced warning systems to improve navigation through curves
- Strategies to address slippery surfaces in curves with a history of crashes related to adverse pavement conditions
- Clear zone maintenance to reduce the severity of crashes when vehicles run off the road
- Conversion of curves with multiple-T intersections to single-T intersections.

Speed becomes the primary consideration when deciding on a package of enhanced warning signs. The speed differential can be calculated by noting the following:

- The speed differential between the posted speed limit on the curve approach **AND**
- **EITHER** the posted advisory speed in the curve
- **OR** an inferred advisory speed computed using a formula that accounts for curve radius, super-elevation, and pavement friction.

The calculated speed differential then helps determine the safety strategy.

- A speed differential of five miles per hour typically results in use of an advanced curve warning sign (if not already in place)
- A speed differential of 10 miles per hour suggests the use of an advanced sign plus a speed advisory
- A speed differential of 15 mile per hour differential suggests the use of an advanced sign, a speed advisory, and chevrons
- For a curve with a radius in the critical range and a visual trap, chevrons would be recommended regardless of the speed differential

CLOSER LOOK: RURAL INTERSECTIONS

In Minnesota, a right-angle collision is the most common type of severe crash at rural intersections.

County-selected strategies for this collision type have proven very effective at mitigating these crashes and include:

- Enhancing intersection-related traffic signs and pavement markings
- Adding streetlights
- Providing geometric upgrades (turning lanes, J-Turn intersections, and roundabouts)

The costs for implementing these strategies range from a few thousand dollars for upgraded traffic signs and pavement markings to around $1 million for J-Turn intersections and roundabouts. The volume of traffic through the intersection and the roadway geometry serves as key factors when assigning a particular strategy to a specific intersection.

The crash analysis indicated that rural intersections with lower traffic volumes have fewer severe crashes than comparable intersections with higher volumes. As a result, recommendations for lower cost projects focused on at-risk intersections with a variety of traffic volumes, while projects of medium to higher costs focused on at-risk intersections with higher traffic volumes.

Project development also considered the importance of the major roadway's cross section and geometry.

SPEED CALMING DESIGN: KEY DETAILS

A speed transition area is where a roadway changes from rural high-speed to urban low-speed context. Speed calming design for these areas can include a 6' center median, which should be 50-100' long, 240' road widening taper (assuming 40:1 rate), and restriping to narrow lanes ¼ - ½ mile in advance of the median. Pavement marking messages ("SLOW") or optical speed bars can be used.

- Since J-Turn intersections are only applied at intersections where the mainline has a divided cross section, they were only considered at locations where county roadways intersect with four-lane divided state highways.
- The project team considered rural roundabout application only at intersections where the volume cross product (multiplication of major approaching volume with minor approaching volume) equaled to or exceeded 40 million. In other words, if an existing STOP-controlled intersection met or exceeded the traffic volume that warrants a traffic signal, the project team recommended implementing a roundabout.

In consideration of funding limitations, a prior severe crash served as a prerequisite for suggesting higher cost strategies. To help fund more projects throughout the county roadway system at lower costs, the project team also reserved higher cost strategy recommendations for unique situations.

CLOSER LOOK: URBAN SEGMENTS

The most common severe crashes along urban roadway segments are two-vehicle, rear-end and head-on crashes.

The most recommended urban segment project involves separating opposing traffic lanes and using this space to accommodate left-turning vehicles by converting wide two-lane or four-lane undivided roadways to either three-lane or five-lane cross sections. Developed from the analysis, key factors that helped frame recommendations included roadway cross section, traffic volume, and access density.

CLOSER LOOK: URBAN INTERSECTIONS – VEHICLE-RELATED CRASHES

In Minnesota, a right-angle collision between two vehicles is the most common severe crash at urban intersections.

County-selected safety strategies at urban intersections include the following:

- Improving intersection geometry at unsignalized locations
- Adding confirmation lights to assist law enforcement to more efficiently address red light running
- Upgrading signal hardware
- Converting to signalized J-Turn or roundabout at locations already controlled by traffic signals.

Key factors that help frame future recommendations include the current type of intersection control, traffic volume through the intersection, the cross section of the major roadway, and a prior severe crash.

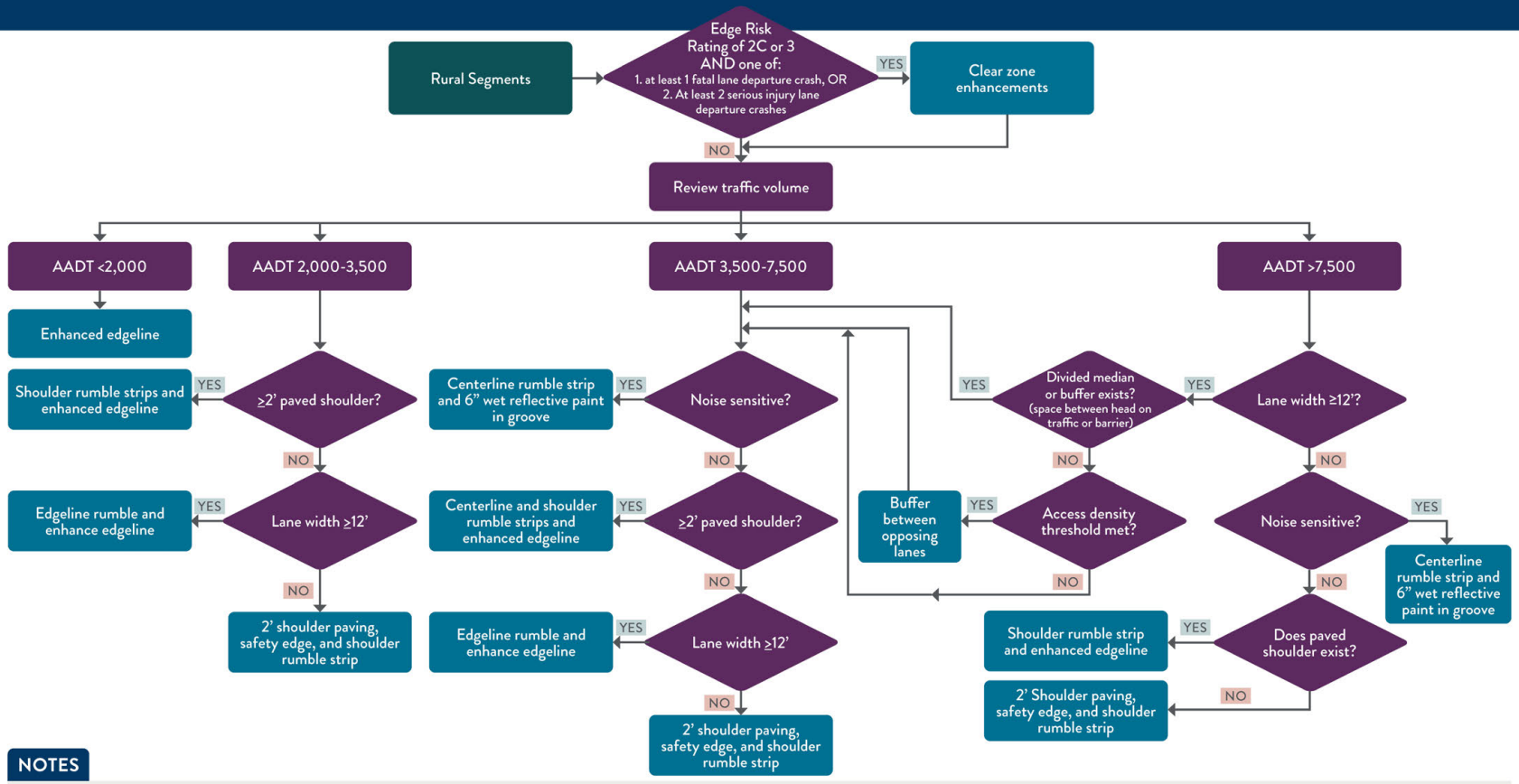
CLOSER LOOK: URBAN INTERSECTIONS – PEDESTRIAN/BIKE-RELATED CRASHES

In urban areas, most severe pedestrian/bike-related crashes occur at intersections and the majority of those at intersections with traffic signals, indicating that traffic signals by themselves are not a safety strategy for pedestrians and bicyclists. Primary objectives for this type of project development include:

- Avoiding the addition of traffic signals at unsignalized intersections and instead focusing on reducing the crossing distance that pedestrians and bicyclists must travel by adding curb extensions or median refuge islands.
- Adding pedestrian-activated devices, such as rectangular rapid flash beacons and high-intensity activated crosswalk beacons.
- Adding proven effective strategies at already signalized intersections, such as countdown timers and a leading pedestrian interval, which provides pedestrians with a three- to five-second head start before the light turns green for vehicles.

Key factors that helped frame recommendations include intersection control, traffic volume, and the roadway cross section.

FIGURE 6-1: RURAL SEGMENTS



NOTES

Edge Risk Rating 2C: Usable shoulder, roadside with fixed objects

Edge Risk Rating 3: No usable shoulder, roadside with fixed objects

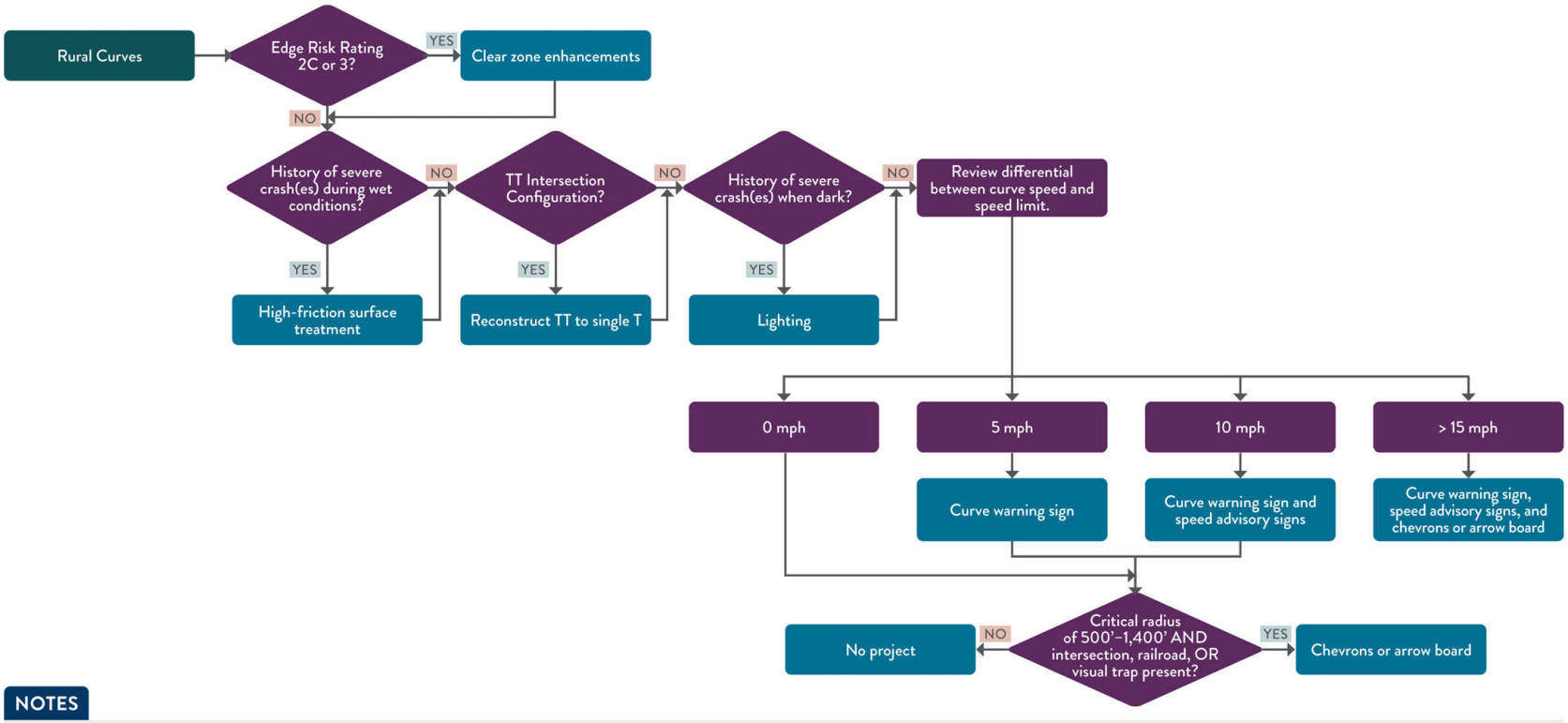
Clear Zone Enhancements: This project involves flattening slopes, clearing and grubbing, adjusting right-of-way, modifying entrance approaches, and potentially relocating utility poles. It does not cover routine clear zone maintenance, which can be performed by county forces.

Noise Sensitive: Determined as residential areas, recreational, etc.

Access Density Threshold: Based on the access density risk factor. YES if the risk star was assigned to the segment (access density ≥7 access points per mile)

Figure 6-1: Rural Segment Safety Project Decision Tree

FIGURE 6-2: RURAL CURVES



NOTES

Edge Risk Rating 2C: Usable shoulder, roadside with fixed objects

Edge Risk Rating 3: No usable shoulder, roadside with fixed objects

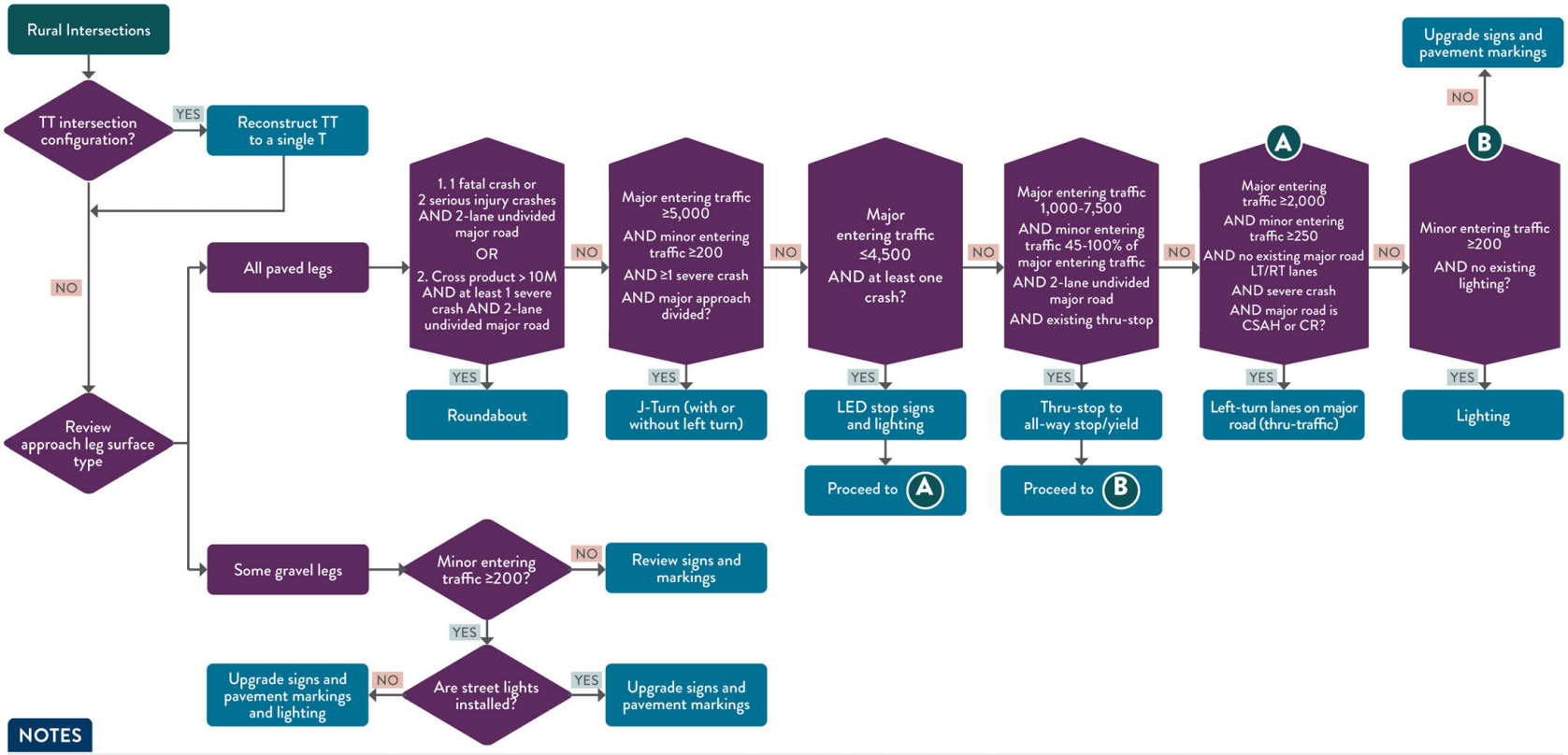
Clear Zone Enhancements: This project involves flattening slopes, clearing and grubbing, adjusting right-of-way, modifying entrance approaches, and potentially relocating utility poles. It does not cover routine clear zone maintenance, which can be performed by county forces.

TT Intersection Configuration: A closely spaced intersection to a curve with skewed approaches to the major road creating conflicting movements, with both vehicles turning at the intersections and vehicles maneuvering through the curve.

Speed Differential: Difference between the speed limit and the advisory speed.

Figure 6-2: Rural Curve Safety Project Decision Tree

FIGURE 6-3: RURAL INTERSECTIONS



NOTES

Cross-Product: The product of the major entering traffic and minor entering traffic.

Entering Traffic:

- *Total Entering Traffic*. The sum of AADT on all approaches divided by 2.
- *Major or Minor Entering Traffic*. The sum of AADT for the Major or Minor approaches divided by 2. If a 5-leg intersection, the sum of three Major or Minor approaches is divided by 2.

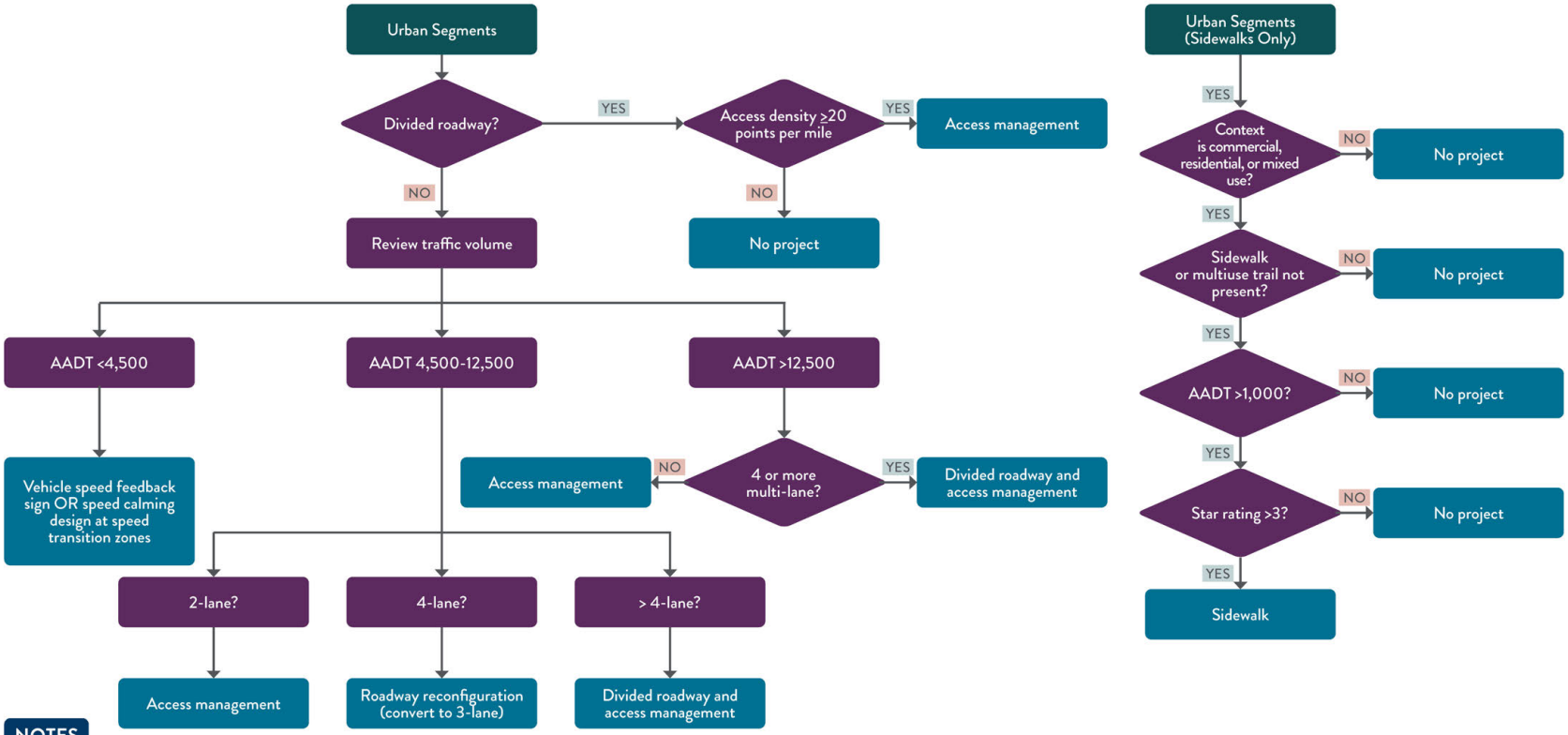
Roundabouts: All locations with a suggested roundabout should have a Roundabout Justification or ICE report completed by the county to review the applicability (feasibility) of an all-way stop.

Upgrade Signs and Pavement Markings: Installing updated signs to current standards with proper retroreflectivity and sign supports, oversized warning and regulatory signs, doubled-up signs on both sides of roads, retroreflective strips on sign posts, stop bars, and enhanced longitudinal striping.

TT Intersection Configuration: A closely spaced intersection to a curve with skewed approaches to the major road creating conflicting movements, with both vehicles turning at the intersections and vehicles maneuvering through the curve.

Figure 6-3: Rural Intersection Safety Project Decision Tree

FIGURE 6-4: URBAN SEGMENTS



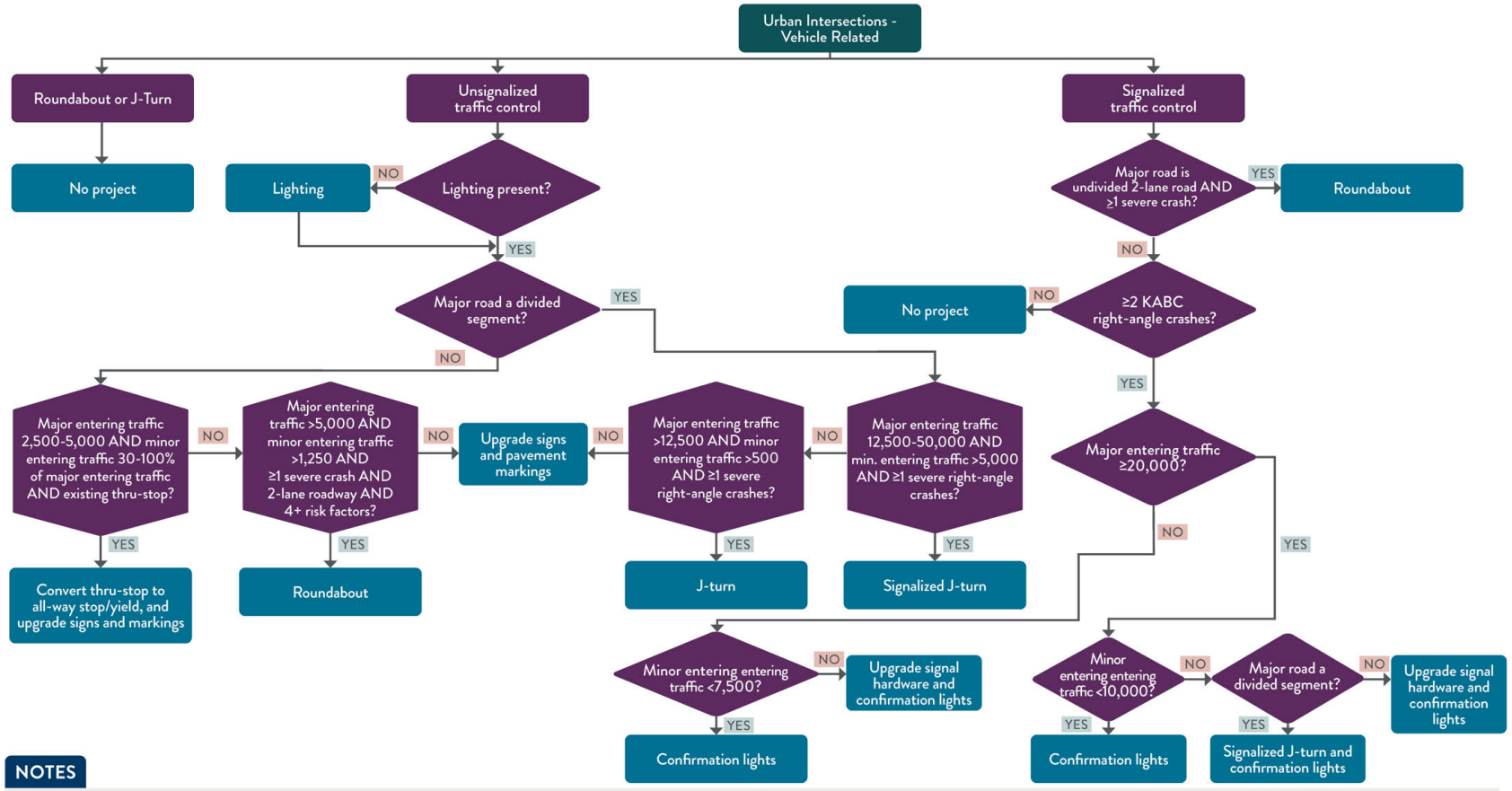
NOTES

Access Management: Project types include removing and consolidating driveways, improving access points, and addressing road design issues that lead to unexpected or confusing vehicle maneuvers.

Speed Calming Design: Aims to gradually reduce vehicle speeds as drivers transition from rural high speed to urban lows speed areas. Projects include medians, speed humps, traffic circles, shoulder treatments like curb and gutter, Speed warning signage and markings.

Figure 6-4: Urban Segment Safety Project Decision Tree

FIGURE 6-5: URBAN INTERSECTIONS – VEHICLE RELATED



NOTES

Entering Traffic:
- *Total Entering Traffic*. The sum of AADT on all approaches divided by 2.
- *Major or Minor Entering Traffic*. The sum of AADT for the Major or Minor approaches divided by 2. If a 5-leg intersection, the sum of three Major or Minor approaches is divided by 2.

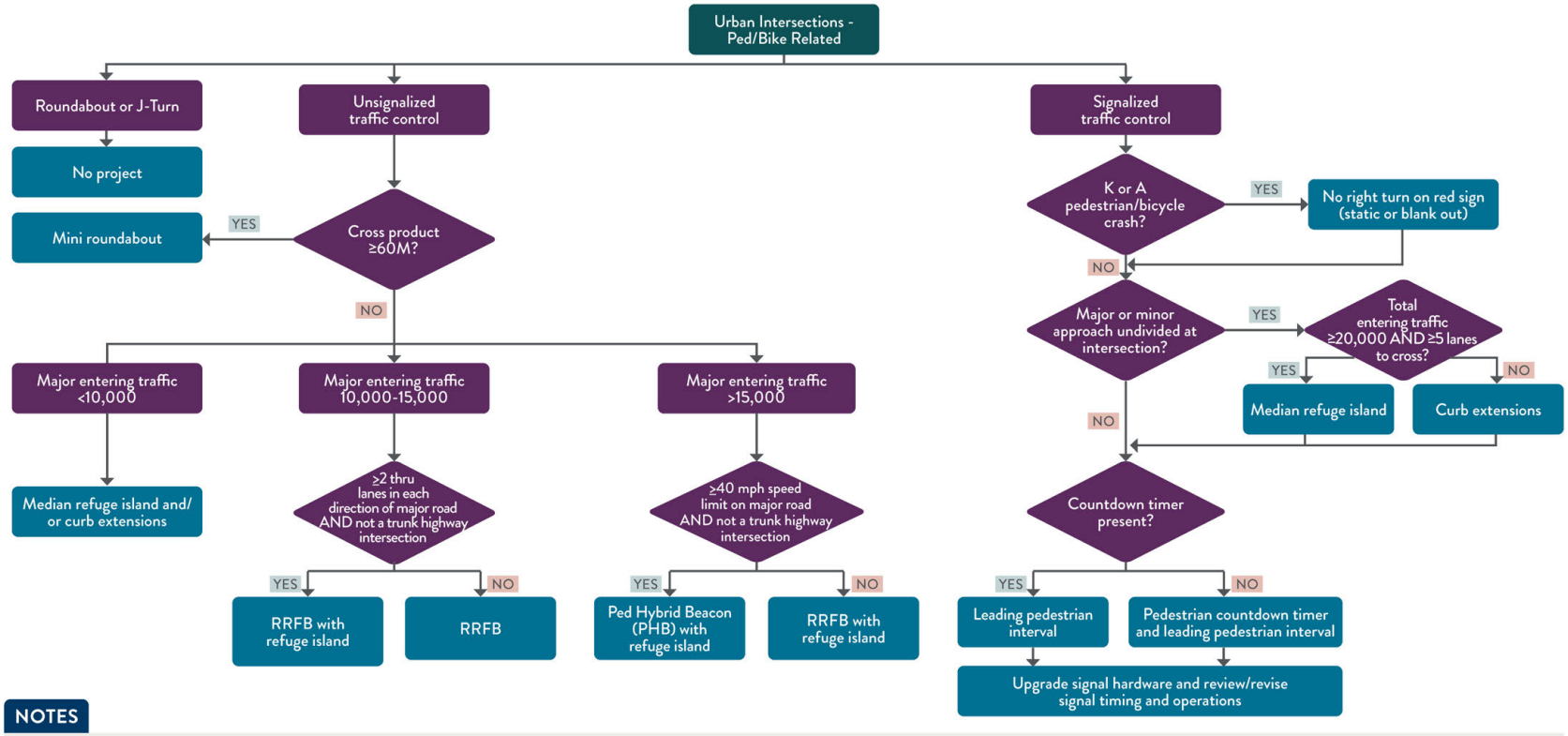
Upgrade Signal Hardware: Includes projects such as pedestrian countdown timers, pedestrian push buttons, leading pedestrian intervals.

Confirmation Lights: Install only if law enforcement agrees to conduct red-light running enforcement and they are consulted on the placement of the confirmation light.

Upgrade Signs and Pavement Markings: Installing updated signs to current standards with proper retroreflectivity and sign supports, oversized warning and regulatory signs, doubled-up signs on both sides of roads, retroreflective strips on sign posts, stop bars, and enhanced longitudinal striping.

Figure 6-5: Urban Intersections – Vehicle-Related Safety Project Decision Tree

FIGURE 6-6: URBAN INTERSECTIONS – PED/BIKE RELATED



NOTES

Cross-Product: The product of the major entering traffic and minor entering traffic.

Entering Traffic:
- *Total Entering Traffic*. The sum of AADT on all approaches divided by 2.
- *Major or Minor Entering Traffic*. The sum of AADT for the Major or Minor approaches divided by 2. If a 5-leg intersection, the sum of three Major or Minor approaches is divided by 2.

RRFB: Rectangular Rapid Flashing Beacon

Review and Revise Signal Timing and Operations: Includes recommendations to slow the walk phase to 3 ft/sec, eliminate flashing yellow arrow or permitted left turn (green ball) on pedestrian push-button activation, etc.

Upgrade Signal Hardware: Includes projects such as pedestrian countdown timers, pedestrian push buttons, leading pedestrian intervals.

Figure 6-6: Urban Intersections – Pedestrian/Bike-Related Safety Project Decision Tree

7. Recommended Projects

FOCUSING ON IMPLEMENTATION

The systemic risk assessment process identified at-risk priority locations for safety project development. Decision trees documented the relevant roadway or intersection characteristics and associated variables and then applied the safety strategy.

This work resulted in a list of recommended safety projects. The following summary and Table 7-1 provide an overview of recommended projects at high-priority locations and locations with county-nominated projects. Recommended projects for some intersection project types use a lower risk factor threshold than that used to assess high-priority locations; these include the following for Anoka County:

- Roundabouts at rural intersections used 2+ risk factors.
- Roundabouts at urban intersections used 4+ risk factors.
- Lighting projects at urban intersections used 3+ risk factors.
- RRFB/PHB pedestrian/bicycle related projects at urban intersections used 3+ risk factors.

Conversely, a higher risk factor threshold (4+ risk factors) was used for recommending locations for clear zone enhancement projects on rural curves.

Appendix F includes the full list of recommended projects, with corresponding maps of project locations.

Project Timing

As described previously, the CSAP identifies a comprehensive set of projects and strategies aimed at addressing the key safety issues outlined in the plan. Each location and proposed countermeasure has been assessed and prioritized using a star ranking system, with higher-starred locations indicating a greater need for near-term safety improvements. Propose project timing has been assigned to each of the recommended/nominated project locations based on risk rankings (number of stars assigned) as defined below:

- Short-term proposed project timing (0-3 years)
  - Rural Segments: 5 stars
  - Rural Curves: 5 or 6 stars
  - Rural Intersections: 6 or 7 stars
  - Urban Segments: 5 or 6 stars
  - Urban Intersections (Vehicle): 9 or 10 stars
  - Urban Intersections (Pedestrian-Bicycle): 6 stars
- Mid-term proposed project timing (4-6 years)
  - Rural Segments: 4 stars
  - Rural Curves: 4 stars
  - Rural Intersections: 5 stars
  - Urban Segments: 4 stars
  - Urban Intersections (Vehicle): 8 stars
  - Urban Intersections (Pedestrian-Bicycle): 5 stars

- Long-term proposed project timing (7-10 years)
  - Rural Segments: ≤ 3 stars
  - Rural Curves: ≤ 3 stars
  - Rural Intersections: ≤ 4 stars
  - Urban Segments: ≤ 3 stars
  - Urban Intersections (Vehicle): ≤ 7 stars
  - Urban Intersections (Pedestrian-Bicycle): ≤ 4 stars

This prioritization framework ensures that limited resources are directed first toward locations with the greatest potential for safety improvements, supporting a data-driven and focused approach to implementation. Actual implementation timing may depend on available resources, coordination with other projects, and similar factors. **Appendix F** provides the detailed prioritized list of projects based on this methodology.

Projects and Costs Summaries

Rural Segments: 88 projects/$8,236,000

Buffer Between Opposing Lanes
Clear Zone Enhancements
6" Wet Reflective Paint in Groove
Centerline Rumble Strip
Edgeline Rumble Strip
Shoulder Rumble Strip
Enhanced Edgeline

Rural Curves: 163 projects/$9,669,000

Clear Zone Enhancements
High-Friction Surface Treatment
Lighting
Curve Warning Sign
Speed Advisory Sign
Chevrons or Arrow Board

Rural Intersections: 69 projects/$26,356,000

Roundabout
J-Turn (unsignalized)
LED Stop Signs
Thru-Stop to All-Way Stop/Yield
Intersection Lighting
Upgrade Signs & Pavement Markings

Urban Segments: 57 projects/$52,830,000

- Divided 2-Lane or 4-Lane
- Access Management
- Roadway Configuration (Convert to 3-Lane)
- Vehicle Speed Feedback Sign
- Sidewalks

Urban Intersections (Vehicle Related): 112 projects/$15,023,000

- Intersection Lighting
- Roundabout
- J-Turn (unsignalized)
- Upgrade Signs & Pavement Markings
- Confirmation Lights
- Upgrade Signal Hardware

Urban Intersections (pedestrian/bike related): 265 projects/$2,594,000

- Mini Roundabout
- Median Refuge Island
- Rectangular Rapid Flash Beacon (RRFB)
- Rectangular Rapid Flash Beacon (RRFB) with Refuge Island
- Pedestrian Hybrid Beacon (PHB)
- No Right Turn on Red Sign
- Curb Extensions
- Leading Pedestrian Interval (LPI)
- Pedestrian Countdown Timer
- Upgrade Signal Hardware and Review and Revise Signal Timing and Operations

Rural Safety Projects	Number of Projects	Estimated Cost
Segments	88	$8,236,000
Curves	163	$9,669,000
Intersections	69	$26,356,000
Total	320	$44.3 million

Urban Safety Projects	Number of Projects	Estimated Cost
Segments	57	$52,830,000
Intersections (Vehicle)	112	$15,023,000
Intersections (Ped/Bike)	265	$2,594,000
Total	434	$70.4 million
Total Rural and Urban Safety Projects	**754**	**$114.7 million**

Table 7-1: Aggregate Summary of Anoka Recommended Safety Projects

HSIP PROJECT SHEET DESCRIPTION

The safety project development process for Anoka County also involved compiling project information in a single sheet, which helps streamline the process for counties that apply for federal Highway Safety Improvement Program (HSIP) funding.

The HSIP submission form (Figure 7-1) includes a description of the location, crash history, a summary of the systemic risk factors, a list of alternative strategies considered, identification of the recommended project, and estimated project cost. **Appendix G** includes HSIP submission forms for every recommended project.

Counties also can use the HSIP submission forms as part of documentation when applying for other state and federal grant programs, including Safe Routes to Schools, Active Transportation, and others.

TRACKING, ANNUAL REPORTING, AND MEASUREMENT

Anoka County will measure progress toward CSAP goals through the following measures:

- Annual review of the number of fatal and serious injuries in the county compared to the goals set as part of the Leadership Commitment
- Annual accounting of which projects or other safety initaitives from the CSAP have been implemented and their cost
- Annual review of other changed conditions with respect to safety in the county

Consistent with the SS4A/CSAP program requirements, the CSAP is publicly available online at the county's website.

PROJECT BUNDLING

The Federal Highway Administration (FHWA) recommends bundling projects, and CSAP encourages counties to consider this practice as well.

Many Minnesota counties have benefited from bundling projects as part of multi-county or districtwide efforts. Project bundling involves grouping of common safety strategies, such as intersection and curve improvements and shoulder and edgeline enhancements. It offers the following advantages:

- Lower costs through economies of scale
- Streamlined planning and improved efficiencies
- Consistent features, signage, and message across regions, enhancing driver awareness
- Ability to target high-risk areas more effectively because project bundling facilitates a more strategic, data-driven approach to safety

Rural Intersection on US 10 / US 169 & CSAH 56 (Ramsey Blvd NW)

Roadway Information

Description:	US 10 / US 169 & CSAH 56 (Ramsey Blvd NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CSAH
Route No.:	56
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	44,000/38,495
Minor AADT:	3,450/8,350
Total Entering AADT:	47,147



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	66	0	14	0
Density (per int. per yr):	13.2	0	2.8	0
Rate (per MEV):	0.8	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	60	xx ≥ 60	★
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	47,147	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	43,357,300	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	25	xx > 10	★
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	Present	Present	★
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTTR/LTTR	LTTR or TB	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
		Total Estimated Project Cost:			$3,000

Systemic Project	✓

Notes

Date Printed: 05/15/2025 05:06 PM
CSAP

Intersection ID: I.02.4.56.001
Project Page #: 2

Figure 7-1: Sample Highway Safety Improvement Program Submission Form

Anoka County Comprehensive Safety Action Plan Appendices

APPENDIX A: SS4A Self-Certification Documentation

APPENDIX B: List Of Analyzed Locations

APPENDIX C: Meeting Materials And Summaries

APPENDIX D: Workshop Materials

APPENDIX E: List Of Prioritized Locations

APPENDIX F: List And Maps Of Recommended Projects

APPENDIX G: HSIP Project Sheets



Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Safe Streets for All Self-Certification Documentation

APPENDIX A

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information.

Table 1 of the SS4A NOFO describes seven components of an Action Plan, which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6,** and **8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5,** and **7.**

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: Anoka County **UEI:** M9JRR326F957

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Anoka County Comprehensive Safety Action Plan (CSAP)	www.anokacountymn.gov/4495/Highway-Department	May 2025

Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☑ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Anoka County CSAP: Appendix A-1	10

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☑ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Anoka County CSAP: Appendix A-2	13

3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☑ **YES**

☐ **NO**

Note: Availability and level of detail of safety data may vary greatly by location. The Fatality and Injury Reporting System Tool (FIRST) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Anoka CSAP: Section 3 (Crash Data Analysis)	16
Anoka CSAP: Section 5 (Risk Prevention)	31

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☑ **YES**

☐ **NO**

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Anoka County CSAP: Appendix A-3	87

5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☑ **YES**
☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Anoka County CSAP: Appendix A-4	107

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☑ **YES**
☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Anoka CSAP: Section 6 (Strategy Selection)	36
Anoka CSAP: Section 7 (Recommended Projects)	47

7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☑ **YES**
☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Anoka County CSAP	52-53

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

☑ **YES**
☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Anoka County CSAP	May 2025	n/a

Leadership Commitment and Goal Setting

APPENDIX A-1

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

BOARD OF COUNTY COMMISSIONERS

Anoka County, Minnesota

DATE: August 27, 2024 **RESOLUTION #2024-88**

OFFERED BY COMMISSIONER: Jeppson

RESOLUTION ESTABLISHING ANOKA COUNTY SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM SAFETY COMMITMENT

WHEREAS, the Bipartisan Infrastructure Law (BIL) established a new Safe Streets and Roads for All (SS4A) discretionary program with $5 billion dollars in appropriated funds over a 5-year period. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. To be an eligible applicant for this new safety funding, a county must have an eligible Action Plan in place; and,

WHEREAS, the Minnesota Department of Transportation is partnering with Anoka County to prepare an updated Anoka County Road Safety Plan (CRSP), including an eligible Action Plan to allow participation in future SS4A grant opportunities; and,

WHEREAS, the CRSP update with the SS4A action plan component will meet the requirements of the SS4A Discretionary Program to allow priority projects, identified in the planning process, to receive future SS4A capital grant funding; and,

WHEREAS, the SS4A action plan component of the CRSP requires an official public commitment from the local governing body establishing a goal of eventual zero roadway fatalities and serious injuries on its roadways; and,

WHEREAS, Anoka County's five-year (2019-2023) average annual fatal crash total (21) and five-year (2019-2023) average annual serious injury crash total (79) will serve as a baseline for the county's interim and final reduction goals; and,

WHEREAS, subject to funding award for an identified project in the plan, the Anoka County Board of Commissioners would be asked to consider authorization to execute a grant agreement at a future meeting:

NOW, THEREFORE, BE IT RESOLVED that Anoka County, by and through its Board of Commissioners, hereby commits to implementing safety improvements to assist in achieving their visionary goal of zero traffic deaths and serious injuries in Anoka County by 2045, with an interim goal of a 50% reduction in fatal and serious injury crashes by 2035.

BE IT FURTHER RESOLVED that Anoka County commits to annual monitoring of progress toward its roadway fatality and serious injury reduction goals, and to annual reporting of progress through a public and accessible communication medium.

BE IT FURTHER RESOLVED that the county engineer will establish a task force comprised of various area leaders charged with the oversight of the Action Plan development, implementation, and monitoring.

STATE OF MINNESOTA)
COUNTY OF ANOKA) ss

I, Dee Guthman, Interim 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 August 27, 2024, 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 27th day of August 2024.

DEE GUTHMAN
INTERIM COUNTY ADMINISTRATOR

	YES	NO
DISTRICT #1		
DISTRICT #2 – BRAASTAD	X	
DISTRICT #3 – REINERT	X	
DISTRICT #4 - SCHULTE	X	
DISTRICT #5 – GAMACHE	X	
DISTRICT #6 – JEPPSON	X	
DISTRICT #7 - MEISNER	X	

Planning Structure (Task Force and Other Meetings)

APPENDIX A-2

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Meeting Summary

(revised 6/13/24)

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Date	5/22/2024
Time	2:00 pm – 3:00 pm
Subject	**Anoka County SS4A Task Force: Meeting #1**
Location	Virtual (Microsoft Teams)

ATTENDEES

SS4A Task Force Members

- ☐ Dan Anderson – Spring Lake Park, Blaine, Mounds View Fire Department Operations Chief
- ☒ Jerry Auge - Anoka County Assistant County Engineer
- ☒ David Berkowitz – City of Andover Public Works Director / City Engineer
- ☒ Julie Braastad - Anoka County Commissioner
- ☒ Matthew Carlson – Captain, Blaine Police Department
- ☒ Christine Carney – Assistant Anoka County Attorney
- ☒ Scot Edgeworth – MnDOT, Metro Minnesota TZD Coordinator
- ☒ Matt Grantz – Spring Lake Park, Blaine, Mounds View Fire Department Deputy Chief
- ☒ Julie Jeppson - Anoka County Commissioner
- ☒ Jim Kosluchar – City of Fridley Public Works Director / City Engineer
- ☐ Paul Lenzmeier – Commander, Anoka County Sheriff's Office
- ☒ Joe MacPherson - Anoka County Public Works Director

Project Management Team (MnDOT + Consultants)

- ☒ Girma Feyissa – MnDOT - Local Roads Traffic Safety Engineer
- ☒ Mark Wagner – MnDOT - Assistant State Traffic Safety Engineer
- ☒ Tim Burkhardt – Alliant Engineering – Project Manager
- ☒ Zach Chappell - Alliant Engineering – Planner
- ☒ Danny Ogranovich - Alliant Engineering - Planner

MEETING NOTES

Introduction and TAC Role

- Tim opened the meeting and facilitated introductions and welcomed participants.
- Girma: We are working on updating the safety plan for 12 counties, Anoka County is one of the counties which chose to have their plan be compliant with the FHWA's SS4A requirements for grant funding opportunities. This will place Anoka County well for federal funding opportunities.
- Joe: As we look at our existing plan (11-12 years old) a lot of you will help with improvements on them. We value what you do in your daily tasks, we thought this was a good opportunity to bring you all together to share perspectives. It's a more inclusive process to capture all the needs that are out there. For example, law enforcement may see these issues differently from engineers. I appreciate you all being here.
- Tim presented the agenda.
  - Introduction and Role of the SS4A Task Force
  - Safety Plan Components and Details
  - Anoka County Crash Data and Equity Review
  - Discussion and Next Steps

- Tim presented "why are we here"?
- Tim presented intended outcomes.
- Tim presented roles and expectations.

Safety Plan components and Details

- Overview of Safety Plan Components

  - Tim gave an overview of the process to update the current CRSP
  - Tim presented the SS4A Action Plan overview
  - Tim explained the SS4A Self-Certification Checklist
  - Tim explained the SS4A leadership commitment and goal setting

---

Crash and Equity Data

- Tim explained the Traffic Safety Definitions
- Tim explained statewide crash trends from 2000 to now
- Tim explained recent Anoka County crash trends
    1. Joe: I want to confirm when it says all systems, it includes, state, county, township (all ownership)?
    2. Tim: Yes
- Tim introduced the SS4A Equity Considerations
- Zach presented Anoka County's community demographic profile
- Zach presented the SS4A considerations analysis approach

Open Discussion: Identified Issues and Next Steps

- Girma: We use proactive strategies to avoid waiting for crashes to accumulate before acting. We identify risks and act without penalties for unmet goals. Equity analysis is crucial as national data shows disadvantaged communities have higher crash rates. We overlay crash data on areas of disadvantage to set specific goals if there's a correlation.
- Dave Berkowitz: Aggressiveness in driving has increased since Covid. I've noticed my reflexes differ now, and I might have been an aggressive driver before, but now I'm the one noticing aggressive drivers. We need to balance traffic safety with economic development. We've had productive conversations with the highway department on this. How do we address unintentional irritation and promote patience?
- Julie Jepson: Thanks for gathering this info. The "life-altering" crash definition should consider personal conditions, as minor incidents can be life-changing for disadvantaged individuals.
- Julie Jepson: Girma, your point on risk assessment in engineering is key. The Advisory Council on Traffic Safety also assesses recidivism: how likely is someone to escalate from a traffic ticket to more serious offenses? Risk assessments and interventions can change behavior. We should look into making that apart of this process.
- Julie Jepson: Do we know the difference in serious crashes between residents and passersby? What percentage of the 54 miles are state and city roadways? How about roads in Anoka county not owned by Anoka county?
    1. Tim: We can't filter crash data by origin, but we can get data on the second question.

2. Girma: Good question, Commissioner Jepson. We're studying crash locations parallel to MnDOT Metro District's strategy and the city safety plan. We're taking this one step at a time.

- Girma: Education and systemic approaches are vital. Tim is also helping develop higher statewide processes like SHSP.
- Jim: Legislative changes will affect how crash data is collected. Serious injury crashes almost always involve vehicles, but we must address all roadway users' safety needs. Through past studies we have found that in Fridley, many households rely on fewer vehicles, indicating a reliance on other modes. The project team should explore this.
- Jim: Are some metrics over projected due to changes like remote work since Covid? Crash rates might be more enlightening than just crash numbers.
- Jim: University Ave in Fridley acts like a fire hose, pushing many vehicles through, affecting safety.
- Jim: We need to consider enforcement beyond law enforcement for long-term safety. Addressing recidivism is crucial, as Dave and Julie mentioned about behavior.
- Tim: Thanks for your responses. I'm happy to stay for more questions. We'll share next steps and a web survey.
- Joe: We need input from law enforcement on interventions. People want bike lanes and slower roads. Just posting speed limits isn't enough. We need feedback on recent projects like roundabouts.
- Matt: Interesting discussion. I have nothing to add regarding law enforcement.
- Tim: We'll see bike and pedestrian filters emerge in our analysis. Vehicles per household have been considered in the past.
- Girma: Access management vs. development has been considered. We'll review Anoka County's policies to prioritize safety. Looking at Anoka County's policies, one thing we will do is look at your policies and assess how to bring safety in the forefront.

- Wrap Up: Tim thanked PMT members and informed them that a public website and survey are incoming. He then closed the meeting.

Teams Chat Notes

[3:04 PM] Wagner, Mark (DOT) (Unverified)
Couple of quick thoughts:
-The crash data we're working with includes non-motorized crashes as well
-VMT/daily traffic is generally back to pre-COVID levels but the peaks aren't as "peaky" as before

[3:06 PM] Kosluchar, Jim (External)
In Fridley, roundabouts have been great, another interesting data point might be gathered there.

[3:07 PM]
Jerry Auge - Anoka County (Guest) (Unverified) left the chat.

[3:07 PM] Kosluchar, Jim (External)
Thanks!\

[3:08 PM] Edgeworth, Scot (DOT)
(Unverified) Thanks Tim for the invite.

[3:09 PM] Kosluchar, Jim (External)
Super, thanks much!

ALLIANT

Anoka County SS4A Task Force

Meeting #1

May 22, 2024

1

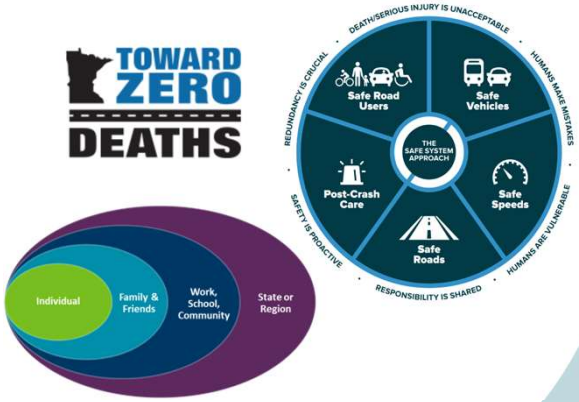
Agenda

1. Introduction and Role of the SS4A Task Force
2. Safety Plan Components and Details
3. Anoka County Crash Data and Equity Review
4. Discussion and Next Steps

2

Safe Streets for All Task Force: Why are we here?

- **What**: Anoka County is developing a new roadway safety plan called the **Safe Streets and Roads for All (SS4A) Action Plan**
- **Why**: The goal of an SS4A Plan is to develop a holistic, well-defined plan and strategy to **prevent roadway fatalities and serious injuries on Anoka County roadways**
- **How**: The SS4A Plan is being prepared as part of the data-driven update to the **Anoka County Road Safety Plan (CRSP)** overseen by MnDOT
- **Who**: Anoka County staff, MnDOT staff, consultant team, general public, and **you!**



Roadway safety is a constantly evolving field with multiple reinforcing approaches

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3

Safety Planning: Intended Outcomes

- **Understand** current roadway safety needs in Anoka County
- **Raise awareness** and understanding of traffic safety needs and solutions in Anoka County among stakeholders and the general public
- Use a risk-based approach to **prioritize** safety needs
- **Identify recommended projects** to improve roadway safety on Anoka County roadways



Addressing roadway safety requires a multidiscipline approach

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4

SS4A Task Force Role and Expectations

Role

- Provide broad stakeholder input for the Safety Action Plan process
- Meet at key milestones
- Understand how CRSP and SS4A priorities are addressed
- Satisfy a core requirement of the SS4A Grant Program

Expectations

- Meet virtually four times throughout the planning process
- Review draft plan deliverables
- Provide input and expertise to create an impactful, well-informed Safety Action Plan
- Attend CRSP stakeholder workshop this summer

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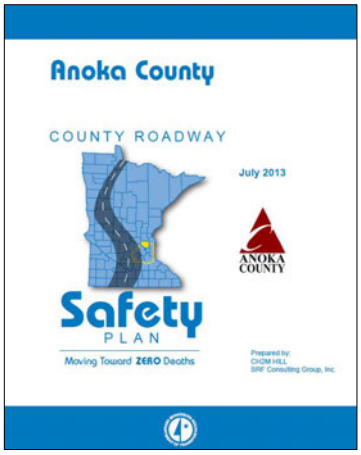
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Safety Plan Overview

6

Updating the Anoka County Road Safety Plan (CRSP)

- Anoka County has begun updating its 2013 CRSP with support from MnDOT
- CRSP Inputs
  - Review of county road **segments, curves, and intersections**
  - **Review of crashes** over the last five years
  - Summary of **safety focus areas** and crash types
  - Documentation of **roadway characteristics** and **crash risk factors** for all paved County roads
  - **Engagement** with safety stakeholders
- CRSP Outputs
  - County-specific list of **safety strategies**
  - List of high-priority **locations** based on crash risk
  - Prioritized list of safety **projects** for implementation through **SS4A**, **HSIP** and **local funds**
  - Federal HSIP application project sheets

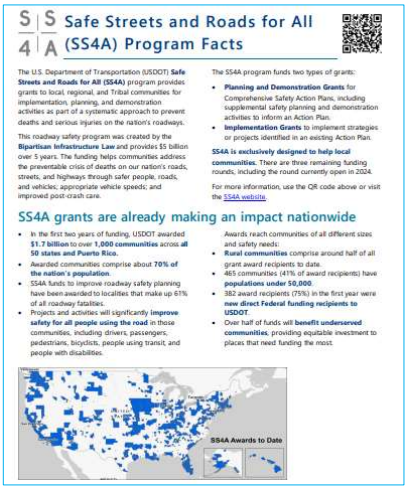


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SS4A Action Plan

- Anoka County elected to develop its CRSP as a compliant SS4A Safety Action Plan
- Federal SS4A Grant Program
  - Created by the BIL (IIJA) to reduce deaths and serious injuries on the nation's roadways
- SS4A Program has two components:
  - Safety Action Plan
    - A compliant Safety Action Plan is required to unlock further SS4A funding
  - Implementation Grants
    - Agencies may apply for grants to implement safety projects from their Safety Action Plan
    - **Grants range from $100,000 ($25 million available)**



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SS4A Action Plan

- To be a compliant Safety Action Plan, Anoka's CRSP will incorporate additional components
- Main SS4A efforts to date:
  - Leadership Commitment and Goal Setting
  - Equity Considerations
  - Policy and Process Review
- Note:
  - SS4A Implementation Grant applications expected to be due in April/May 2025
  - SS4A plan to be completed ahead of this date

Safety Action Plan Requirements

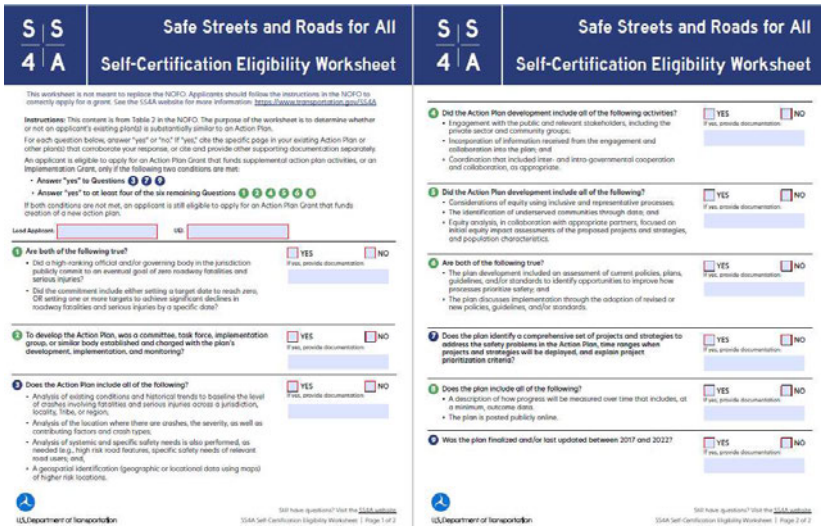
Included in CRSP = ✓
Additional to CRSP = ★

1. Leadership Commitment and Goal Setting ★
2. Planning Structure (Task Force) ★
3. Safety Analysis ✓
4. Engagement and Collaboration ★
5. Equity Considerations ★
6. Policy and Process Review ★
7. Strategy and Project Selections ✓
8. Progress and Transparency ★

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SS4A: Self-Certification Checklist



Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

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SS4A Leadership Commitment and Goal Setting

- *Safety Action Plan requirement*

  - **Official public commitment** to an eventual goal of zero roadway fatalities and serious injuries
  - Must include a **goal and timeline** for eliminating roadway fatalities and serious injuries, including:
    - The **target date** for achieving zero roadway fatalities and serious injuries, OR
    - An ambitious **percentage reduction** of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries

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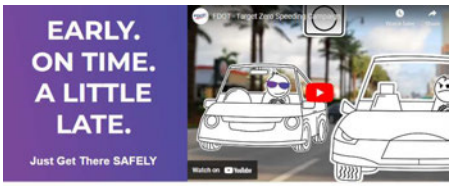
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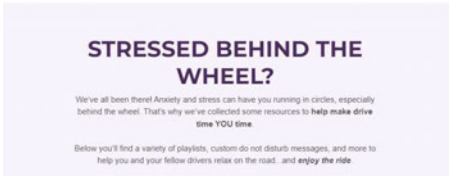
Crash and Equity Data

12

Traffic Safety Definitions

- Crash
  - Not an “accident”
- Types
  - Fatal
  - Serious injury
  - Other
- Trends
  - Single years vs. multiple
- Focus Areas
  - Factors associated with crashes
  - Usually there is more than one



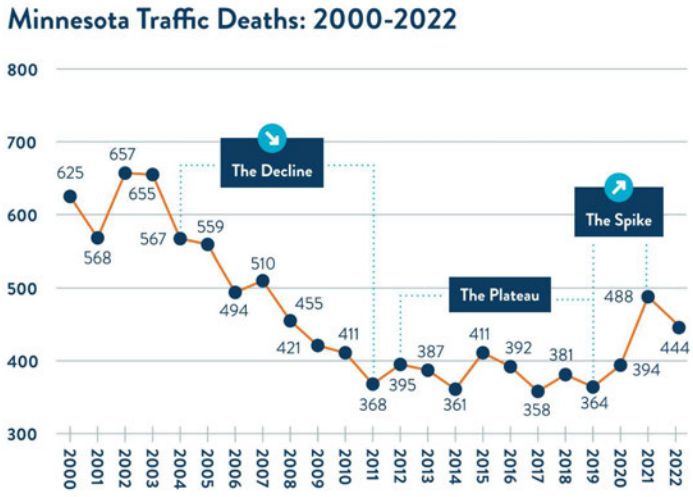


Safety messaging is increasingly focused on positive, focused messages

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Crash Trends: Minnesota



2023 and 2024 Updates

2024 YTD:	2023 YTD:	2023 Total:
126	96	411*

*Preliminary

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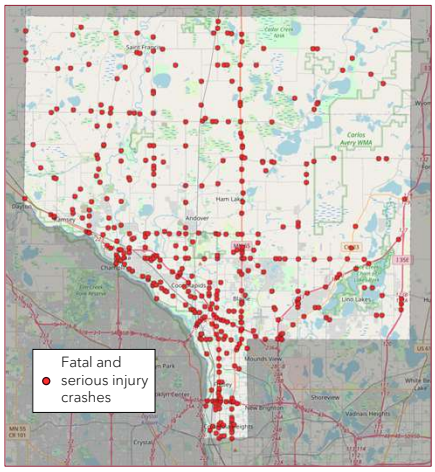
mndot.gov

5/1/2025 14

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Overview: Anoka County Traffic Crashes

Anoka County Fatal and Serious Injury Crashes: 2019-2023



	Fatal	Serious Injury
2023	23	66
2022	24	83
2021	26	84
2020	17	83
2019	16	80
Total	*106*	*396*
Average	*21*	*79*

Total Fatal and Serious Injury Crashes 2019-2023: 502

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Overview: Anoka County Traffic Crashes

		Anoka County All Systems		Anoka County County System	
	Total Severe Crashes	**545**	**100%**	**252**	**100%**
Core Areas	Intersection	309	57%	143	57%
	Lane Departure	217	40%	116	46%
	Run-Off-Road	132	24%	55	22%
	Head-On	85	16%	61	24%
	Impaired	127	23%	52	21%
	Speed	107	20%	43	17%
	Unbelted	50	9%	21	8%
	Inattentive	52	10%	26	10%
Strategic	Older Driver	99	18%	53	21%
	Motorcycle	120	22%	53	21%
	Younger Driver	97	18%	48	19%
	Non-motorist	77	14%	23	9%
	Pedestrian	57	10%	15	6%
	Bicyclist	20	4%	8	3%
	Commercial Vehicles	26	5%	8	3%
	Work Zone	17	3%	7	3%
Connected	Unlicensed	87	16%	46	18%
	Trains	0	0%	0	0%
	Deer/Animal	6	1%	5	2%
	Winter Weather	48	9%	16	6%

2018-2022 fatal and serious injury crashes

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SS4A Equity Considerations

- *Safety Action Plan requirement*

- Plan development using **inclusive and representative processes**, including:
  - Analysis of **population characteristics** to identify disadvantaged populations
  - Initial **equity impact assessments** of the proposed projects and strategies

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Community Demographic Profile – Snapshot

From 2010 to 2020, Anoka County's…

- Population grew by 10%
- Diversity increased significantly
  - BIPOC residents increased by 94% while White-only residents decreased by 3%
  - African American residents and "Other Race" residents increased by 100% each; Hispanic origin residents increased by more than 60%; Asian increased 50%
- Population became older
  - Number of residents aged 65+ increased by over 60%
  - In comparison, the number of residents 0-19 years increased by 3%
- Residents below the poverty level decreased by 13%
- Residents with a disability increased by 34%

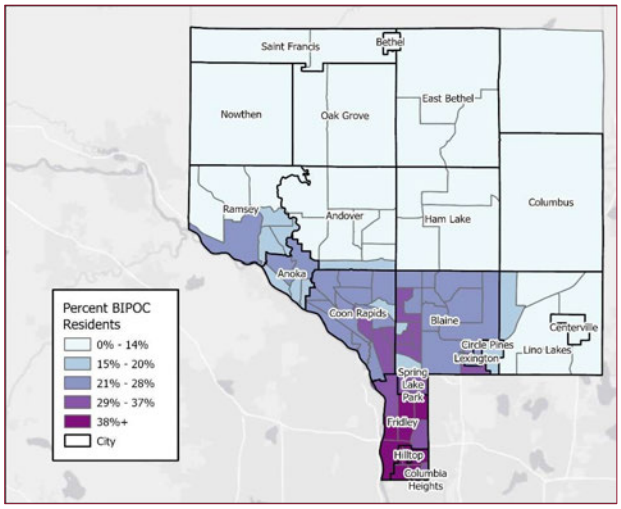
Anoka County Race and Ethnicity Change from 2010 to 2020

Statistic	2010	2020	2010-2020 % Change
Total Population	330,844	363,887	10%
White	287,802	280,171	-3%
Residents of Color	43,042	83,716	94%
African American	*14,503*	*28,657*	*98%*
American Indian and Alaska Native	*2,257*	*2,531*	*12%*
Asian	*12,868*	*19,257*	*50%*
Native Hawaiian and Other Pacific Islander	*104*	*105*	*1%*
Other Race	*4,789*	*9,597*	*100%*
Multiracial	*8,521*	*23,569*	*177%*
Hispanic Origin	12,020	19,506	62%

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Community Demographic Profile – Race/Ethnicity



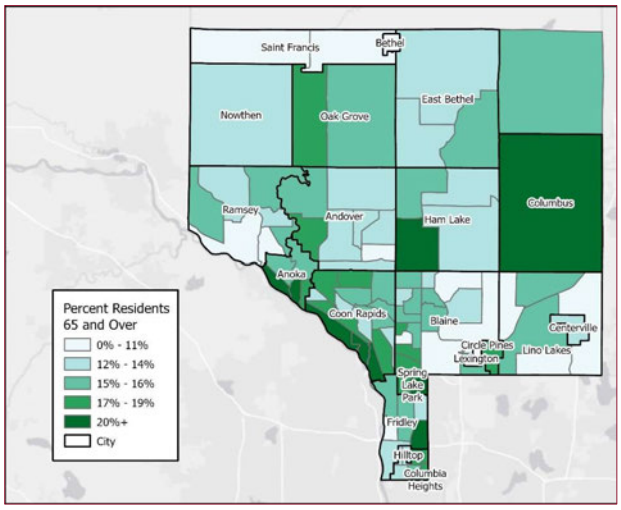
Statistic	Anoka County
Total Population	363,887
White	77%
Residents of Color	23%
African American	*8%*
American Indian and Alaska Native	*1%*
Asian	*5%*
Native Hawaiian and Other Pacific Islander	*0%*
Other Race	*3%*
Multiracial	*6%*
Hispanic Origin	5%

- The most diverse census tracts are located in and around Fridley, Coon Rapids, and Blaine
- North of Blaine, census tracts generally have less than 15% of residents identifying as BIPOC

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Community Demographic Profile – Age



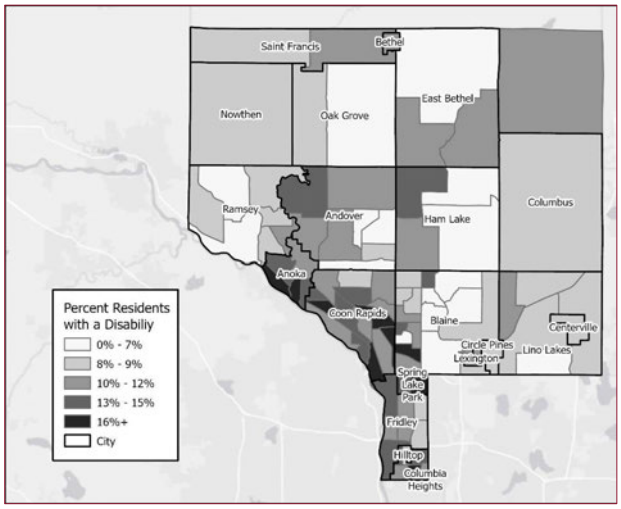
Statistic	Anoka County
Total Population	363,887
0 to 19 years	27%
20 to 44 years	32%
45 to 64 years	27%
65 to 79 years	11%
80 years and over	3%

- Census tracts with higher proportions of older residents are distributed across the county
- Notable concentrations are found in Columbus, census tracts within Oak Grove and Ham Lake, and census tracts in and around Coon Rapids

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Community Demographic Profile – Disability



Statistic	Anoka County
Total Population*	351,348
Residents with a Disability	10%

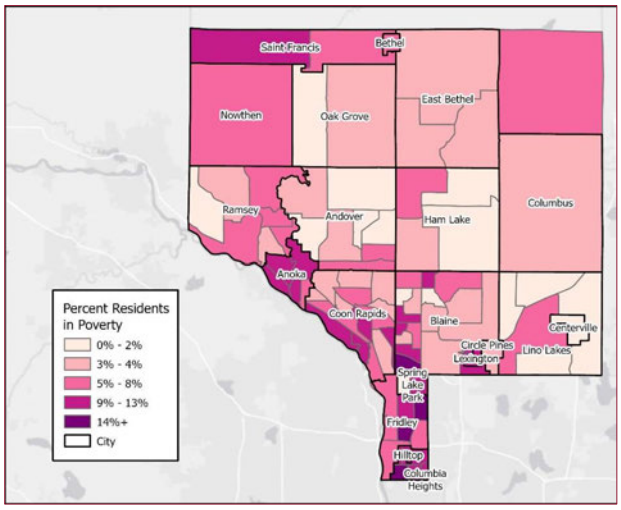
- Census tracts with higher proportions of residents with a disability are distributed evenly across the County
- Notable concentrations are found in and round the cities of Anoka, Coon Rapids, and Fridley

** Disability status is determined for the civilian non-institutionalized population*

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Community Demographic Profile – Poverty



Statistic	Anoka County
Total Population*	350,280
Residents Below the Poverty Level During the Previous Year	6%

- Concentrations of higher-poverty census tracts found in and around Anoka, Coon Rapids, Blaine, and Fridley
- Additional higher-poverty areas are distributed throughout the County

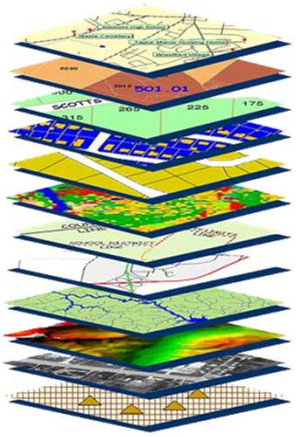
** Poverty status is not determined for unrelated individuals under age 15, nor for people living in college dormitories or in institutional group quarters*

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SS4A Equity Considerations – Analysis Approach

- Two-step Approach
  - County Demographic Profile
    - Equity-based analysis focusing on factors of transportation disadvantage
    - Factors: race and ethnicity, age, poverty, and disability status
  - GIS-Based Equity Impact Assessment
    - Assessment of proposed projects and strategies for potential benefit to disadvantaged populations
    - Method: GIS spatial overlay of projects with equity data



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Discussion and Next Steps

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Discussion and Issue Identification

- What strikes you about the crash data?
- What about the equity data?
- What traffic safety issues or needs do you think are most important to address on Anoka County roadways?
- Other questions or discussion?

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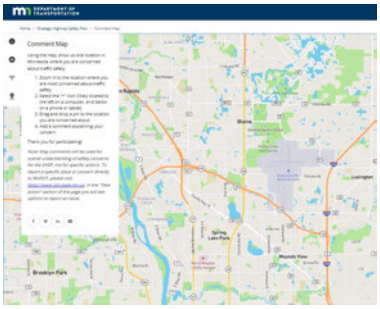
SS4A Next Meetings

#2: August 2024
- Crash Data and Potential Emphasis Areas
- Review Public Input to Date
- Other TBD

#3: November 2024
- Stakeholder Workshop Results
- Prioritization Results
- Preliminary Project Lists (if available)

#4: January/February 2025
- Presentation and Comments on Draft Plan
- Short Version of Plan/Posting to Project Website
- Ongoing Committee Role (Plan Implementation and Monitoring)

Coming Soon – public website with survey and comment map



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Thank You

Tim Burkhardt
Alliant Engineering
tburkhardt@alliant-inc.com

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Meeting Summary

(revised 1/2/24)

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Date	12/20/2024
Time	9:00 am – 10:00 am
Subject	**Anoka County SS4A Task Force: Meeting #2**
Location	Virtual (Microsoft Teams)

ATTENDEES

SS4A Task Force Members

- ☐ Dan Anderson – Spring Lake Park, Blaine, Mounds View Fire Department Operations Chief
- ☒ Jerry Auge - Anoka County Assistant County Engineer
- ☒ David Berkowitz – City of Andover Public Works Director / City Engineer
- ☒ Julie Braastad - Anoka County Commissioner
- ☐ Matthew Carlson – Captain, Blaine Police Department
- ☒ Christine Carney – Assistant Anoka County Attorney
- ☒ Scot Edgeworth – MnDOT, Metro Minnesota TZD Coordinator
- ☐ Matt Grantz – Spring Lake Park, Blaine, Mounds View Fire Department Deputy Chief
- ☒ Julie Jeppson - Anoka County Commissioner
- ☒ Jim Kosluchar – City of Fridley Public Works Director / City Engineer
- ☒ Paul Lenzmeier – Commander, Anoka County Sheriff's Office
- ☒ Joe MacPherson - Anoka County Public Works Director

Project Management Team (MnDOT + Consultants)

- ☒ Girma Feyissa – MnDOT - Local Roads Traffic Safety Engineer
- ☒ Mark Wagner – MnDOT - Assistant State Traffic Safety Engineer
- ☒ Tim Burkhardt – Alliant Engineering – Project Manager
- ☒ Danny Ogranovich - Alliant Engineering - Planner

MEETING NOTES

Introduction

- Tim opened the meeting and facilitated introductions and welcomed participants.
- Tim presented the agenda.
  - Safety Plan Status
  - SS4A Components
  - Core CRSP Components
  - Engagement Summary
  - Next Steps and Discussion

Safety Plan Status

- Overview of Safety Plan Progress
  - Tim provided an update on the assignment of preliminary crash risk ratings for various locations within the county. He explained that the next phase would involve prioritizing these locations based on risk.

- Tim reviewed the checklist required for SS4A certification, emphasizing its necessity for compliance with federal funding requirements.

SS4A Components

- Tim reiterated the overarching goal of achieving zero roadway fatalities and serious injuries, which is both a requirement under SS4A guidelines and a long-term county commitment.
- Another requirement is that the county review policy documents to identify opportunities and actionable suggestions. A memo summarizing the findings is available for task force members to review.
- Equity funding requires addressing equity in the county. Tim presented county demographics, highlighting an increase in ethnic diversity. Vulnerable populations, such as seniors, youth, and those in poverty, face higher roadway risks.
- Equity considerations will be integrated into the safety plan by tying equity scores to project locations.
- Projects can be prioritized in areas with high equity scores. Tim explained that this is not a mandate, it is another tool which goes into the decision-making process.

Core CRSP Components

- Tim presented highlights from the CRSP Workshop held in September. Discussion takeaways included focus on the education of younger drivers, challenges with enforcement, and multimodal needs.
- Tim described risk factor identification: crashes are disaggregated to understand their causes, which helps identify and address risk factors.
  - Jerry shared an example of a youth who tragically died after speeding and hitting a tree. This story underscored the county's focus on clear zones and removing fixed objects like trees to reduce risk.
- Tim explained the focus areas used to describe crash data. This analysis looks fro overrepresentation, where do we see a greater occurrence of a certain crash type on the county system? The process uses key words to identify the way the numbers are produced.
- Tim presented the Anoka County crash tree. It is just one way to look at crashes. The crash tree includes all crashes which occur in the county.
  - Joe Macpherson highlighted that 23-24% of crashes in rural areas are likely to be serious or fatal, a much higher likelihood compared to urban areas. This statistic supports the focus on improving rural roadway safety.
- Julie asked for clarification on the definition of rural vs. urban areas.
  - Tim stated that a list based on specific criteria is available.
  - Girma explained that MnDOT and the county collaboratively delineated rural and urban sections using maps and tools like MnDOT's GIS system, which factors in elements like curb and gutter.

- Joe MacPherson shared the developed map, which separated urban and rural corridors. He explained that these designations often align with higher speeds and road design characteristics rather than community context and population density.

Engagement Summary

- Tim presented the engagement activity summary. The online survey and interactive comment map were live from June 20th to October 2nd, 2024. There were almost 2,500 total visits to the site.
- Tim presented the survey results.
  - 239 respondents indicated that Anoka County roadways are safe, while 183 sat they are not.
  - 486 respondents reported having almost been in a crash.
  - Responses were geographically concentrated, with more coming from Blaine and Coon Rapids zip codes.
- Tim presented a summary of comments by comment type. The exercise allowed a comparison of public perceptions with technical analysis. Tim noted that this approach helped identify whether users noticed issues not captured in the data.
- Tim presented an analysis of comment clusters, which identifies intersections and segments in CRSP that have a concentration of comments. He cautioned that the findings should be taken with caveats but still serve as actionable insights.
  - Joe MacPherson acknowledged the value of this exercise, explaining that the findings often validated known concerns. He highlighted a specific example where a location identified by public feedback aligns with an ongoing study, reinforcing the utility of the public input.

Open Discussion

- There will be one more meeting scheduled in the first quarter of 2025.
- Jim Kosluchar asked if the comment analysis was only for county roadways. He suggested that residents don't necessarily understand jurisdictional differences when using the feedback tool.
  - Tim clarified that the feedback tool was focused only county roads.
  - Jim suggested it would be useful to conduct a similar analysis for local and state roadways to provide a broader context.
  - Tim agreed to explore additional data to address this need. He observed that public engagement data often reflects self-selected inputs, such as an abundance of pedestrian-related comments, and noted the importance of correlating these inputs with actual incident data.
  - Jim acknowledged that while comment frequency does not equate to issue severity, there is value in clustering analysis, provided it is balanced with technical analysis.
- Julie Jeppson asked how equity scores and crash severity data could be reconciled to determine project priorities when they conflict.

  - Joe MacPherson explained that safety remains the primary focus when prioritizing projects, with equity integrated as a secondary consideration, especially for funding eligibility. He highlighted ongoing studies at Mississippi Street and 40th Avenue in Columbia Heights as examples of areas with both high safety needs and significant equity implications.
  - Julie brought up the task force's focus on the Strategic Highway Safety Plan (SHSP) and suggested incorporating it as a guiding framework in this plan.
  - Jim Kosluchar supported Julie's suggestion and agrees the SHSP is highly relevant.
  - Girma Feyissa said that the SHSP has historically been used as a framework and noted the integration of the Safe Systems Approach into the current plan. Girma elaborated that equity considerations encompass various factors, including economic conditions and geographic disparities, such as rural poverty or tribal areas.
  - Joe MacPherson said that the county is finalizing the plan to pursue implementation grant funds ranging from $2 to $5 million. Equity scores are a key component in meeting grant requirements and determining project priorities.

- Scot Edgeworth brought up the rising number of unlicensed drivers and the underlying causes, such as economic barriers or systemic issues in the court system. He suggested exploring countermeasures to address this trend.

  - Julie Jeppson referenced a presentation from ACTS that provided insights into the data and reasons behind unlicensed driving.
  - Scot asked about prioritization strategies to address this issue and how to ensure safety improvements are actionable.
  - Tim said there is complexity in addressing safety issues, including the role of unlicensed drivers, which requires a holistic approach that integrates public input, equity considerations, and technical analysis. He noted that most crashes occur within half a mile of where individuals live, so localized interventions are important.
  - Joe MacPherson pointed out the systemic funding and resource challenges in transportation safety. Infrastructure alone cannot resolve all issues.

- Joe discussed the evolving dynamics of law enforcement and public perception, particularly during and after the COVID-19 pandemic. He shared insights from discussions with law enforcement and emergency response teams, which revealed differing perspectives on roadway design—for example, law enforcement advocating for narrower roads while EMS prefers wider ones.
- Scot Edgeworth mentioned a group called "Change Drivers" that helps unlicensed drivers overcome barriers. He encouraged task force members to attend their workshop on May 28.
- Tim told Scot that his representation of TZD in the taskforce helps to highlight that the task force primarily addresses infrastructure-related safety, while acknowledging the broader scope of safety concerns that include driver behavior and systemic challenges. It is important to integrate these elements into the planning process.

Teams Chat Notes

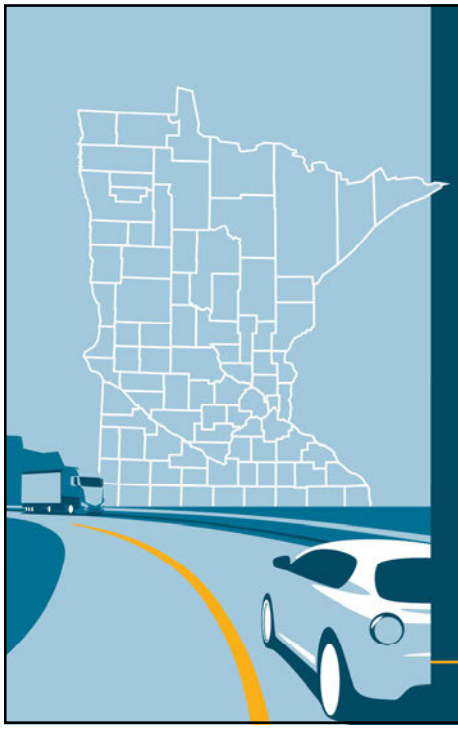
[9:22 AM] Ogranovich, Danny (Alliant)
The numbers are scores, as opposed to a sequence. So both the "no usable shoulder but reasonable clear zone" and "usable shoulder but roadside with fixed obstacles" receive the same score for this risk factor.

[10:01 AM] Feyissa, Girma (DOT)
Thank you everyone
I have to jump off to another meeting.

Feyissa, Girma (DOT) (Unverified) left the chat.

[10:09 AM] Jepson, Julie
I'm going to have to leave the meeting. Hope you all have a wonderful holiday season! See you in the new year!!!

[10:09 AM] Edgeworth, Scot (DOT)
ABOUT US | Change Drivers
ABOUT US | Change Drivers



Anoka County
Comprehensive Safety Action Plan

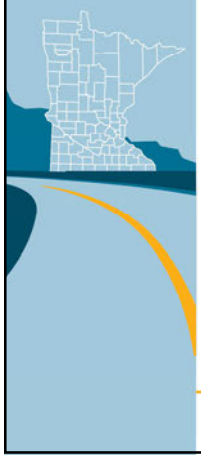
Anoka County SS4A Task Force

MEETING # 2
DECEMBER 20, 2024

Anoka County
MINNESOTA

1

Agenda



1. Safety Plan Status
2. SS4A Components
3. Core CRSP Components
4. Engagement Summary
5. Next Steps and Discussion

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

2

Safety Plan Status



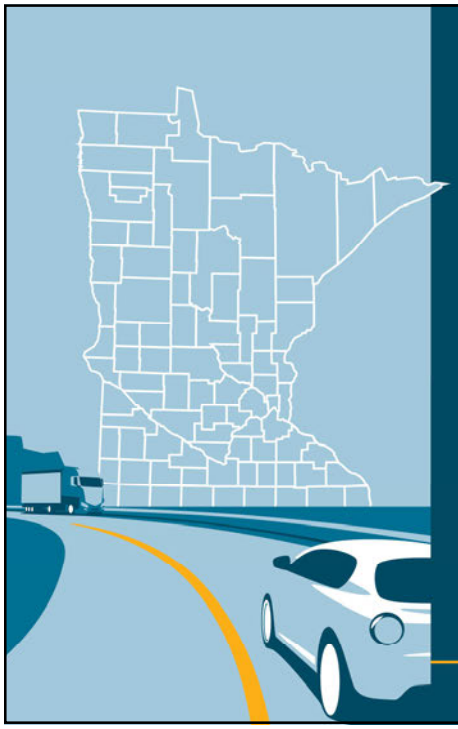
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Safe Streets for All (SS4A) Checklist

SS4A Item	Action	Status
Leadership Commitment/Goal Setting	Set safety target	Complete
Planning Structure	Get diverse input (e.g., Task Force)	Underway (Meeting #2 is 12/20)
Safety Analysis	Identify locations, risks, etc.	Underway
Engagement and Collaboration	Public engagement	Underway (website map/survey)
Equity Considerations	Review data, prepare approach	County staff reviewing
Policy and Process Changes	Review documents and recommend	Complete
Strategy and Project Selections	Identify safety projects	Upcoming
Progress and Transparency	Post safety plan publicly; monitor progress	Upcoming

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

4



SS4A Components

5

SS4A - Leadership Commitment/Goal Setting



SS4A Requirement

- Establish an eventual goal of zero roadway fatalities and serious injuries

Anoka County Board Resolution

- Reach 50 percent reduction in traffic deaths and serious injuries by 2035 and zero traffic deaths and serious injuries by 2045
- Report annual progress towards these goals
- Form a Task Force of local leaders to oversee Action Plan development, implementation, and monitoring

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TOWARD ZERO DEATHS

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Plan and Policy Review Memo

- What we accomplished in the review
  - Reviewed high-level documents to identify how safety goals are communicated and integrated into *policy*
  - Assessed design guidelines (e.g., ADA Plan, Landscape/Streetscape Guidelines) to determine how safety is incorporated into *infrastructure*
  - Examined tools like the CRSP and CIP for their role in prioritizing and funding safety-focused projects
- Recommendations
  - Opportunities to strengthen safety criteria in project selection and design
  - Identified potential improvements to current safety practices
  - Recommended cross-collaboration in safety education, enforcement, and engineering

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TOWARD ZERO DEATHS

Equity Memo – County Demographics

From 2010 to 2020, Anoka County's...

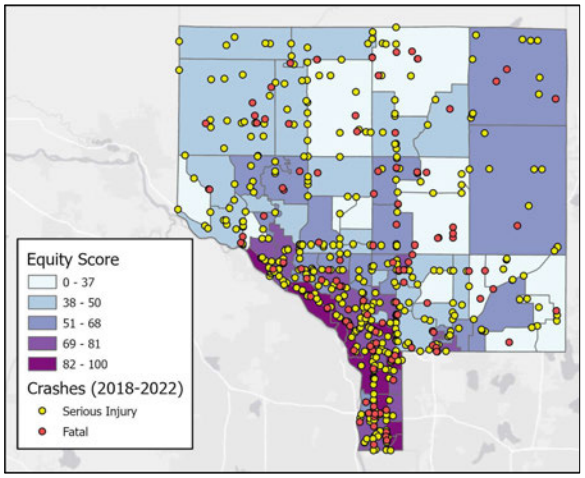
- Population grew by 10%
- Racial and ethnic diversity increased significantly
  - BIPOC residents increased by 94% while White-only residents decreased by 3%
  - African American residents and "Other Race" residents increased by 100% each; Hispanic origin residents increased by more than 60%; Asian increased 50%
- Population became older
  - Number of residents aged 65+ increased by over 60%
  - In comparison, the number of residents 0-19 years increased by 3%
- Residents below the poverty level decreased by 13%
- Residents with a disability increased by 34%

Anoka County Race and Ethnicity Change from 2010 to 2020

Statistic	2010	2020	2010-2020 % Change
Total Population	330,844	363,887	10%
White	287,802	280,171	-3%
Residents of Color	43,042	83,716	94%
African American	*14,503*	*28,657*	*98%*
American Indian and Alaska Native	*2,257*	*2,531*	*12%*
Asian	*12,868*	*19,257*	*50%*
Native Hawaiian and Other Pacific Islander	*104*	*105*	*1%*
Other Race	*4,789*	*9,597*	*100%*
Multiracial	*8,521*	*23,569*	*177%*
Hispanic Origin	12,020	19,506	62%

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Equity Memo – Assessment



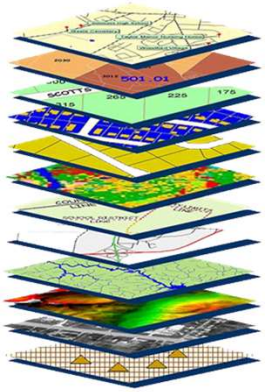
- Equity factors of **Race**, **Ethnicity**, **Age**, **Poverty**, and **Disability** were aggregated to create an equity score for each census tract
  - Indicators of vulnerable populations
- Crash data (2018-2022) was overlaid to show the relationship between crash incidence and equity
  - Spatial association

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TOWARD ZERO DEATHS

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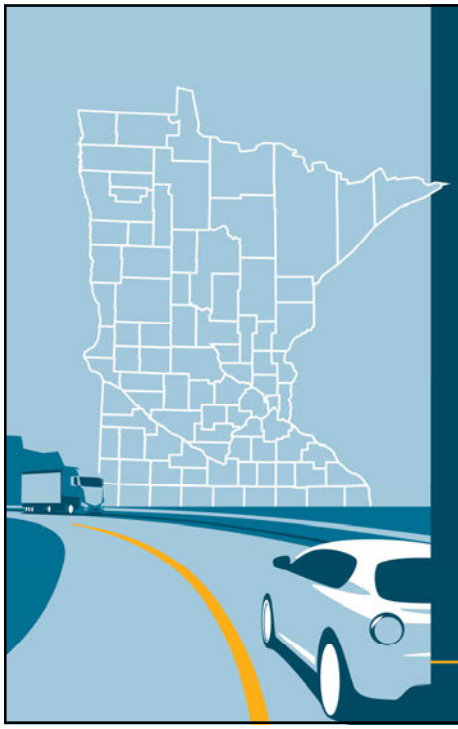
Equity Memo – Actions

- Once risk-based safety locations and projects are identified:
  - Overlay equity data with proposed projects
  - Assign each project an equity score based on census tract characteristics
  - Use scoring to understand which projects may especially benefit vulnerable communities
  - Consider equity benefits when prioritizing and implementing projects
- Also consider County-nominated safety projects



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Core CRSP Components

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September Workshop



Occurred on September 17, 2024

Attendees included, county staff, city officials, law enforcement, engineers, and school representatives

Agenda Highlights:

- Overview of SS4A and CSAP Process
- Discussions on systematic safety, traffic culture, and behavioral factors affecting traffic safety
- Identification of crash trends and high priority safety areas

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September Workshop –Takeaways

- Discussion Themes:
  - Emphasis on education for young drivers
  - Challenges with enforcement, infrastructure, and driver behavior
  - Balance between proactive and reactive safety measures
- Locations of Concern:
  - CSAH 52, Lexington Avenue, and TH 47 are locations of concern
- Strategies and Insights:
  - Emphasis on multimodal needs, systemic risk assessments, and targeted safety strategies
  - Funding challenges and prioritization of impactful projects

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Risk Factor Identification



Example

- Crash Type: Roadway departure crashes on rural two-lane highways
- Risk Factors: Average daily traffic volumes, curve density, access density, etc.

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Roadway Risk Factor Identification - Example

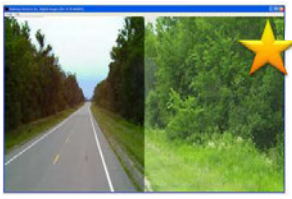




1
Usable shoulder, Reasonable Clear Zone



2
No Usable Shoulder but Reasonable Clear Zone



2
Usable Shoulder but Roadside with Fixed Obstacles



3
No Usable Shoulder, Roadside with Fixed Obstacles

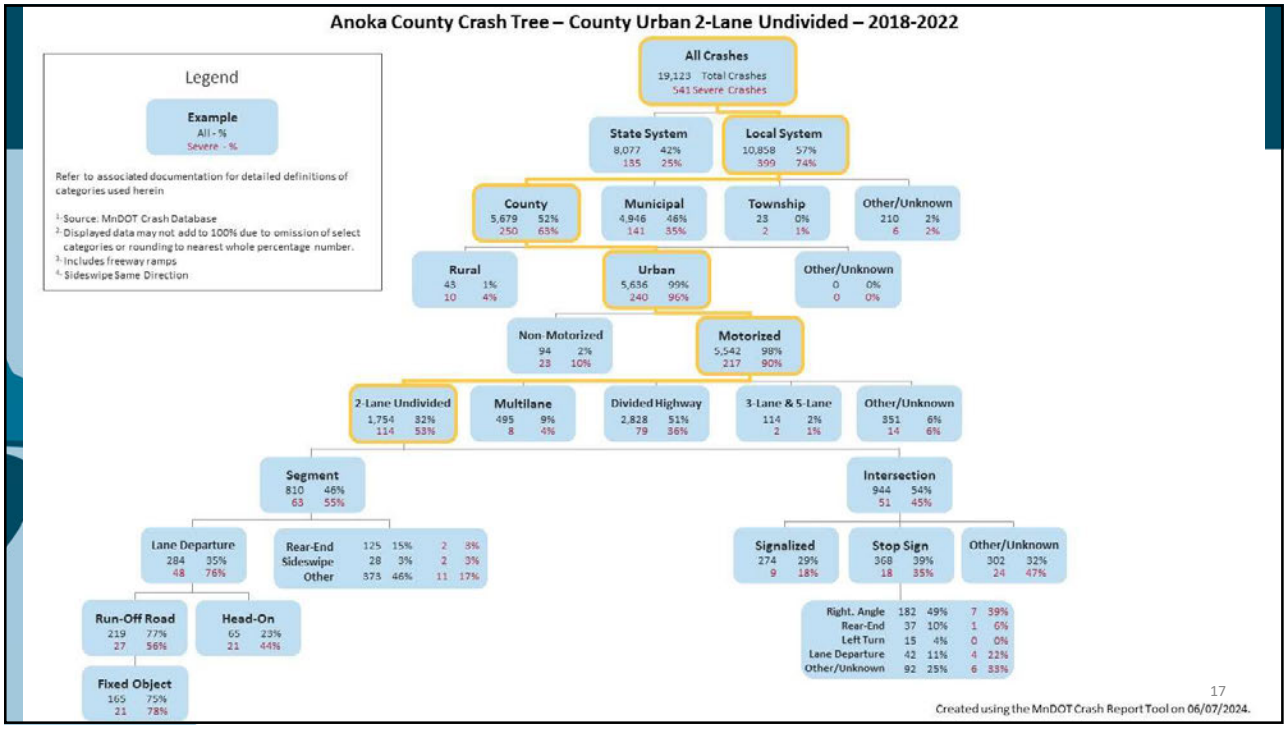
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Focus Areas and County Crash Data

		Anoka County				ATP M			
		All Systems		County System		All Systems		County System	
	Total Severe Crashes	545	100%	252	100%	4124	100%	1479	100%
Core Areas	Intersection	309	57%	143	57%	2389	58%	908	61%
Core Areas	Lane Departure	217	40%	116	46%	1409	34%	503	34%
Core Areas	*Run-Off-Road*	132	24%	55	22%	937	23%	279	19%
Core Areas	*Head-On*	85	16%	61	24%	472	11%	224	15%
Core Areas	Impaired	127	23%	52	21%	1004	24%	353	24%
Core Areas	Speed	107	20%	43	17%	938	23%	282	19%
Core Areas	Unbelted	50	9%	21	8%	406	10%	129	9%
Core Areas	Inattentive	52	10%	26	10%	327	8%	130	9%
Strategic	Older Driver	99	18%	53	21%	640	16%	272	18%
Strategic	Motorcycle	120	22%	53	21%	661	16%	266	18%
Strategic	Younger Driver	97	18%	48	19%	650	16%	242	16%
Strategic	Non-motorist	77	14%	23	9%	933	23%	282	19%
Strategic	*Pedestrian*	57	10%	15	6%	697	17%	208	14%
Strategic	*Bicyclist*	20	4%	8	3%	236	6%	74	5%
Strategic	Commercial Vehicles	26	5%	8	3%	253	6%	83	6%
Strategic	Work Zone	17	3%	7	3%	113	3%	32	2%
Connected	Unlicensed	87	16%	46	18%	948	23%	297	20%
Connected	Trains	0	0%	0	0%	3	0%	1	0%
Connected	Deer/Animal	6	1%	5	2%	26	1%	14	1%
Connected	Winter Weather	48	9%	16	6%	389	9%	122	8%

A 20-year-old male driver, exceeding the speed limit on a county road, ran off the road to the left through an intersection into a ditch and rolled the vehicle. He died at the scene. Alcohol use is suspected.

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Anoka County Crash Trees: Key Takeaways



- Urban roadways comprise 96% of severe crashes on the County system
  - Primary focus is on *lane departure and intersection crashes* along *two-lane undivided roadways*
  - Of the non-motorized crashes, 57% are on divided highways and 26% on 2-lane undivided highways
- Rural roadways comprise only 4% of total severe crashes on the County system
  - 80% are on segments or curves
    - Focus is on *head-on crashes on curves*
  - 20% occur at intersections

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Engagement Activity Summary



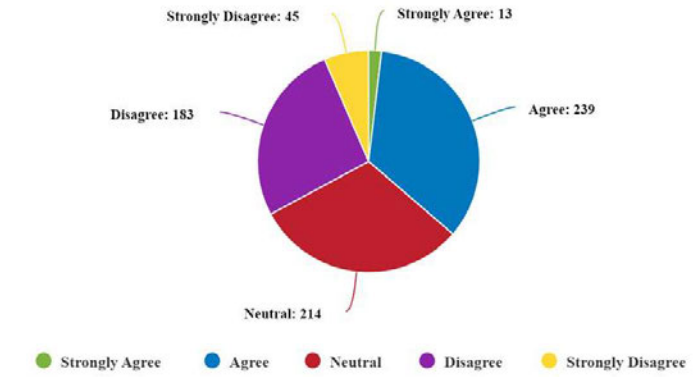
- Online Survey and Interactive Comment Map were live from **June 20th** to **October 2nd**, 2024.
- Advertised through social media including:
  - Anoka County webpage
  - Next Door, Instagram, X/Twitter
- 2,468 Total visits
- 1,931 Unique users
- 3:49 Average number of minutes on-site
- 705 Survey responses
- 407 Map comments



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Survey Responses

"Thinking of your experience traveling on county roadways within your community, how strongly would you agree that county roadways in Anoka County are safe?

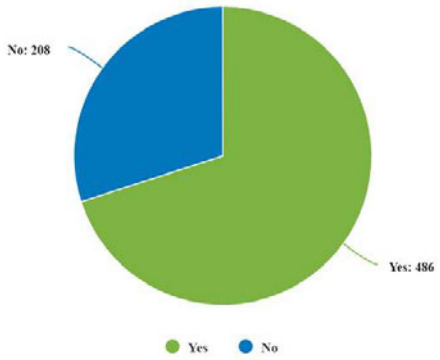


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Survey Responses

"Have you been in, or almost been in a crash in Anoka County?"

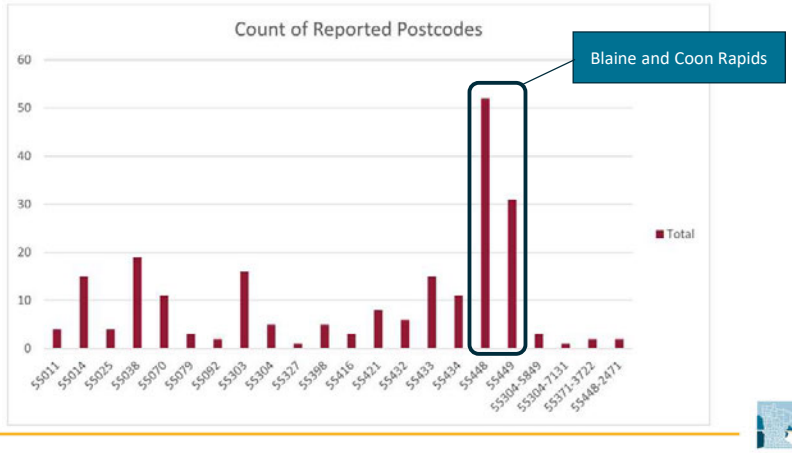


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Demographics

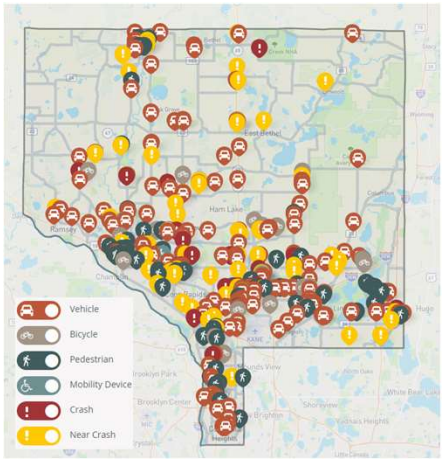
“What is your home zip code?



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Interactive Comments by Comment Type



All Comment Types

- 407 comments were left on the interactive map.
- Concerns about speeding vehicles and the need for speed enforcement
- Frequent issues with intersection safety and navigation
- Complaints about heavy traffic and congestion in specific areas
- Recurring mentions of poor road conditions, especially regarding potholes
- Issues with traffic lights or signals causing delays or confusion

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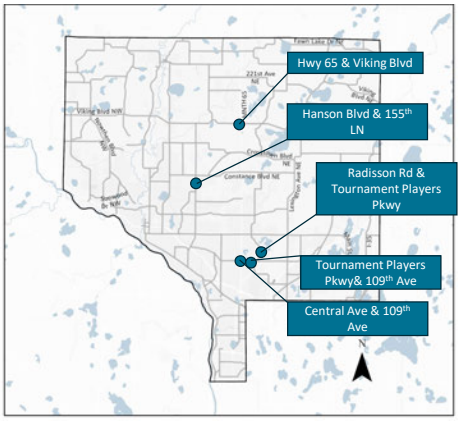
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Comment Cluster Analysis: Methodology

1. **Identify Comment Clusters**
   - Used GIS to identify geographic areas with a cluster of four or more comments
   - Threshold of four comments helps us identify more frequent comment locations
2. **Identify Potential Intersection Comment Clusters**
   - Higher density clusters at or near intersections suggests recurring issue
   - Applied a 200-foot radius and a threshold of four or more comments to identify locations
3. **Identify Potential Segment Comment Clusters**
   - Lower-density clusters spread along a path indicate recurring issues on roadway segments
   - Applied a 100-ft radius around the same segments being used in the CRSP analysis and a threshold of four or more comments to identify segments. Some manual filtering was needed to exclude clusters with too low a density to be significant.
4. **Next Step: Cross-check with CRSP**
   - Do crowd-sourced locations align with technical analysis? Do public comments suggest additional locations of concern?

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Comment Cluster Analysis: Intersections



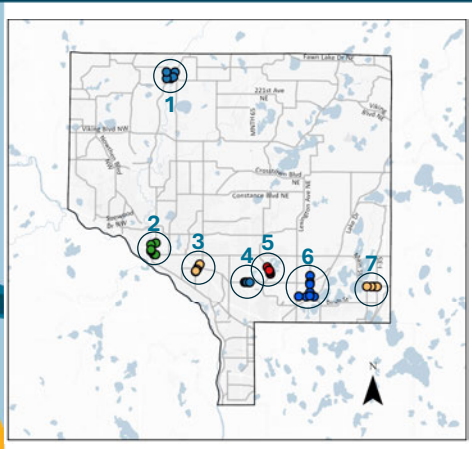
Intersections Identified with Comment Clusters

- Highway 65 NE & Viking Blvd NE
- Hanson Blvd NW & 155th LN NW
- Radisson Rd NE & Tournament Players Pkwy
- Tournament Players Pkwy & 109th Ave
- Central Ave NE & 109th Ave NE

Comment clusters were identified using spatial analysis. Comment content may include a range of issues.

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Comment Cluster Analysis: Segments



Roadway Segments Identified with Comment Clusters

1
- Ambassador Blvd NW
- Bridge St NW
- Rum River Blvd NW

2
- N 4th Ave
- Grant St
- Pierce St
- E Main St
- N 7th Ave

3
- Hanson Blvd NW

4
- 109th Ave

5
- Radisson Rd NW

6
- North Rd
- Sunset Ave NE
- Hodgson Rd

7
- Main St

Comment clusters were identified using spatial analysis. Comment content may include a range of issues.

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Next Steps and Discussion

October-January

Set Goals	Collect Data	Analyze Crashes	Identify Strategies	Conduct Workshop	Assess Risks	Prioritize Locations	Identify Projects	Prepare Plan	Share and Report
Leadership commitment to crash reduction Review plans and policies	Collect roadway features, context and equity data	Analyze crash data and identify safety focus areas	Develop comprehensive list of safety strategies (Big Book of Ideas)	Conduct workshop with safety stakeholders	Perform roadway network risk assessment	Prioritize locations based on crash data	Identify safety strategies for prioritized locations	Prepare safety plan and share with elected officials Create time-bound or prioritized project list	Share plan publicly and report progress

Ongoing engagement with safety stakeholders, task force and general public

- SSA Task Force Meeting #3: Early 2025 (TBD)

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Thank you!



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- Alliant Engineering
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Girma Feyissa, PE
- MnDOT State Aid
- girma.feyissa@state.mn.us

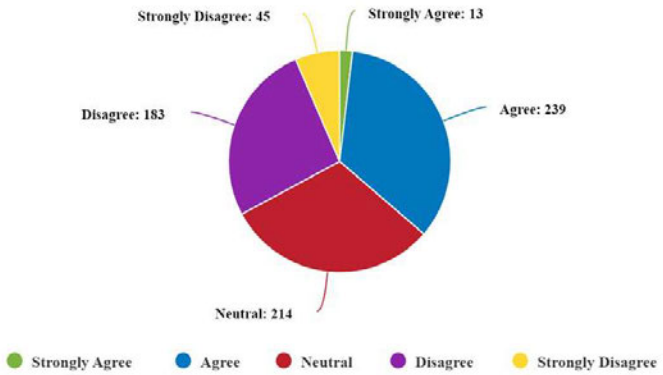
Mark Wagner
- MnDOT Office of Traffic Engineering
- mark.wagner@state.mn.us

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Additional Survey and Demographic Responses

Survey Responses

"Thinking of your experience traveling on county roadways within your community, how strongly would you agree that county roadways in Anoka County are safe?



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Survey Responses

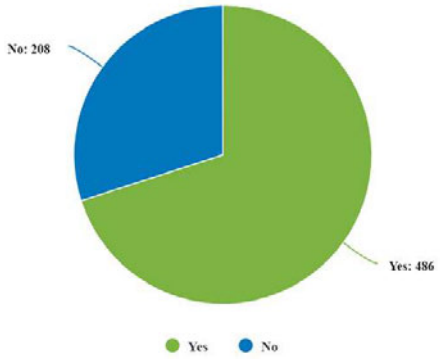
"What experiences led to this rating?"

- **Positive Sentiment**
  - Improvements noted in road infrastructure, especially on **Highways 10 and 65**.
  - Comments reflect general satisfaction with road condition and safety.
- **Negative Sentiment**
  - **Speeding**: Frequent reports of speeding, especially at intersections, with red light violations on major roads like **Coon Rapids Blvd**.
  - **Road Design Concerns**:
    - **Congestion** due to undersized roads.
    - **Limited infrastructure** for pedestrians and cyclists, especially near intersections.
  - **Law Enforcement**: Some believe increased enforcement would deter unsafe driving behaviors and enhance safety.

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Survey Responses

"Have you been in, or almost been in a crash in Anoka County?"



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Survey Responses

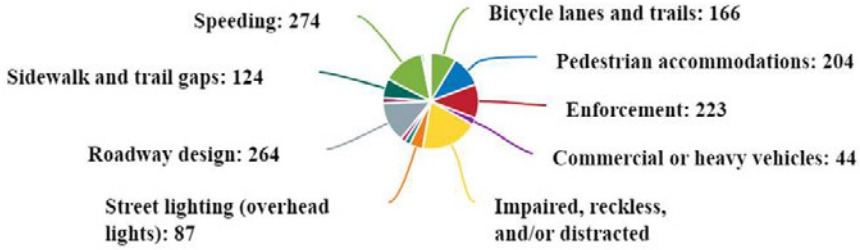
"What experiences led to this rating?"

- **General Feedback**
  - Some respondents had no further comments.
- **Specific Locations**
  - Requests for crosswalks on **Main Street** and improvements near **St. Francis Elementary**.
  - Concerns about **shoulder runners** and unsafe passing on **7th Ave** and **Round Lake Rd**; suggestions for adding lanes and turn lanes.
- **Pedestrian and Cyclist Safety**
  - Desire for more crosswalks and safer pedestrian crossings, echoing support for improved non-vehicle infrastructure.

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Survey Responses

"What are your three most important safety concerns Anoka County should address?"

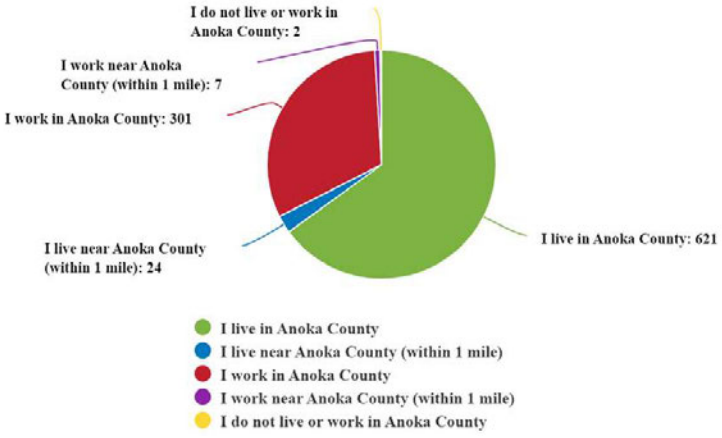


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Survey Responses

"Please check all that apply to you."

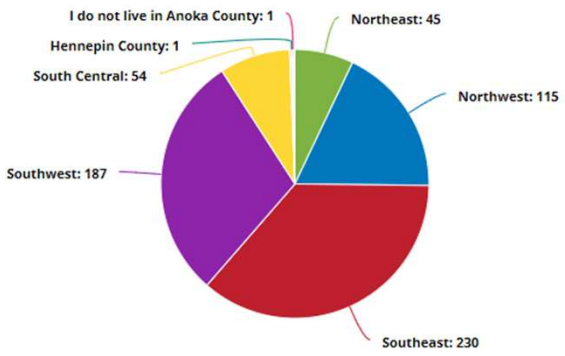


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Survey Responses

"If you live in Anoka County, what area do you live in? (see image)"



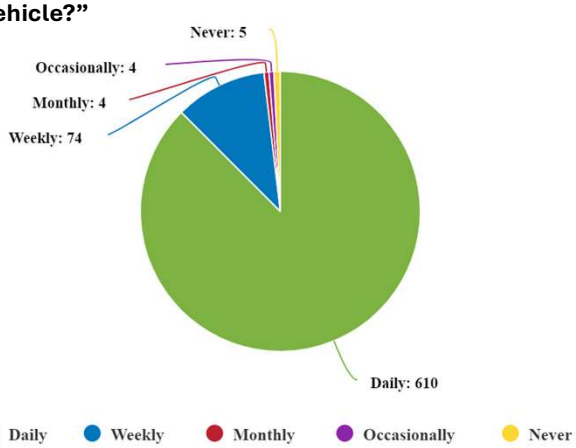


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Survey Responses

"How often do you travel in Anoka County in a passenger vehicle?"

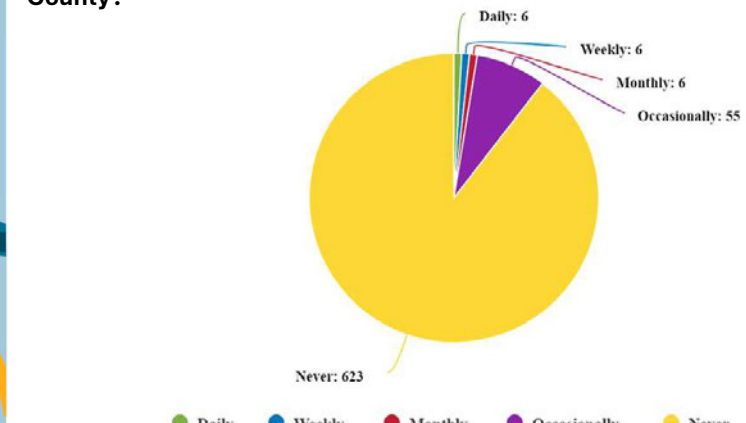


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Survey Responses

"How often do you take public transit in Anoka County?"

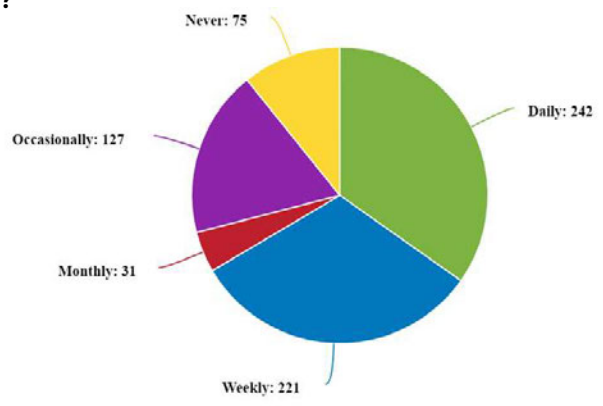


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Survey Responses

"How often do you walk bike or roll in Anoka County?"

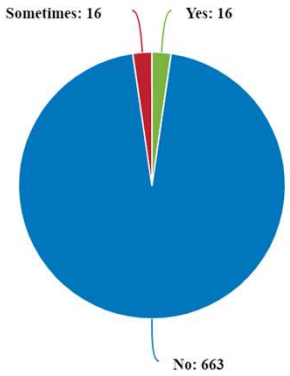


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Survey Responses

"Do you use a mobility device?"

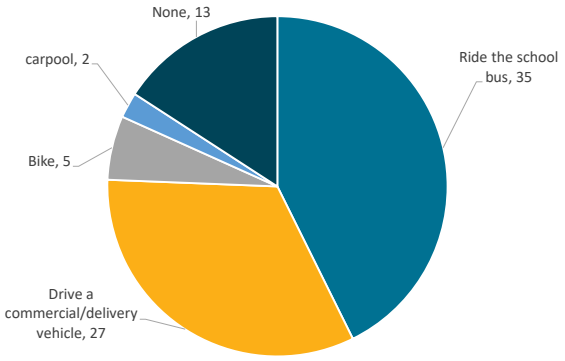


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Survey Responses

"What other ways do you travel in Anoka County?"



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Comment Word Cloud



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Interactive Comments by Comment Type



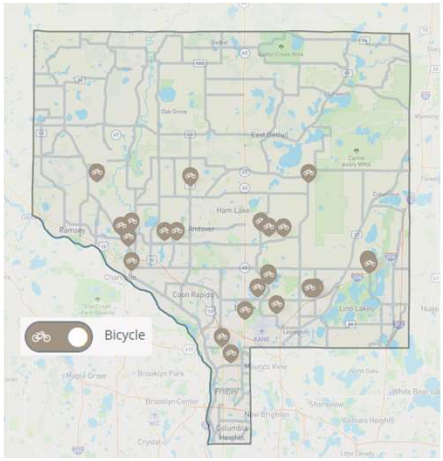
Vehicle

- Frequent concerns about speeding vehicles or the need for speed enforcement.
- Complaints about heavy traffic and congestion in specific areas.
- Comments highlight dangerous or unsafe driving conditions.
- Issues with traffic lights or signals causing delays or confusion.

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Interactive Comments by Comment Type

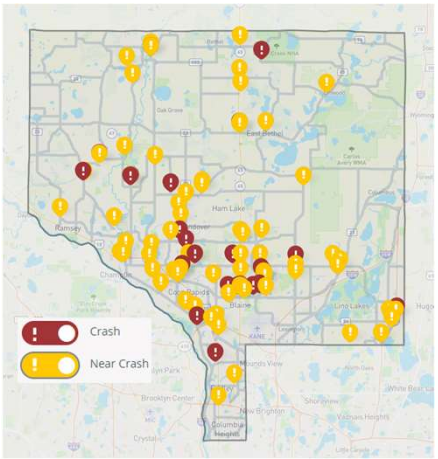


Bicycle

- Recurring concerns about the condition and availability of bike lanes or trails.
- Issues related to bicycle safety at intersections.
- Comments mention dangerous or unsafe conditions for bicyclists.
- Frequent complaints about the lack of paved shoulders for bicyclists.
- Concerns about speeding vehicles impacting bicycle safety.

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Interactive Comments by Comment Type



Crash and Near Crash

- Recurring mentions of crashes and near crashes at intersections.
- Crashes and near crashes caused by speeding vehicles are frequently highlighted.
- Crashes involving turning vehicles are a recurring issue.
- Many near-crash incidents involve pedestrians and crossing situations.

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Interactive Comments by Comment Type



Pedestrian and Mobility Devices

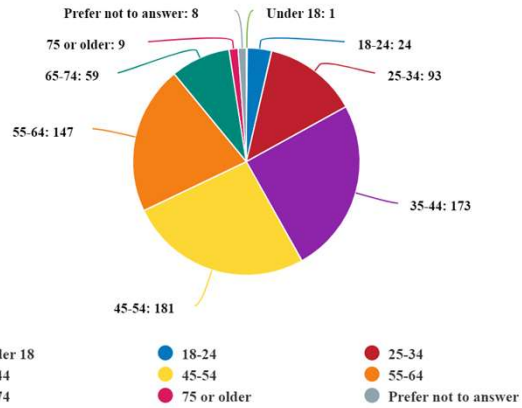
- Frequent concerns about pedestrian crossings and the need for safer crosswalks.
- Comments about the condition or lack of sidewalks.
- Pedestrian safety at intersections is a recurring issue.
- Concerns about speeding vehicles making pedestrian areas unsafe.

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Demographics

"How old are you?"

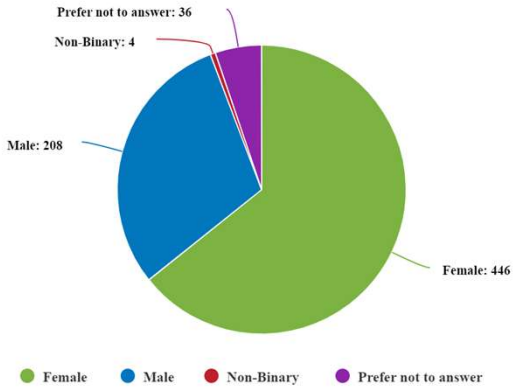


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Demographics

“What is your gender?”

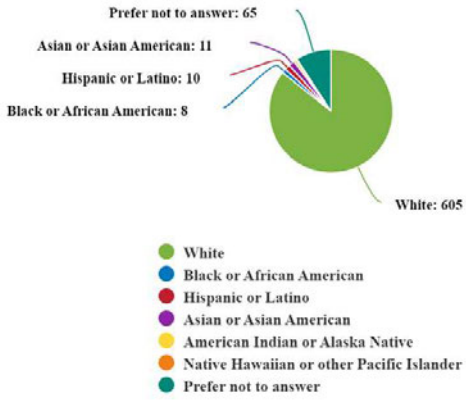


Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Demographics

“Select the racial or ethnic group(s) with which you identify (select all that apply).”

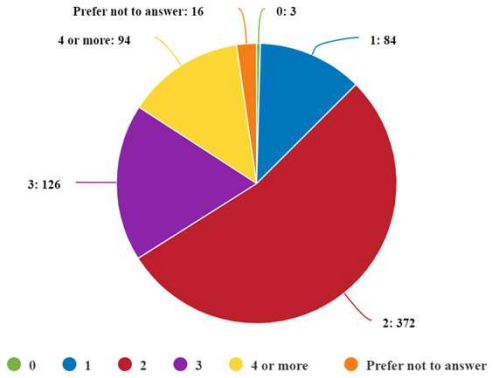


Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Demographics

“How many licensed drivers are in your household?”

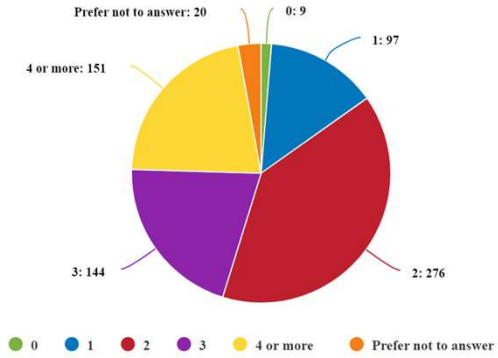


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TOWARD ZERO DEATHS

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Demographics

“How many licensed vehicles do you own or lease in your household?”



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TOWARD ZERO DEATHS

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Meeting Summary

(revised 4/9/25)

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Date	4/9/2025
Time	10:00 am – 11:00 am
Subject	**Anoka County SS4A Task Force: Meeting #3**
Location	Virtual (Microsoft Teams)

ATTENDEES

SS4A Task Force Members

- ☐ Dan Anderson – Spring Lake Park, Blaine, Mounds View Fire Department Operations Chief
- ☒ Jerry Auge - Anoka County Assistant County Engineer
- ☐ David Berkowitz – City of Andover Public Works Director / City Engineer
- ☐ Julie Braastad - Anoka County Commissioner
- ☐ Matthew Carlson – Captain, Blaine Police Department
- ☒ Christine Carney – Assistant Anoka County Attorney
- ☒ Scot Edgeworth – MnDOT, Metro Minnesota TZD Coordinator
- ☐ Matt Grantz – Spring Lake Park, Blaine, Mounds View Fire Department Deputy Chief
- ☒ Julie Jeppson - Anoka County Commissioner
- ☒ Jim Kosluchar – City of Fridley Public Works Director / City Engineer
- ☐ Paul Lenzmeier – Commander, Anoka County Sheriff's Office
- ☒ Joe MacPherson - Anoka County Public Works Director

Project Management Team (MnDOT + Consultants)

- ☒ Girma Feyissa – MnDOT - Local Roads Traffic Safety Engineer
- ☒ Mark Wagner – MnDOT - Assistant State Traffic Safety Engineer
- ☒ Tim Burkhardt – Alliant Engineering – Project Manager
- ☒ Michael Kondziolka – Alliant Engineering – Traffic Safety Engineer
- ☒ Danny Ogranovich - Alliant Engineering - Planner

MEETING NOTES

Introduction

- Tim opened the meeting and introduced the agenda.
  - Safety Plan Status
  - Recap: SS4A and CRSP Components & Process
  - Recommended Safety Projects
  - Next Steps and Discussion
- Tim began presenting the shared slides.
- Scot Edgeworth briefly joined but noted he couldn't stay and asked schedule a follow-up meeting with Tim regarding the materials presented at this meeting.

Safety Plan Status & Project Recap

- Tim presented the Safety Plan Status.
  - The project is nearing completion, now in the phase of identifying projects and preparing the final plans.

- Tim presented the checklist required to qualify the plan for federal funding.
  - Equity analysis is no longer required for SS4A plan submission, though prior work remains available for county use.
- Tim recapped the SS4A and CRSP components in the project.
  - The county board previously adopted a resolution targeting a 50% reduction in traffic deaths and serious injuries by 2035 and zero by 2045.
  - This is an aspirational target and will be documented in the plan.
- Tim continued by recapping public engagement.
  - The public engagement effort was successful, with 2,468 total visits and 705 survey responses.
  - Tim presented the comment map analysis. Comments were analyzed by type and clustered spatially to identify concern areas.
- Tim recapped stakeholder engagement.
  - The task force held three meetings, with broad stakeholder participation across the county.
  - The September workshop was done as a part of the traditional county road safety plan. This workshop also engaged a wide range of safety professionals.
- Tim described the equity review and assessment completed during the project.
  - Equity scoring using social vulnerability indicators were illustrated using mapping. The map presented showed historic crashes as an overlay over census tracts rated on social equity. Proposed projects could be substituted to understand if projects are in an area of social vulnerability.
  - Although no longer required, the analysis can help evaluate how proposed projects align with locations of vulnerable communities.
  - Areas of persistent poverty are now emphasized in federal requirements; Anoka County includes two such census tracts. A map of those tracts was presented.

Recommended Safety Projects

- Tim had a conflict and left the meeting; Mike Kondziolka presented the remainder of the presentation, including the recommended safety projects.
- Mike began by presenting a snapshot of the recommended projects and outlined the final steps to complete the plan.
  - He explained the process: collection of roadway and roadside data, risk evaluation, and assignment of star “ratings.”
  - Mike used a doctor analogy to describe the process—identifying and proactively addressing risks to improve roadway health.

- The list of projects is currently in draft form and under county review. The next step is prioritizing safety projects. Projects are identified by category and star ranking, which indicates the level of risk.
- Mike continued by presenting a draft map of recommended projects, showing the quantity and locations.
    - Some are relatively simple; others are more complex.
    - Projects are distinguished by rural and urban designations.
    - In the northern portion of the county, projects are often longer segments; in the southern portion, more intersection focused.
- Mike then presented a detailed list of projects generated by this process. The list includes:
    - Location descriptions
    - Total star ratings
    - "Potential projects" to remediate identified risk factors
    - A "1" indicates a recommended project
    - "Completed" means it has already been addressed by the county
    - Estimated project costs are also shown
- The HSIP project sheets will contain a full level of detail for each of these projects.
    - This plan is intended as a tool and resource for the county to continue reviewing and acting on high-priority locations.
- Mike then presented the final plan preparation timeline and noted the report will be shared soon.
    - The contract for the CRSP and SS4A ends at the end of May, and the team is on schedule to meet that deadline.
    - Alliant is separately contracted to develop the SS4A Implementation Grant Application. The CSAP was completed as a pre-requisite to this.

Open Discussion

- Mike opened the floor for an open discussion.
- Joe shared that the team is working through the long list of projects.
    - Some are relatively low-cost, while others are more complex and expensive.
    - The Anoka County review team is about halfway through the list. They are incorporating experience and public feedback into their review.
    - Joe invited task force members to reach out with any questions.
- Julie asked whether the SS4A application would be limited to the recommended projects and their associated dollar amounts.

- Joe responded that the recommendations are drawn from a variety of sources and not limited to this analysis. For example, Mississippi Street is under consideration. The scope of that project may extend beyond the current exercise, but it will still qualify for HSIP funding. Straight forward projects can also be pulled from the plan and included in the application.

- Jim asked if there is a plan for local and/or public input.

  - Mike noted that the primary public engagement phase has been completed. Any future engagement is not formally part of this process.
  - Girma added that because the analysis identified hundreds of projects, and timelines/strategies are not finalized, public outreach would be more productive during the project development phase. Audiences with better understanding of the process, such as this task force, can be engaged earlier.

- Jerry asked if the threshold for rural curves set at three stars includes all projects rated three stars and above.

  - Mike confirmed that it does.
  - Jerry noted that there is a significant number of three-star projects.
  - Mike explained that anything rated three stars or higher is considered a "priority project." Projects rated below that threshold can still be nominated by the county, but those above will be formally included in the plan.

- Continuing the response to Jim's earlier question, Joe asked Mike to pull up the list of projects after answering Jerry's question. Mike presented the rural intersection project list.

  - Joe explained that the team is currently working at the level of detail being presented. For example, one of the Bunker Lake Boulevard intersections is identified for a J-turn treatment, but the county is developing a project to construct a full interchange there, so the full picture is not represented in CRSP. Another intersection, with a recommended lighting project, was also shown because more detailed work is already under way.
  - Jim suggested the county share that the analysis is complete and thank the public for previous input. Keeping people interested and involved in roadway safety is important.
  - Joe agreed. He also wants to establish an annual task force to maintain engagement.

- Julie Commented on the omission of the equity component and defined equity in regional terms by saying extra focus on certain cities or rural regions, such as Blaine, may be a county-wide equity concern. She recommended that the city name be included with each project to clarify location. She also suggested against making project recommendations public because they may be controversial.

  - Girma clarified that the plan must be posted online for federal approval. Ongoing public engagement should occur so the task force can monitor progress toward the goal of reducing crashes. If J-turns are controversial, they can be removed from the public-facing version of the plan with appropriate documentation.

  - Joe said that during initial project vetting, the team removed concepts from the Big Book of Ideas that were likely to be unpopular or inappropriate. J-turns were left in so the county could consider those options further.
  - Girma said that the current analysis was developed in a data-driven vacuum, but stakeholder and public engagement will be layered in later.
  - Joe said that this approach helps minimize bias. Now that the initial work is done, the team can decide which projects make sense to carry forward.

- Jim said he appreciated that the county is now taking a proactive approach to project selection and prioritization. It would be unfortunate to invest in projects that don't deliver the best safety outcomes.
- Girma suggested the review team should think about project prioritization in terms of short-term and long-term goals. The federal government wants to see timelines, though there is flexibility in implementation. He also suggested compiling a list of high-priority projects that could be bundled together. This will strengthen the application.
- Joe asked whether informal comments made during the process would be entered into the permanent project record. He would like to show that all ideas were considered.

  - Girma clarified that this is not part of the official process, and it is up to the county to track those comments. However, for individual projects, the team will note if a recommendation was not pursued rather than blank it out.

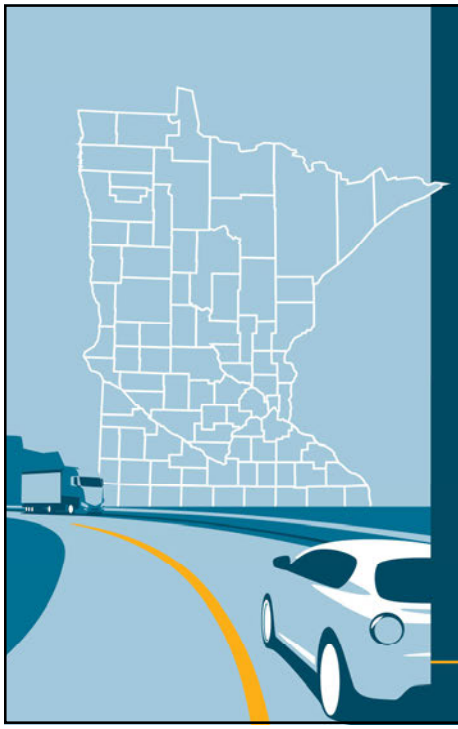
- Jerry shared that during HSIP reviews last year, Chisago County submitted a project directly from their safety plan—a striping project—which scored very well in cost-benefit analysis. Anoka might do something similar, like converting a signalized intersection into a roundabout. Developing the safety action plan is very useful for this reason.

  - Girma said that Alliant is ensuring all recommended projects meet federal funding eligibility criteria.

- Girma reiterated his point about developing time-based priorities. Projects with six-star ratings might be considered short-term priorities; four-star projects are mid-term, and three-star projects are long-term. Other factors—such as a fatal crash at a location—can also elevate a project's priority status.
- Girma said the final document will be about 50 pages long plus appendices. Alliant will send the draft report (not appendix) to Anoka County.
- Girma thanked the participants for the discussion and closed the meeting.

Teams Chat Notes

[10:53 AM] Jeppson, Julie
Thanks for the great presentation and information! Excited that this project is in it's final stages. I have to sign off. Hope everyone has a great day!



Anoka County
Comprehensive Safety Action Plan

Anoka County SS4A Task Force

MEETING # 3
APRIL 9, 2025

Anoka County
MINNESOTA

1

Agenda

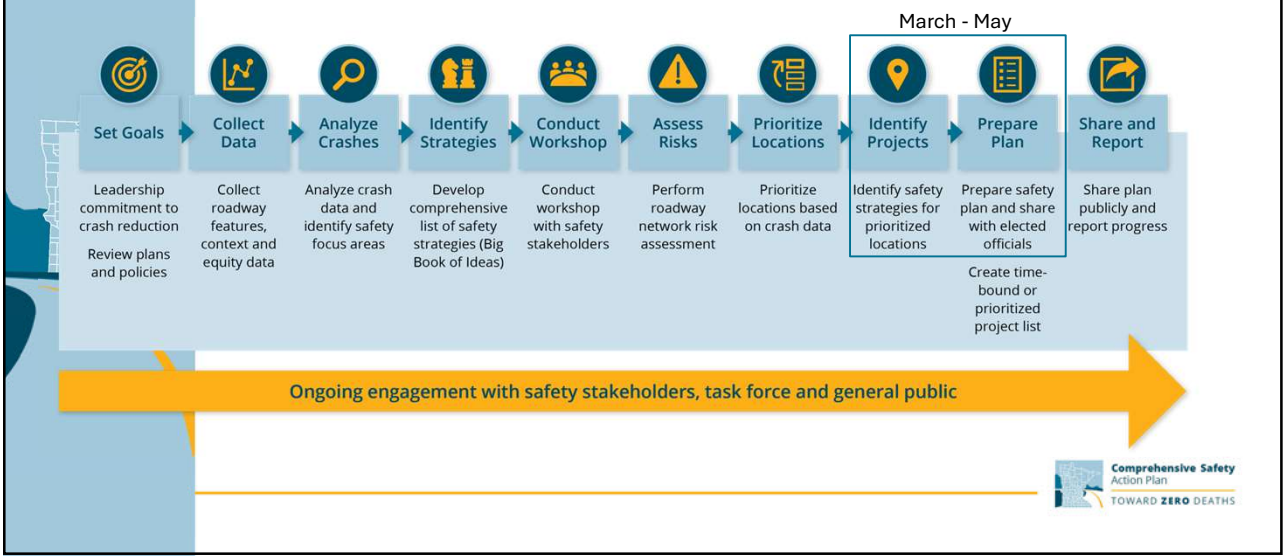


1. Safety Plan Status
2. Recap: SS4A and CRSP Components & Process
3. Recommended Safety Projects
4. Next Steps and Discussion

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TOWARD ZERO DEATHS

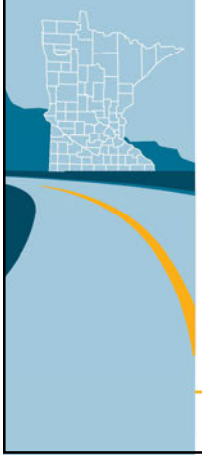
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Safety Plan Status – Almost Done!



3

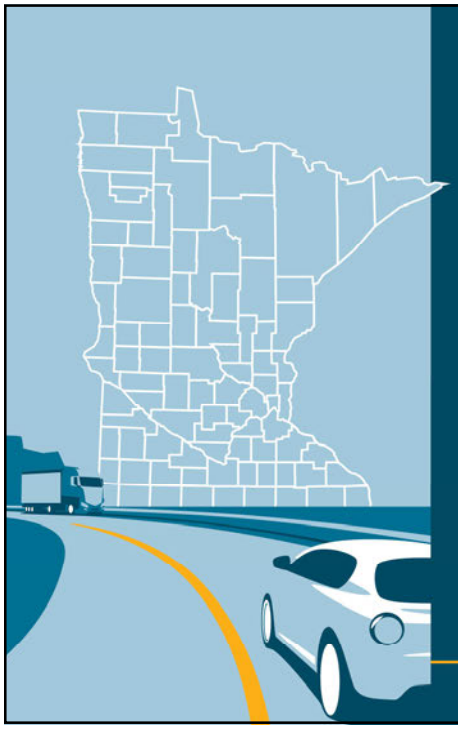
Safe Streets for All (SS4A) Checklist



SS4A Item	Action	Status
Leadership Commitment/Goal Setting	Set safety target	Complete
Planning Structure	Get diverse input (e.g., Task Force)	Complete (Meeting #3 is 4/9)
Safety Analysis	Identify locations, risks, etc.	Complete
Engagement and Collaboration	Public engagement	Compete
Equity Considerations	Review data, prepare approach	No longer required for SS4A - Updating for report
Policy and Process Changes	Review documents and recommend	Complete
Strategy and Project Selections	Identify safety projects	Upcoming
Progress and Transparency	Post safety plan publicly; monitor progress	Upcoming/Ongoing

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Recap: SS4A and CRSP Components and Process

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Leadership Commitment/Goal Setting



SS4A Requirement

- Establish an eventual goal of zero roadway fatalities and serious injuries

Anoka County Board Resolution

- Reach **50 percent reduction** in traffic deaths and serious injuries **by 2035** and **zero** traffic deaths and serious injuries **by 2045**
- Report annual progress towards these goals
- Form a Task Force of local leaders to oversee Action Plan development, implementation, and monitoring

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Public Engagement

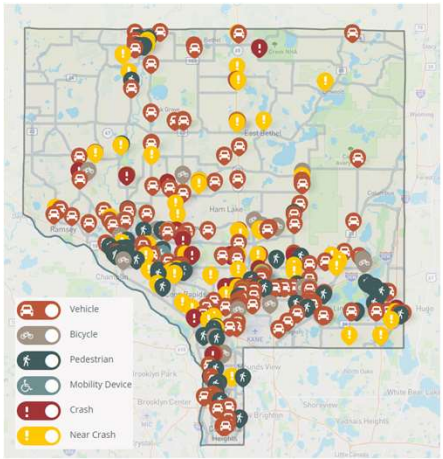
- Online Survey and Interactive Comment Map were live from **June 20th** to **October 2nd**, 2024.
- Advertised through social media including:
  - Anoka County webpage
  - Next Door, Instagram, X/Twitter
- 2,468 Total visits
- 1,931 Unique users
- 3:49 Average number of minutes on-site
- 705 Survey responses
- 407 Map comments



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Interactive Comments by Comment Type



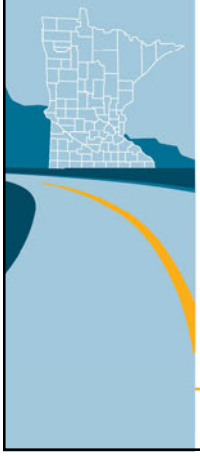
All Comment Types

- 407 comments were left on the interactive map.
- Concerns about speeding vehicles and the need for speed enforcement
- Frequent issues with intersection safety and navigation
- Complaints about heavy traffic and congestion in specific areas
- Recurring mentions of poor road conditions, especially regarding potholes
- Issues with traffic lights or signals causing delays or confusion

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Stakeholder Engagement – Task Force



Meetings and Agendas

- #1: 5/22/2024
  - Introduction
  - Safety plan process
  - Priorities and needs discussion
- #2: 12/30/2024
  - Plan/progress updates
  - Engagement summaries
  - Discussion
- #3: 4/9/2025
  - Plan updates
  - Draft projects
  - Next steps

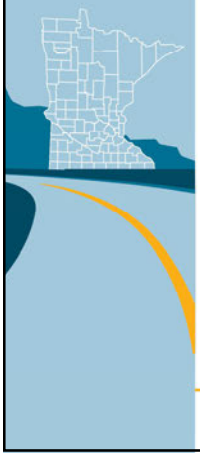
Participants

- Spring Lake Park, Blaine, Mounds View Fire Department Operations Chief
- Anoka County Assistant County Engineer
- City of Andover Public Works Director / City Engineer
- Anoka County Commissioner
- Captain, Blaine Police Department
- Assistant Anoka County Attorney
- MnDOT, Metro Minnesota TZD Coordinator
- Spring Lake Park, Blaine, Mounds View Fire Department Deputy Chief
- Anoka County Commissioner
- City of Fridley Public Works Director / City Engineer
- Commander, Anoka County Sheriff's Office
- Anoka County – County Engineer

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September Workshop



September 17, 2024

Attendees included, county staff, city officials, law enforcement, engineers, and school representatives

Discussion Themes

Emphasis on education for young drivers
Challenges with enforcement, infrastructure, and driver behavior
Balance between proactive and reactive safety measures

Locations of Concern

CSAH 52, Lexington Avenue, and TH 47 are locations of concern

Strategies and Insights

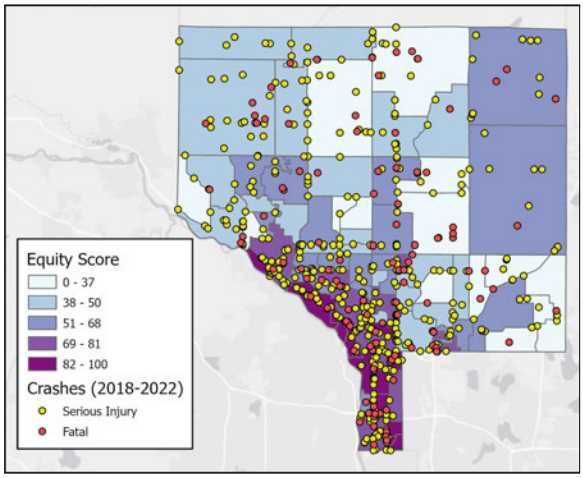
Emphasis on multimodal needs, systemic risk assessments, and targeted safety strategies
Funding challenges and prioritization of impactful projects

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Equity Review – Assessment

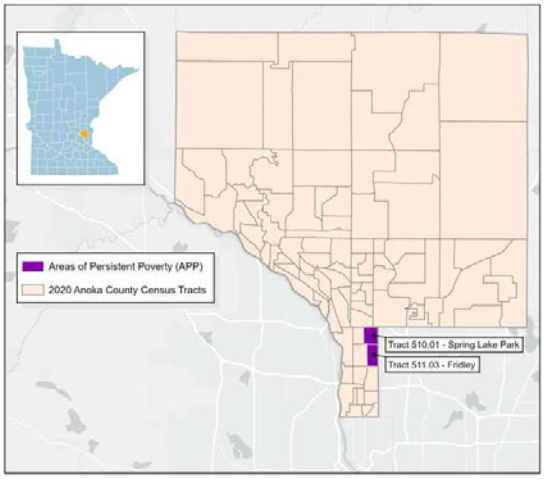


- Equity factors of **Race**, **Ethnicity**, **Age**, **Poverty**, and **Disability** were aggregated to create an equity score for each census tract
  - Indicators of vulnerable populations
- Crash data (2018-2022) was overlaid to show the relationship between crash incidence and equity
  - Spatial association

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Revised Focus – Areas of Persistent Poverty (APP)



- Per updated federal Safe Streets for All program guidelines (3/31/2025)
- "Equity " is no longer a required element in SS4A plans

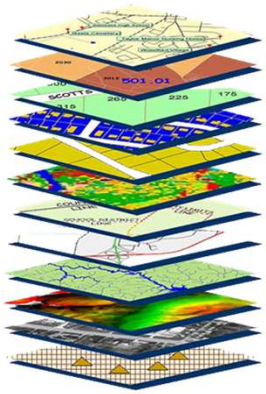
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Equity – Options

- Once safety projects are identified:
  - A) Full approach
    - Overlay equity data with proposed projects
    - Assign each project an equity score based on census tract characteristics
    - Use scoring to understand which projects may especially benefit vulnerable communities
  - B) Brief approach (new SS4A)
    - Only use Areas of Persistent Poverty
- Provides tool for County to consider equity benefits when selecting projects



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Recommended Safety Projects

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How did we get here?

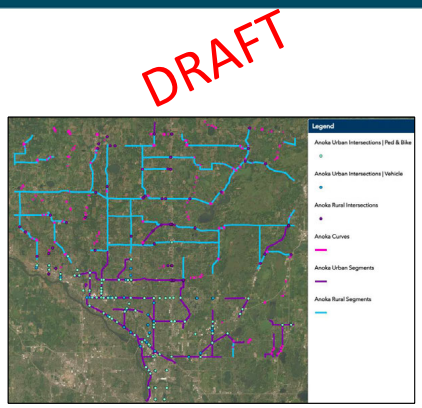
- Collection of roadway and roadside data
- Risk evaluation and assignment of "star ratings" to locations
- Establishment of "high-priority" thresholds
- Review of high-priority project locations with Anoka County staff



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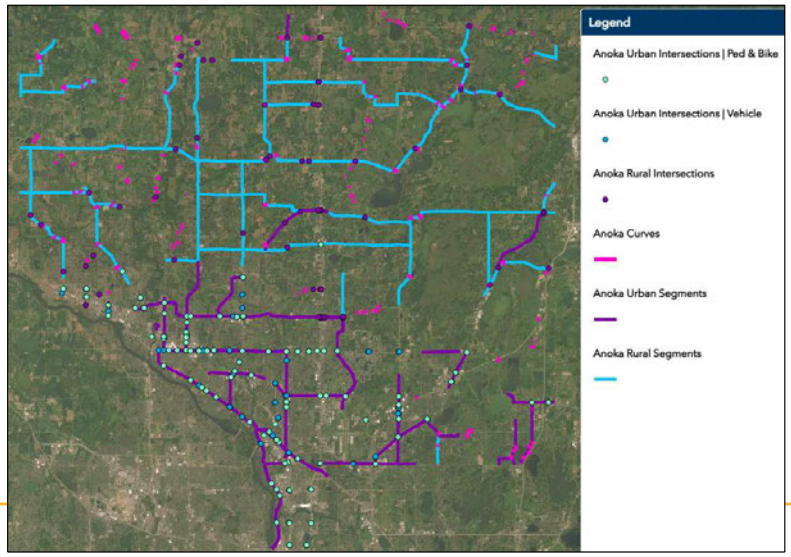
Review of High-Priority Projects

- County reviewing map and lists of high-priority projects
- Locations meet "high-priority" **risk factor** thresholds:
  - Rural Curves – 3 stars
  - Rural Intersections – 4 stars
  - Rural Segments – 3 stars
  - Urban Intersections (ped/bike) – 5 stars
  - Urban Intersections (vehicle) – 7 stars
  - Urban Segments – 3 stars



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Review of High-Priority Project Locations



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Project Lists: A Look Under the Hood

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Rural Intersection Project List for Anoka County

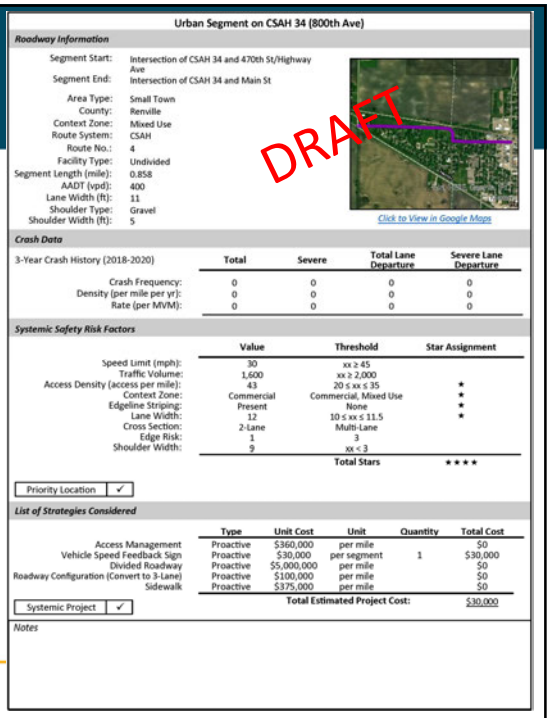
Intersection Description	Total Stars	Roundabout	J-Turn	LED Stop Signs	Thru-Stop to All-Way Stop/Yield	Left Turn Lanes on Major Roads (Thru-Traffic)	Lighting	Upgrade Signs & Pavement Markings	Total Cost
CSAH 116 (Bunker Lake Blvd NW) and MSAS 132 (Aberdeen St NE)	★★★★★★★	-	-	-	-	-	1	-	$25,000
US 10 / US 169 and CSAH 56 (Ramsey Blvd NW)	★★★★★★★	-	-	-	-	-	-	1	$3,000
CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	★★★★★★	-	-	-	-	-	1	-	$25,000
CSAH 116 (Bunker Lake Blvd NW) and MSAS 104 (Sunwood Dr NW)	★★★★★	-	-	1	-	-	County Completed	1	$9,000
MN 65 and CSAH 116 (Bunker Lake Blvd NW)	★★★★★	-	1	-	-	-	-	-	$1,500,000
CSAH 22 (Viking Blvd NW) and CSAH 13 (Cedar Dr NW)	★★★★★	-	-	-	-	-	1	-	$25,000
MN 65 and CSAH 18 (Crosstown Blvd NE)	★★★★★	-	1	-	-	-	-	-	$1,500,000
CSAH 18 (Crosstown Blvd NE) and MSAS 121 (E Lake Netta Dr / Interlachen Dr NE	★★★★★	-	-	-	-	-	1	-	$25,000
CSAH 18 (Broadway Ave) and CSAH 62 (Kettle River Blvd)	★★★★★	-	-	-	-	-	-	1	$3,000
CSAH 22 (Viking Blvd NE) and CR 15 (E Bethel Blvd NE)	★★★★★	-	-	-	-	-	-	1	$3,000
CSAH 23 (Lake Dr) and SB I-35 Ramps	★★★★★	-	-	-	-	-	-	1	$3,000
CSAH 5 (Nowthen Blvd NW) and CR 64 (181st Ave NW)	★★★★★	-	-	-	-	-	-	1	$3,000
78 (Hanson Blvd NW) and MSAS 103 (Ward Lake Dr NW) / MSAS 104 (177th Ave	★★★★★	-	-	-	-	-	-	-	No Project - Criteria Not Met
CSAH 83 (Armstrong Blvd NW) and MSAS 128 (173rd Ave NW)	★★★★★	-	-	-	-	-	-	1	$3,000
MN 65 and CR 16 (Andover Blvd NW) / MSAS 104 (147th Ave NE)	★★★★★	-	1	-	-	-	-	-	$1,500,000

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HSIP Project Sheet (Example)

- One sheet for every project identified in the plan
- Resource for County to use to apply for federal Highway Safety Improvement Program (HSIP) funds



Urban Segment on CSAH 34 (800th Ave)

Roadway Information

Segment Start:	Intersection of CSAH 34 and 470th St/Highway Ave
Segment End:	Intersection of CSAH 34 and Main St
Area Type:	Small Town
County:	Renville
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	4
Facility Type:	Undivided
Segment Length (mile):	0.858
AADT (vpd):	400
Lane Width (ft):	11
Shoulder Type:	Gravel
Shoulder Width (ft):	5

DRAFT

Click to View in Google Maps

Crash Data

3-Year Crash History (2018-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	30	xx ≥ 45	
Traffic Volume:	1,600	xx ≥ 2,000	
Access Density (access per mile):	43	20 ≤ xx ≤ 35	★
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	★
Lane Width:	12	10 ≤ xx ≤ 11.5	★
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	1	3	
Shoulder Width:	9	xx < 3	
		Total Stars	★★★★

Priority Location ✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment	1	$30,000
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$30,000

Systemic Project ✓

Notes

Safety Project Next Steps

- County staff to complete review of high-priority locations, including:
  - Review for accuracy, completeness, etc.
  - Nominate other projects that weren't identified through the systemic analysis
- Project team to complete HSIP project sheets for all recommended projects as part of plan preparation
- Plan available for County use for funding, implementation - flexible

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Next Steps and Finalization



Final Safety Plan Completion: May 31, 2025

SS4A Implementation Grant Application Due: June 26, 2025

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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SS4A Implementation Grant Application

- A completed CSAP is a pre-requisite
- Anoka County to identify a project based on safety needs and fit with grant criteria
  - Criteria: Safety Need, Safety Impact, Engagement and Collaboration
- Alliant to prepare grant application
- Due June 26, 2025

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Thank you!

Tim Burkhardt and Mike Kondziolka
- Alliant Engineering
- tburkhardt@alliant-inc.com
- mkondziolka@alliant-inc.com

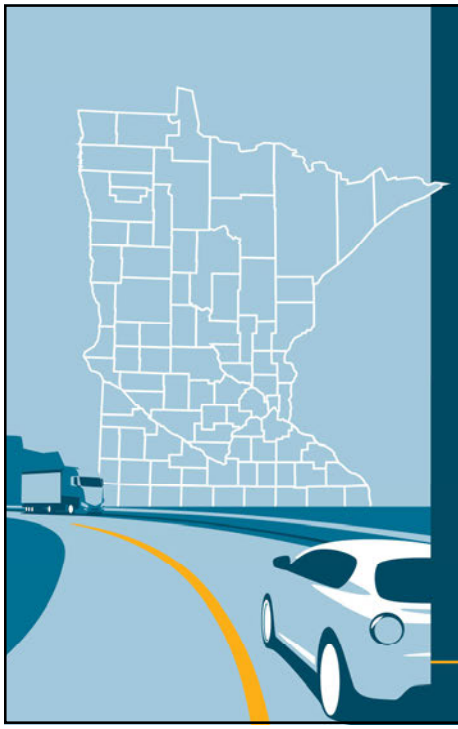
Girma Feyissa, PE
- MnDOT State Aid
- girma.feyissa@state.mn.us

Mark Wagner
- MnDOT Office of Traffic Engineering
- mark.wagner@state.mn.us

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

- [Extra Slides]

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS



Additional Crash Data

25

Roadway Risk Factor Identification - Example

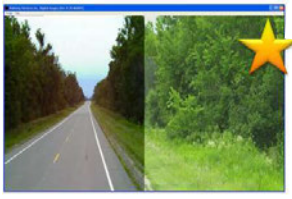




1
Usable shoulder, Reasonable Clear Zone



2
No Usable Shoulder but Reasonable Clear Zone



2
Usable Shoulder but Roadside with Fixed Obstacles



3
No Usable Shoulder, Roadside with Fixed Obstacles

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Focus Areas and County Crash Data

		Anoka County				ATP M			
		All Systems		County System		All Systems		County System	
	Total Severe Crashes	545	100%	252	100%	4124	100%	1479	100%
Core Areas	Intersection	309	57%	143	57%	2389	58%	908	61%
Core Areas	Lane Departure	217	40%	116	46%	1409	34%	503	34%
Core Areas	*Run-Off-Road*	132	24%	55	22%	937	23%	279	19%
Core Areas	*Head-On*	85	16%	61	24%	472	11%	224	15%
Core Areas	Impaired	127	23%	52	21%	1004	24%	353	24%
Core Areas	Speed	107	20%	43	17%	938	23%	282	19%
Core Areas	Unbelted	50	9%	21	8%	406	10%	129	9%
Core Areas	Inattentive	52	10%	26	10%	327	8%	130	9%
Strategic	Older Driver	99	18%	53	21%	640	16%	272	18%
Strategic	Motorcycle	120	22%	53	21%	661	16%	266	18%
Strategic	Younger Driver	97	18%	48	19%	650	16%	242	16%
Strategic	Non-motorist	77	14%	23	9%	933	23%	282	19%
Strategic	*Pedestrian*	57	10%	15	6%	697	17%	208	14%
Strategic	*Bicyclist*	20	4%	8	3%	236	6%	74	5%
Strategic	Commercial Vehicles	26	5%	8	3%	253	6%	83	6%
Strategic	Work Zone	17	3%	7	3%	113	3%	32	2%
Connected	Unlicensed	87	16%	46	18%	948	23%	297	20%
Connected	Trains	0	0%	0	0%	3	0%	1	0%
Connected	Deer/Animal	6	1%	5	2%	26	1%	14	1%
Connected	Winter Weather	48	9%	16	6%	389	9%	122	8%

A 20-year-old male driver, exceeding the speed limit on a county road, ran off the road to the left through an intersection into a ditch and rolled the vehicle. He died at the scene. Alcohol use is suspected.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Anoka County Crash Analysis: Key Takeaways

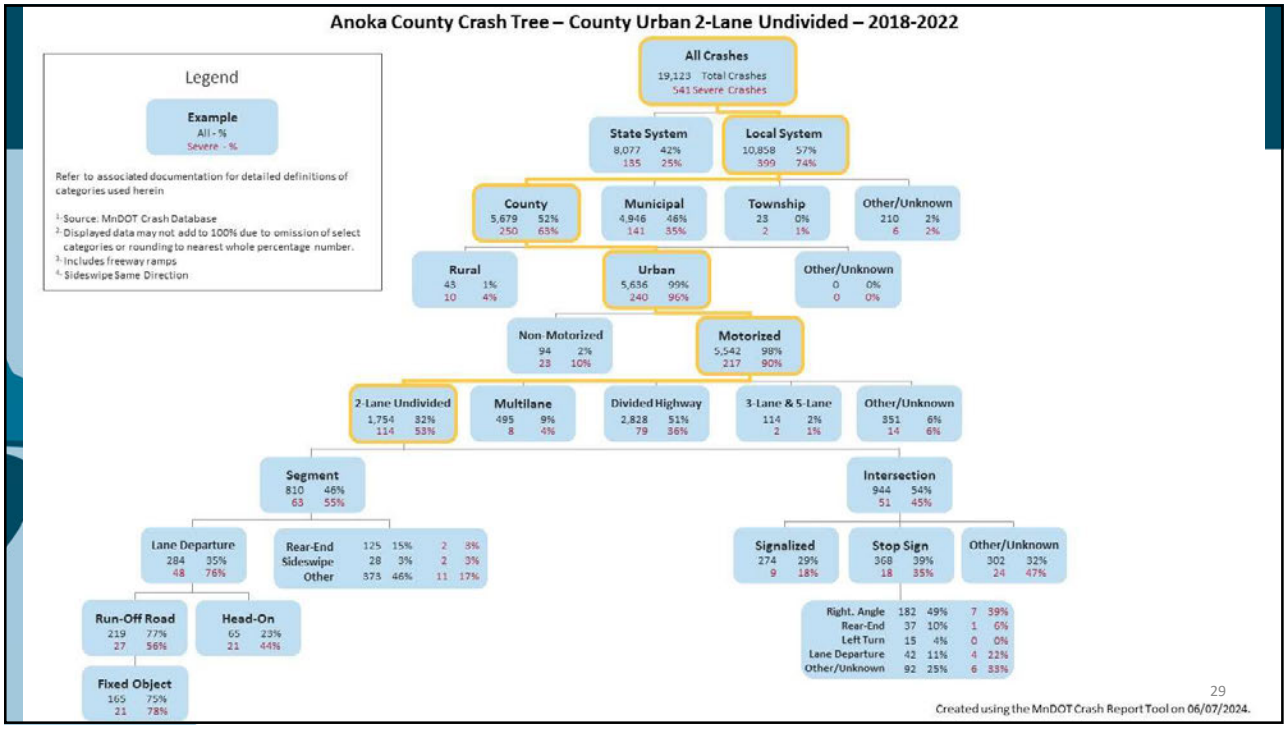


- Urban roadways comprise 96% of severe crashes on the County system
  - Primary focus is on *lane departure and intersection crashes* along *two-lane undivided roadways*
  - Of the non-motorized crashes, 57% are on divided highways and 26% on 2-lane undivided highways
- Rural roadways comprise only 4% of total severe crashes on the County system
  - 80% are on segments or curves
    - Focus is on *head-on crashes on curves*
  - 20% occur at intersections

4/9/2025

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Anoka County Crash Tree – County Urban 2-Lane Undivided – 2018-2022
Legend
Example
All - %
Severe - %
Refer to associated documentation for detailed definitions of categories used herein
1- Source: MnDOT Crash Database
2- Displayed data may not add to 100% due to omission of select categories or rounding to nearest whole percentage number.
3- Includes freeway ramps
4- Sideswipe Same Direction
All Crashes
19,123 Total Crashes
541 Severe Crashes
State System
8,077 42%
135 25%
Local System
10,858 57%
399 74%
County
5,679 52%
250 63%
Municipal
4,946 46%
141 35%
Township
23 0%
2 1%
Other/Unknown
210 2%
6 2%
Rural
43 1%
10 4%
Urban
5,636 99%
240 96%
Other/Unknown
0 0%
0 0%
Non-Motorized
94 2%
23 10%
Motorized
5,542 98%
217 90%
2-Lane Undivided
1,754 32%
114 53%
Multilane
495 9%
8 4%
Divided Highway
2,828 51%
79 36%
3-Lane & 5-Lane
114 2%
2 1%
Other/Unknown
351 6%
14 6%
Segment
810 46%
63 55%
Intersection
944 54%
51 45%
Lane Departure
284 35%
48 76%
Rear-End 125 15% 2 3%
Sideswipe 28 3% 2 3%
Other 373 46% 11 17%
Signalized
274 29%
9 18%
Stop Sign
368 39%
18 35%
Other/Unknown
302 32%
24 47%
Run-Off Road
219 77%
27 56%
Head-On
65 23%
21 44%
Right. Angle 182 49% 7 39%
Rear-End 37 10% 1 6%
Left Turn 15 4% 0 0%
Lane Departure 42 11% 4 22%
Other/Unknown 92 25% 6 33%
Fixed Object
165 75%
21 78%
29
Created using the MnDOT Crash Report Tool on 06/07/2024.


Engagement Summary

Engagement Activity Summary

- Online Survey and Interactive Comment Map were live from **June 20th** to **October 2nd**, 2024.
- Advertised through social media including:
  - Anoka County webpage
  - Next Door, Instagram, X/Twitter
- 2,468 Total visits
- 1,931 Unique users
- 3:49 Average number of minutes on-site
- 705 Survey responses
- 407 Map comments

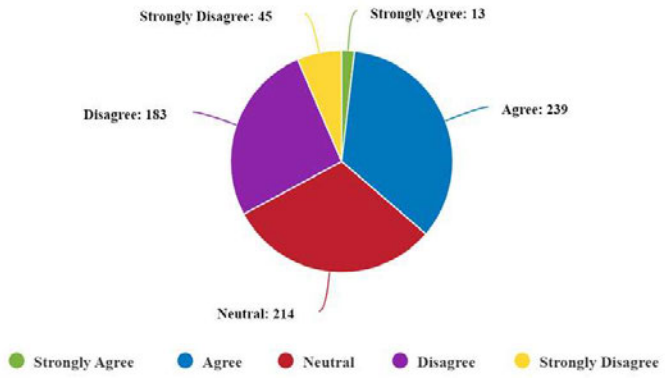


Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Survey Responses

"Thinking of your experience traveling on county roadways within your community, how strongly would you agree that county roadways in Anoka County are safe?

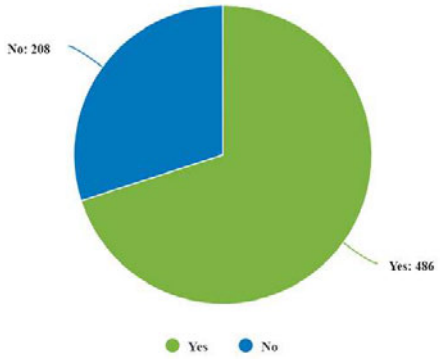


Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Survey Responses

“Have you been in, or almost been in a crash in Anoka County?”

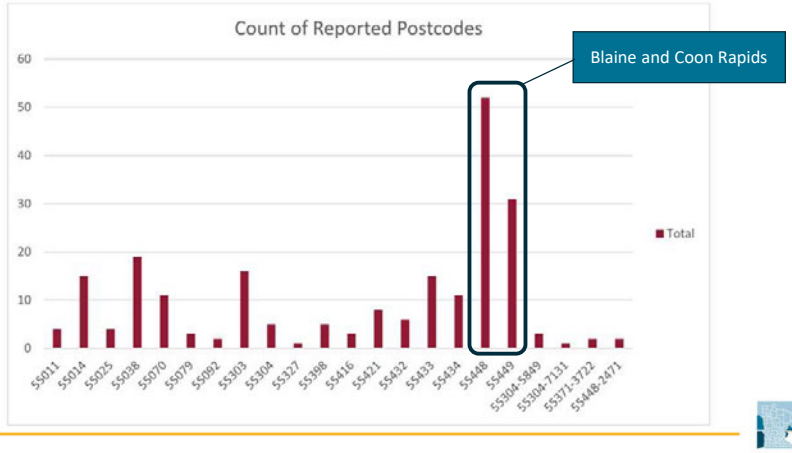


Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Demographics

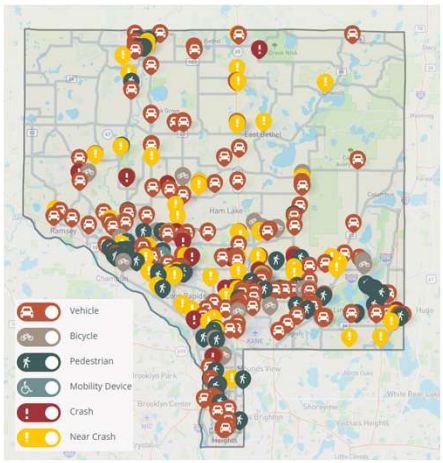
“What is your home zip code?



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Interactive Comments by Comment Type



All Comment Types

- 407 comments were left on the interactive map.
- Concerns about speeding vehicles and the need for speed enforcement
- Frequent issues with intersection safety and navigation
- Complaints about heavy traffic and congestion in specific areas
- Recurring mentions of poor road conditions, especially regarding potholes
- Issues with traffic lights or signals causing delays or confusion

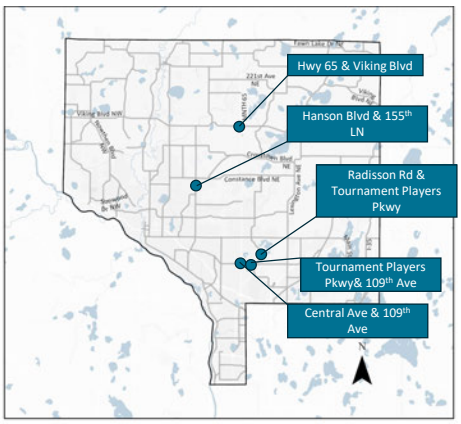
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Comment Cluster Analysis: Methodology

1. **Identify Comment Clusters**
   - Used GIS to identify geographic areas with a cluster of four or more comments
   - Threshold of four comments helps us identify more frequent comment locations
2. **Identify Potential Intersection Comment Clusters**
   - Higher density clusters at or near intersections suggests recurring issue
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3. **Identify Potential Segment Comment Clusters**
   - Lower-density clusters spread along a path indicate recurring issues on roadway segments
   - Applied a 100-ft radius around the same segments being used in the CRSP analysis and a threshold of four or more comments to identify segments. Some manual filtering was needed to exclude clusters with too low a density to be significant.
4. **Next Step: Cross-check with CRSP**
   - Do crowd-sourced locations align with technical analysis? Do public comments suggest additional locations of concern?

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Comment Cluster Analysis: Intersections



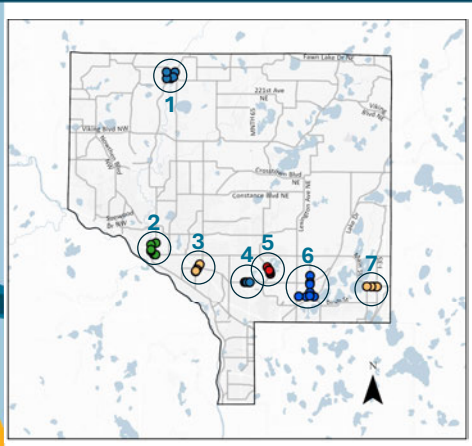
Intersections Identified with Comment Clusters

- Highway 65 NE & Viking Blvd NE
- Hanson Blvd NW & 155th LN NW
- Radisson Rd NE & Tournament Players Pkwy
- Tournament Players Pkwy & 109th Ave
- Central Ave NE & 109th Ave NE

Comment clusters were identified using spatial analysis. Comment content may include a range of issues.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Comment Cluster Analysis: Segments



Roadway Segments Identified with Comment Clusters

1
- Ambassador Blvd NW
- Bridge St NW
- Rum River Blvd NW

2
- N 4th Ave
- Grant St
- Pierce St
- E Main St
- N 7th Ave

3
- Hanson Blvd NW

4
- 109th Ave

5
- Radisson Rd NW

6
- North Rd
- Sunset Ave NE
- Hodgson Rd

7
- Main St

Comment clusters were identified using spatial analysis. Comment content may include a range of issues.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Engagement and Collaboration

APPENDIX A-3

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Anoka County CSAP Engagement and Collaboration Summary

The Anoka County Comprehensive Safety Action Plan (CSAP) emphasized broad and inclusive engagement during the planning process. This included public engagement using online tools as well as stakeholder engagement through the CSAP Task Force and a full day in-person workshop. This approach both supported a community-centered planning process and satisfied the Engagement and Collaboration requirement of the SS4A program. Complete documentation of the public engagement results is provided in the following pages.

Public Engagement

From June 20 through October 2, 2024, Anoka County facilitated robust public engagement via an online survey and interactive comment map. This effort was widely publicized through social media platforms including the Anoka County website, Nextdoor, Instagram, and X/Twitter. This resulted in significant community involvement:

- Total Website Visits: 2,468
- Average Time on the Website: 3 minutes and 49 seconds per visit
- Total Survey Responses: 705
- Total Interactive Map Comments: 407

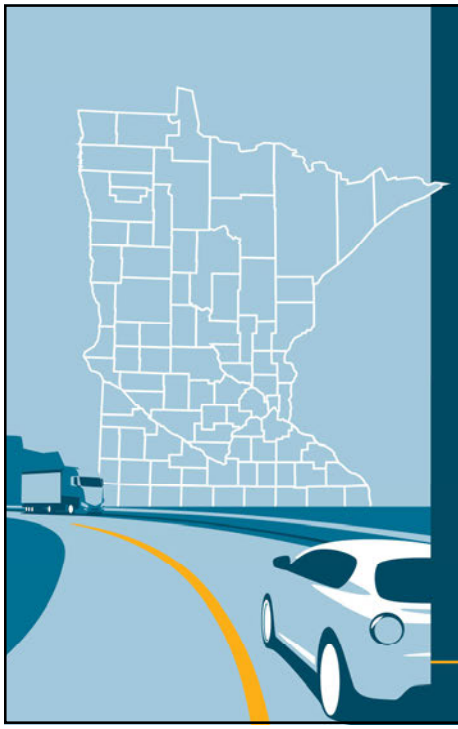
Participants highlighted locations of concern and suggested safety improvements. Common themes included speeding and enforcement, intersection safety, pedestrian and cyclist infrastructure, and poor roadway condition.

The comment map also allowed the County to identify specific intersections and roadway segments associated with “comment clusters” – specific locations where several community members highlighted concerns. This exercise resulted in a set of five intersection and 15 roadway high-priority locations, allowing the project team to compare its technical safety analysis with community-identified areas of concern.

Stakeholder Engagement

Stakeholder engagement included coordination with key safety partners though the CSAP Task Force and CRSP Workshop.

- **Anoka CSAP Task Force** membership included county staff, county commissioners, city representatives, law enforcement representatives, and other key safety partners. Task force meetings focused on establishing the foundation for the CSAP, reviewing crash analysis, discussing equity considerations, and reviewing project recommendations.
- The **Anoka full day in-person workshop** was attended by county staff and commissioners, MnDOT and TDZ representatives, city and township representatives, and law enforcement representatives. Central themes included the critical safety role of driver behavior, the need to balance infrastructure improvements with enforcement and education, and the challenges of securing funding to address local needs.
- Documentation of public engagement and task force activities can be found elsewhere in Appendix A; the workshop summary can be found in Appendix D.



Anoka County
Comprehensive Safety Action Plan

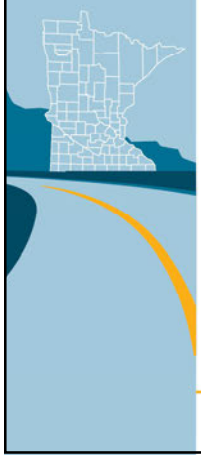
Public Engagement and Status Update

TRANSPORTATION COMMITTEE MEETING
DECEMBER 4, 2024

Anoka County
MINNESOTA

1

Agenda



1. Survey Response Summaries
2. Interactive Map Comments and Analysis
3. Safety Plan Status and Next Steps
4. Discussion

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

2

Engagement Activity Summary

- Online Survey and Interactive Comment Map were live from **June 20th** to **October 2nd**, 2024.
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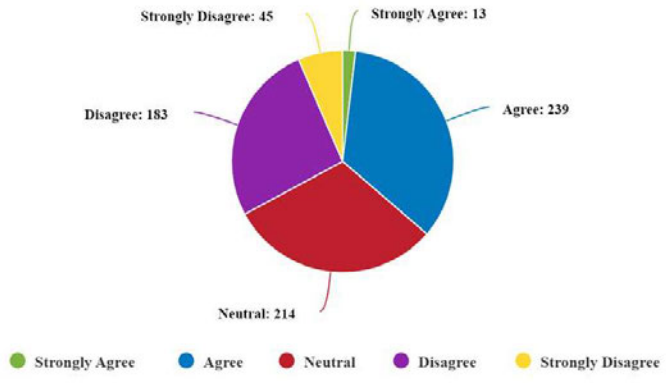


Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

3

Survey Responses

"Thinking of your experience traveling on county roadways within your community, how strongly would you agree that county roadways in Anoka County are safe?



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

4

Survey Responses

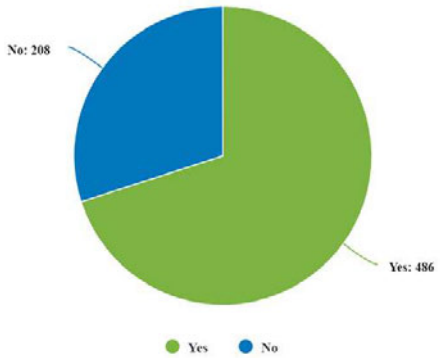
“What experiences led to this rating?”

- **Positive Sentiment**
  - Improvements noted in road infrastructure, especially on **Highways 10 and 65**.
  - Comments reflect general satisfaction with road condition and safety.
- **Negative Sentiment**
  - **Speeding**: Frequent reports of speeding, especially at intersections, with red light violations on major roads like **Coon Rapids Blvd**.
  - **Road Design Concerns**:
    - **Congestion** due to undersized roads.
    - **Limited infrastructure** for pedestrians and cyclists, especially near intersections.
  - **Law Enforcement**: Some believe increased enforcement would deter unsafe driving behaviors and enhance safety.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Survey Responses

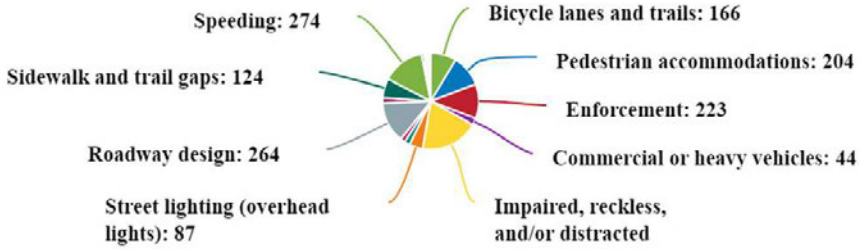
“Have you been in, or almost been in a crash in Anoka County?”



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Survey Responses

"What are your three most important safety concerns Anoka County should address?"



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Survey Responses

"What experiences led to this rating?"

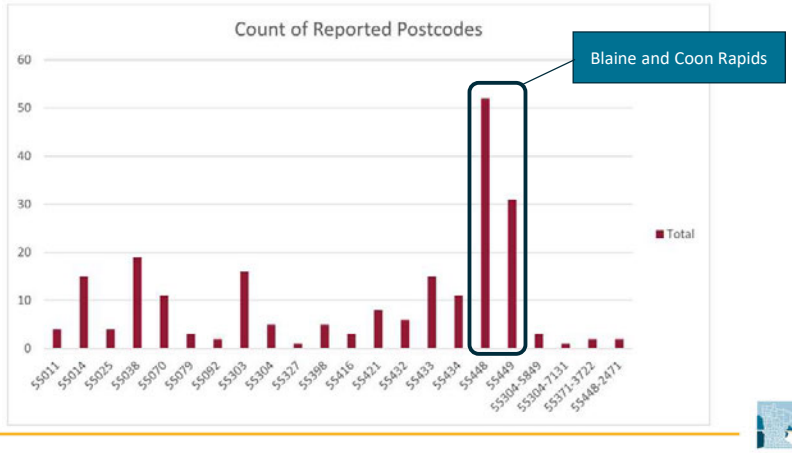
- **General Feedback**
  - Some respondents had no further comments.
- **Specific Locations**
  - Requests for crosswalks on **Main Street** and improvements near **St. Francis Elementary**.
  - Concerns about **shoulder runners** and unsafe passing on **7th Ave** and **Round Lake Rd**; suggestions for adding lanes and turn lanes.
- **Pedestrian and Cyclist Safety**
  - Desire for more crosswalks and safer pedestrian crossings, echoing support for improved non-vehicle infrastructure.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Demographics

“What is your home zip code?



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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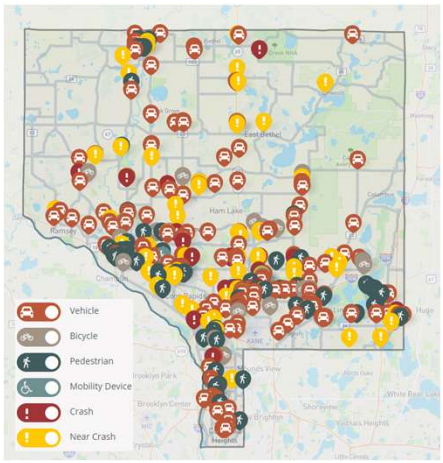
Comment Word Cloud



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

10

Interactive Comments by Comment Type



All Comment Types

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- Concerns about speeding vehicles and the need for speed enforcement
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- Complaints about heavy traffic and congestion in specific areas
- Recurring mentions of poor road conditions, especially regarding potholes
- Issues with traffic lights or signals causing delays or confusion

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

11

Interactive Comments by Comment Type



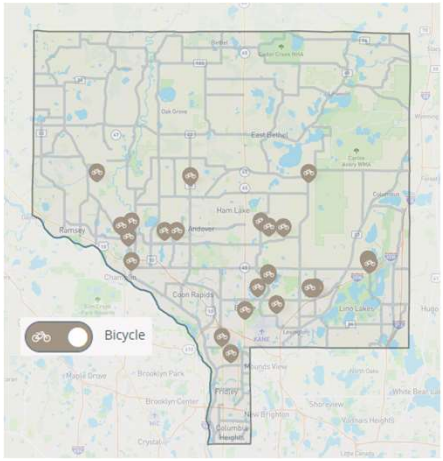
Vehicle

- Frequent concerns about speeding vehicles or the need for speed enforcement.
- Complaints about heavy traffic and congestion in specific areas.
- Comments highlight dangerous or unsafe driving conditions.
- Issues with traffic lights or signals causing delays or confusion.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

12

Interactive Comments by Comment Type



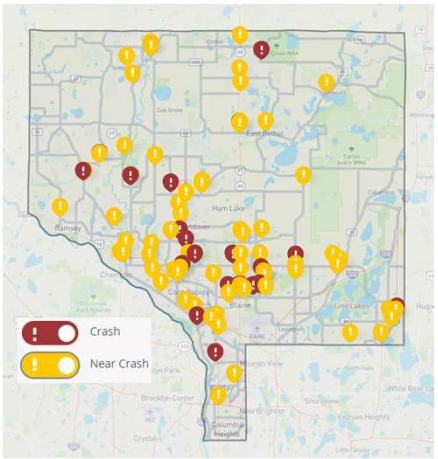
Bicycle

- Recurring concerns about the condition and availability of bike lanes or trails.
- Issues related to bicycle safety at intersections.
- Comments mention dangerous or unsafe conditions for bicyclists.
- Frequent complaints about the lack of paved shoulders for bicyclists.
- Concerns about speeding vehicles impacting bicycle safety.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Interactive Comments by Comment Type



Crash and Near Crash

- Recurring mentions of crashes and near crashes at intersections.
- Crashes and near crashes caused by speeding vehicles are frequently highlighted.
- Crashes involving turning vehicles are a recurring issue.
- Many near-crash incidents involve pedestrians and crossing situations.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Interactive Comments by Comment Type



Pedestrian and Mobility Devices

- Frequent concerns about pedestrian crossings and the need for safer crosswalks.
- Comments about the condition or lack of sidewalks.
- Pedestrian safety at intersections is a recurring issue.
- Concerns about speeding vehicles making pedestrian areas unsafe.

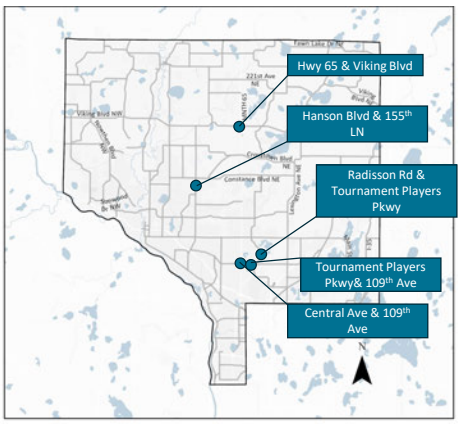
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Comment Cluster Analysis: Methodology

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Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Comment Cluster Analysis: Intersections



Intersections Identified with Comment Clusters

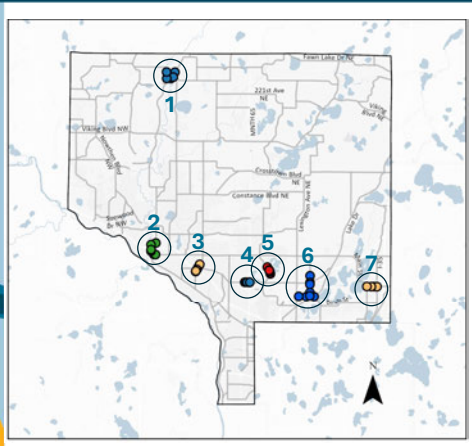
- Highway 65 NE & Viking Blvd NE
- Hanson Blvd NW & 155th LN NW
- Radisson Rd NE & Tournament Players Pkwy
- Tournament Players Pkwy & 109th Ave
- Central Ave NE & 109th Ave NE

Comment clusters were identified using spatial analysis. Comment content may include a range of issues.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Comment Cluster Analysis: Segments



Roadway Segments Identified with Comment Clusters

1
- Ambassador Blvd NW
- Bridge St NW
- Rum River Blvd NW

2
- N 4th Ave
- Grant St
- Pierce St
- E Main St
- N 7th Ave

3
- Hanson Blvd NW

4
- 109th Ave

5
- Radisson Rd NW

6
- North Rd
- Sunset Ave NE
- Hodgson Rd

7
- Main St

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Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Safety Plan Next Steps



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SS4A Checklist

SS4A Item	Action	Status
Leadership Commitment/Goal Setting	Set safety target	Complete
Planning Structure	Get diverse input (e.g., Task Force)	Underway (Meeting #2 is 12/20)
Safety Analysis	Identify locations, risks, etc.	Underway
Engagement and Collaboration	Public engagement	Underway (website map/survey)
Equity Considerations	Review data, prepare approach	County staff reviewing
Policy and Process Changes	Review documents and recommend	Sharing draft memo today
Strategy and Project Selections	Identify safety projects	Upcoming
Progress and Transparency	Post safety plan publicly; monitor progress	Upcoming

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Thank you!



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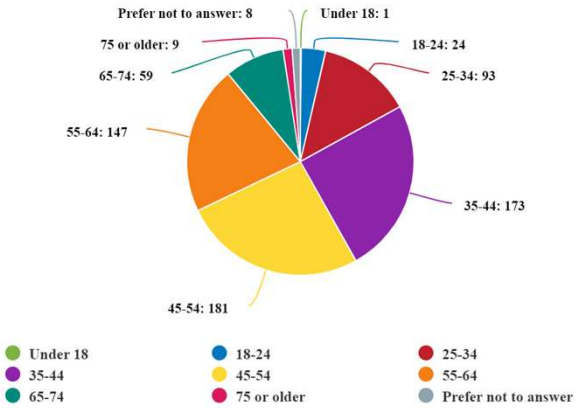
Mark Wagner
- MnDOT Office of Traffic Engineering
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Additional Survey and Demographic Responses

Demographics

“How old are you?”

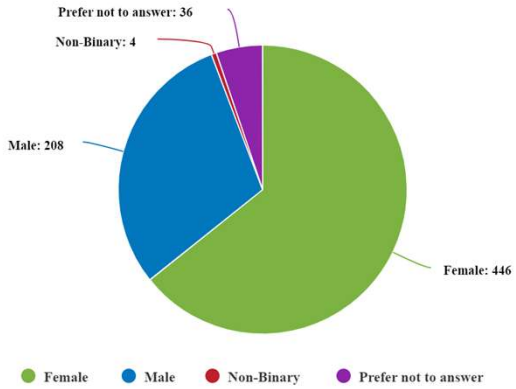


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Demographics

“What is your gender?”

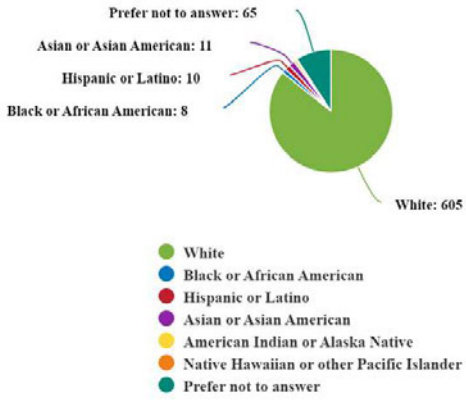


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Demographics

“Select the racial or ethnic group(s) with which you identify (select all that apply).”

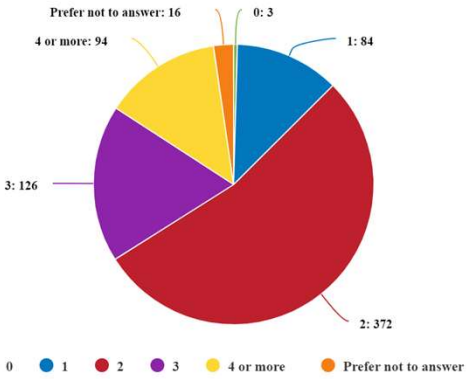


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Demographics

“How many licensed drivers are in your household?”

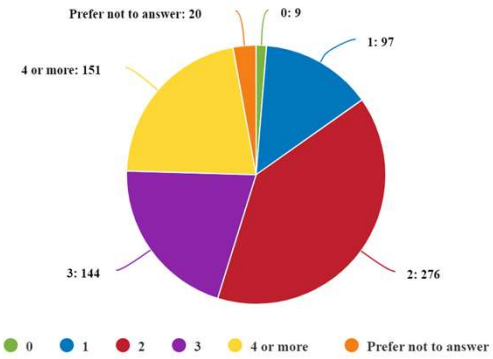


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Demographics

"How many licensed vehicles do you own or lease in your household?"

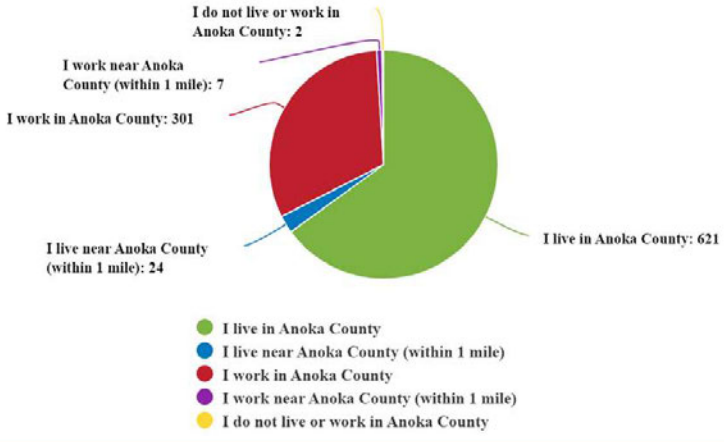


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Survey Responses

"Please check all that apply to you."

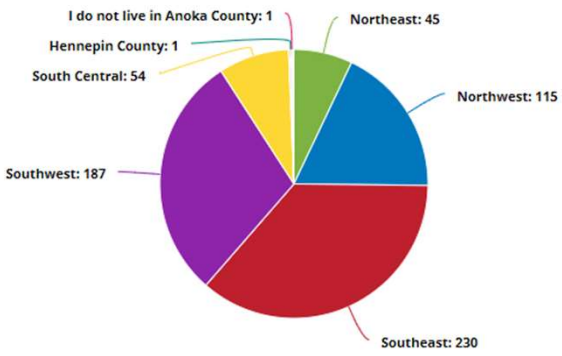


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Survey Responses

"If you live in Anoka County, what area do you live in? (see image)"



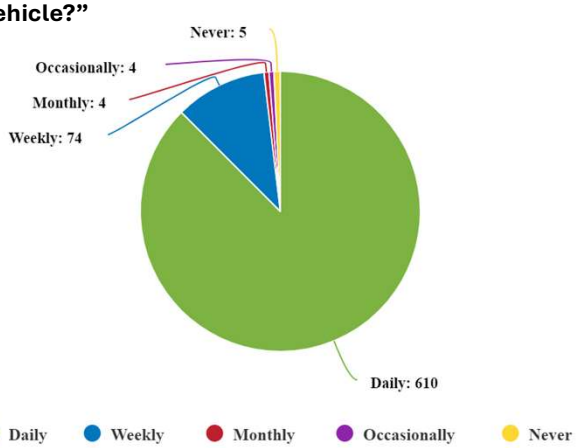


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Survey Responses

"How often do you travel in Anoka County in a passenger vehicle?"

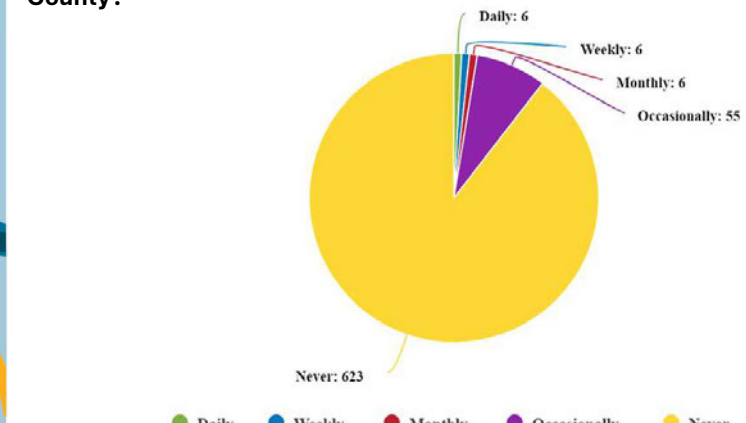


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Survey Responses

"How often do you take public transit in Anoka County?"

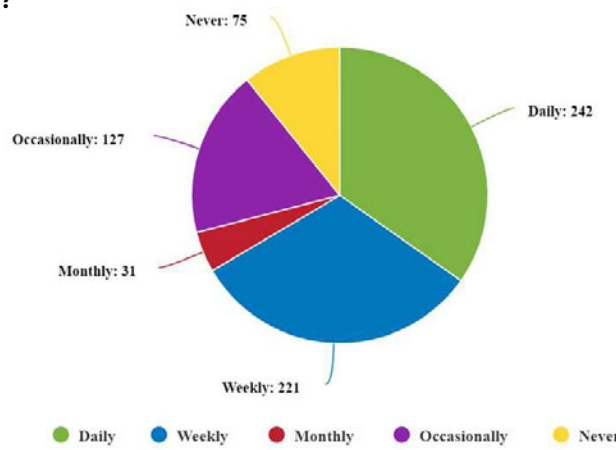


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Survey Responses

"How often do you walk bike or roll in Anoka County?"

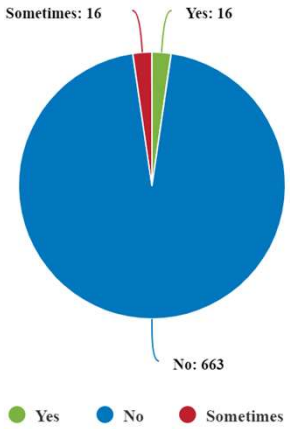


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Survey Responses

"Do you use a mobility device?"

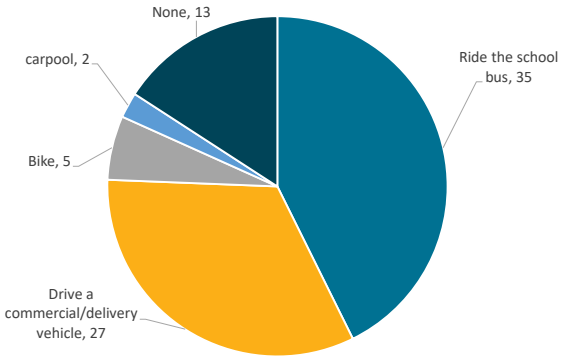


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Survey Responses

"What other ways do you travel in Anoka County?"

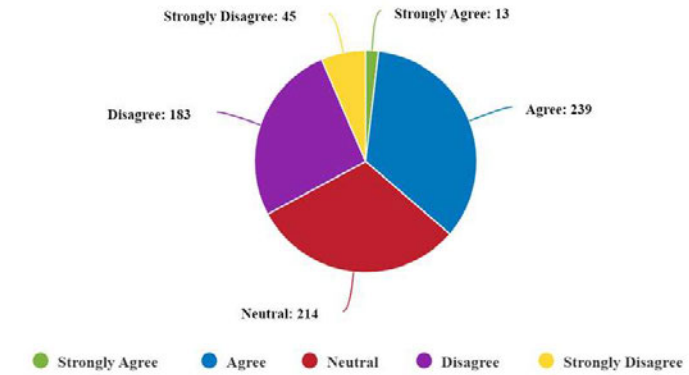


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Survey Responses

“Thinking of your experience traveling on county roadways within your community, how strongly would you agree that county roadways in Anoka County are safe?



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Policy and Process Changes

APPENDIX A-4

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Anoka County CSAP: Policy and Process Changes Review and Recommendations

1. Introduction

Anoka County's transportation policies and processes guide the selection, development, and implementation of transportation improvement projects. This guidance is provided through a variety of County documents that set high-level system priorities, provide design standards, and establish project programming and development processes. Enhancing how County policies and processes address transportation safety is a crucial step towards achieving the goal of zero road deaths and serious injuries, as it ensures that safety is treated as an integral part of the project development process.

A review of relevant Anoka County transportation-related documents was conducted to examine the policies, procedures and guidelines that impact traffic safety, and identify potential opportunities to improve how safety is addressed and prioritized as policies are updated in the future. The documents reviewed include:

- ADA Transition Plan
- Anoka County 2040 Transportation Plan
- Anoka County Capital Improvement Plan 2024-2028 (CIP)
- Anoka County – County Road Safety Plan (2013)
- MnDOT Strategic Highway Safety Plan (SHSP) 2020-2024
- Property Owner's Guide
- Median Brochure
- Access Guidelines
- Development Review Manual
- Landscape Streetscape Guidelines

Findings of document review are presented below, followed by a summary of potential opportunities to enhance the integration of safety practices and policies.

2. Document Review Findings

The identified documents were reviewed to understand how the County's policies and processes may influence traffic safety outcomes. The findings are summarized in three categories:

- Policies
- Roadway Design
- Project Implementation

2.1 POLICIES

Anoka County's safety-related policies communicate the County's roadway safety vision and support implementation of projects that incorporate safety. Roadway safety-related policies take different forms across the

reviewed documents, ranging from high-level goal language to policy references within design guidelines. A description of the roadway safety-related policies within the documents is described below.

- The County Road Safety Plan (CRSP), completed for Anoka in 2013, is a data-driven MnDOT-led program to reduce fatal and serious injury crashes on county roads. The plan takes a proactive safety approach by documenting high-risk crash locations and recommending proven safety strategies. The Anoka CRSP emphasizes the county's focus on cost-effective safety projects, and its commitment to securing available federal funding for safety improvements on the county road system. The plan is currently being updated.
- The MnDOT Strategic Highway Safety Plan (SHSP) identifies priority strategies and tactics to address fatal and serious injury crashes on Minnesota roads and it can serve as a resource to Anoka County. The SHSP is currently being updated and is expected to be released in early 2025. While the SHSP does not provide policy recommendations specific to Anoka County, the associated Metro Toward Zero Deaths (TZD) Regional Strategic Plan (2018) presents safety goals pertinent to the county's traffic safety policies. These include Goal 1: Reduce TZD Fatalities and Serious Injuries and Goal 2: Increase TZD Awareness and Partnerships.
- The Anoka County 2040 Transportation Plan provides high-level policy direction for incorporating safety into roadway planning and project implementation. This takes the form of broad policy goals and strategies. For example, Goal 2: Safety and Security includes strategies to incorporate **safety throughout project development**, implementation, and operation, integrate Minnesota's TZD goals and strategies, and emphasize improvements to non-motorized facilities.
- The facility design-centered documents (Median Brochure, Access Guidelines, Landscape Streetscape Guidelines, Development Review Manual, and Property Owner's Guide) reference the County's safety policies and commitments to support regulations, rather than providing specific policy direction. For example, the Property Owner's Guide indicates that the County's land use controls serve the public interest including "maintenance and safety control of the Anoka County highway system… designed to **reduce traffic** congestion and **accidents**." The Median Brochure indicates, "Medians are an effective method of reducing crashes and managing the flow of traffic." The other documents include similar references.
- The Anoka County ADA Transition Plan provides a policy commitment to satisfy the agency's commitments under Title II, including the inspection, inventorying, and planning for ADA improvements to facilities located in the public right-of-way.
- The Anoka County Capital Improvement Plan (CIP) 2025-2029, while not including specific safety policy language, is developed based on the goals and recommendations identified in the 2040 Transportation Plan and includes projects that affect safety.

2.2 ROADWAY DESIGN

Anchored in the County's overarching policies, the County's roadway design guidance is key in translating traffic safety priorities into projects and regulations. Design guidance from the reviewed documents often cites safety as a factor linking regulations to the public interest. A description of the safety-related roadway design guidance within the documents is described below.

- The Anoka CRSP draws from the database of traffic safety strategies developed by the National Cooperative Highway Research Program (NCHRP). The effectiveness of selected strategies was evaluated using the FHWA's Crash Modification Factors (CMF) Clearinghouse, and associated projects were refined through engagement with safety stakeholders. This approach supports roadway design that is both evidence-based and endorsed by county, state, and national transportation authorities.

- While not specific to Anoka County, the MnDOT SHSP provides several high-level design recommendations. These include Intersections Focus Area, Tactic T1.3 (Design intersections to lower crossing conflict points) and Pedestrians Focus Area, Tactic T2.3 (Based on land use, design roads and facilities for pedestrians).
- The Anoka County 2040 Transportation Plan includes safety-centered roadway design throughout the document. Examples are found within the sections Roadway Design Trends (p.76), Bicycling and Walking (p.84), and Pedestrian Accessibility (p.86). As indicated in the plan, these and other considerations are used to develop and prioritize projects for the five-year CIP.
- The ADA Transition Plan outlines Anoka County's responsibilities for designing and constructing safe, accessible infrastructure within the public right-of-way. The County's accessibility self-assessment evaluates infrastructure assets against the County's adopted ADA standards, with non-compliant facilitates addressed through programmed CIP projects. Projects are designed to meet the most recent Public Right-of-Way Accessibility Guidelines (PROWAG).
- The Median Brochure and Access Guidelines specify how and where access, including the use of raised medians, will be managed to support travel on county roads. The brochure grounds these guidelines in the safety benefits of medians and proper access spacing to improve traffic flow and reduce left turns and other conflict opportunities on county roads.
- The Landscape Streetscape Guidelines provide specific guidance regarding the installation and maintenance of a range of landscape/streetscape elements. Many of these guidelines are based on safe design practices, including those pertaining to sight distances, snow and ice control, and preservation of a minimum roadway clear zone to accommodate snow storage, signs, and utilities.
- The Development Review Manual specifies the design requirements and plat/site plan review process for proposed developments along the county highway system. The manual addresses developer design requirements regarding right-of-way dedications, access spacing, drainage impact, minor road improvements, and others, cities their importance for maintaining a safe system as development increases.
- The Property Owner's Guide does not directly address roadway design topics. Rather, the document outlines the legal rights of property owners whose land must be acquired and summarizes the County's process to achieve this.
- While the CIP 2025-2029 does not specifically reference roadway design, CIP projects incorporate the safety-related roadway design guidance from the other documents reviewed here.

2.3 PROJECT IMPLEMENTATION

The documents reviewed offer guidance on the project implementation process, including discussion of how safety is incorporated within the process. These considerations are described below.

- Beyond a policy document, the Anoka CRSP is a tool to assist the county in submitting safety projects for Highway Safety Improvement Program (HSIP) funding. The Metro Area Transportation Partnership (ATP) has determined that 30 percent of HSIP funds will be directed toward proactive projects, such as those identified in the CRSP. With high-priority CRSP projects given preference for HSIP finding, the CRSP is an important mechanism for implementation of the county's most impactful safety improvements.
- The MnDOT SHSP Action Plan Report provides high-level implementation guidance for strategy recommendations. This guidance includes designation of "year-one priority" tactics, lead implementation agencies and partners, potential funding sources, and outcome performance measures.
- The Anoka County 2040 Transportation Plan provides discussion on how safety-related policy and system design are implemented through projects. This includes discussion of the County's ADA Transition Plan and how this impacts CIP project scoping (p.86). The plan specifies that its goals and recommendations, including safety-related policies, form the basis of the five-year CIP.

- The ADA Transition Plan is a core component of the County's approach to identifying and implementing multimodal safety improvements. Using the plan's ADA-self assessment results, the County addresses deficient non-motorized elements (ramps and signals) during scoping for CIP projects.
- Related to the above, the CIP 2024-2028 identifies planned and programmed projects that reflect identified system needs. Key inputs in the project selection and scoping process include the results of the ADA Transition Plan self-assessment, as well as the safety-related recommendations from the 2040 Transportation Plan.
- The Development Review Manual outlines the review process for proposed private (developer) projects along the county highway system. This review evaluates a project against a variety of design criteria, including safety-related requirements. The development review criteria reflect and incorporate the safety guidance from the County's adjacent roadway design and policy documents.
- The Median Brochure, Access Guidelines, Landscape Streetscape Guidelines, and Property Owner's Guide do not provide specific information on project implementation. However, these documents help define the safety-related design and policy guidance used throughout the project selection, development, and implementation process.

3. Recommendations

3.1 ANOKA COUNTY POLICY OPPORTUNITIES

This review identified several opportunities for Anoka County to improve policies and processes for better safety outcomes within the transportation system. These include:

1. Review existing design guidance to ensure that safety is given a central role within the project development process, with proper consideration of project context, location, and public input. For example, consider integrating pedestrian and bicycle safety elements into the Landscape Streetscape Guidelines such as traffic calming features (curb extensions, speed bumps, etc.) and crossing enhancements (Rectangular Rapid Flashing Beacons (RRFB), median refuge islands, etc.), where contextually appropriate. Make sure that guidelines are up to date with the prevailing design standards and explore incorporating safety standards that go beyond those required by standards or by law.
2. Continue updating the ADA Transition Plan, including the ADA self-evaluation, to ensure that accessibility assessments are current and any new barriers are addressed.
3. While the 2040 Transportation Plan notes that its goals and recommendations drive the five-year CIP, it is unclear what specific criteria are used to select projects. The County should review the CIP project selection criteria and, as relevant, revise them to make safety a more prominent criterion.
4. Continue to document new or updated safety practices in relevant documents and assess future standards and policies to ensure that traffic safety remains an integral part of project development, operations, and maintenance.

3.2 OTHER RECOMMENDATIONS

In addition to recommendations identified through the review of existing Anoka County documents, this memo provides further recommendations in alignment with ongoing state and national safety planning efforts. These include:

1. Incorporate lessons learned from the CRSP by focusing on fatal and serious injury crashes, as well as utilizing proactive safety methodologies to rank, prioritize, and address high-risk areas to prevent future fatal and serious injury crashes.

2. Continue to work with partners in Enforcement, Education, Engineering, and Emergency Medical Services and Trauma Systems to continue to engage residents, families, and children at different venues around the topic of traffic safety.
3. To further strengthen the county's traffic safety efforts, we recommend utilizing the Safe System Approach. This methodology aims to eliminate fatal and serious injuries by taking a holistic view of road safety. It recognizes human fallibility and proactively implements robust safety measures. By acknowledging all individuals are vulnerable and prone to errors, principles of the Safe System Approach will reduce crash severity and enhance overall road safety for everyone.
4. Place an elevated focus on Vulnerable Road Users in future projects. Consider incorporating sidewalks, safe crossings, mid-block crossings, and refuge islands based on a project's location, context, and public input.
5. Emphasize the importance of integrating safety within all aspects of mobility and asset management projects. This includes considering work zone safety during major construction, reconstruction, and routine maintenance.



Safe System Approach

4. Conclusion

The review of Anoka County documents identified how existing policies and processes influence traffic safety outcomes. Based on this review, potential opportunities for the County to further integrate and prioritize safety within its policy and design guidelines were identified for County consideration. It is intended that this information will aid the County as it updates current policies, implements its Safety Action Plan, and continues progress toward the goal of zero road deaths and severe injury.

List of Analyzed Locations

APPENDIX B

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Rural Segment List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Segment

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	Context Zone	Edge Risk	ADT [vpd]	Lane Width [feet]	Access Density [access per mile]	Total Lane Departure Crashes	Fatal Lane Departure Crashes	Total HO+SSO Crashes	Severe HO+SSO Crashes
1	13.001	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	3.38	Residential	2C	1,370	12	19.5	2	1	0	0
2	13.002	CSAH	13	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	2.94	Mixed Use	2C	2,029	12	18.4	3	1	2	1
3	*17.003*	*CSAH*	*17*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)*	*500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE)*	*3.83*	*Residential*	*2C*	*8,617*	*12*	*12.5*	*9*	*0*	*3*	*1*
4	*17.004*	*CSAH*	*17*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)*	*4.89*	*Campus*	*2C*	*1,519*	*12*	*16.2*	*4*	*0*	*0*	*0*
5	18.004	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)	1.18	Residential	2C	7,398	12	21.1	1	0	2	1
6	18.005	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	4.43	Residential	2C	6,806	12	12.2	6	0	3	2
7	18.006	CSAH	18	Intersection of CSAH 18 (Broadway Ave) and Dnr Rd	Intersection of CSAH 18 (Broadway Ave) and Lyons St	5.15	Residential	2C	6,097	12	13.6	3	0	3	1
8	20.001	CSAH	20	Intersection of CSAH 20 (157th Ave NW) and CSAH 7 (7th Ave NW)	Intersection of CSAH 20 (157th Ave NW) and CSAH 18 (Crosstown Blvd NE)	4.48	Residential	1	5,823	12	29.9	0	0	7	1
9	*22.001*	*CSAH*	*22*	*1000 feet west of the intersection of CSAH 22 (Baugh St NW) and CR 83 (Baugh St NW)*	*Intersection of CSAH 22 (Baugh St NW) and Jasper St NW*	*5.25*	*Residential*	*1*	*5,844*	*12*	*10.9*	*4*	*0*	*1*	*0*
10	*22.002*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*5.18*	*Residential*	*1*	*7,817*	*12*	*8.3*	*10*	*1*	*3*	*2*
11	22.003	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	3.95	Residential	1	7,848	12	10.4	2	1	5	3
12	22.004	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE	5.13	Residential	1	5,548	12	17.5	3	0	3	0
13	22.005	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	4.90	Residential	2C	4,067	13	15.1	5	0	4	2
14	22.006	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	4.44	Natural	1	6,000	12	10.6	3	0	0	0
15	*23.006*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*Intersection of CSAH 23 (Lake Dr) and I-35*	*4.07*	*Residential*	*1*	*5,768*	*12*	*20.9*	*3*	*0*	*1*	*0*
16	24.001	CSAH	24	Intersection of CSAH 24 (Jarvis St NW) and 215TH Ave NW	500 feet south of intersection of CSAH 24 (Jarvis St NW) and 213th Ave NW	0.36	Residential	2C	1,669	12	16.6	1	0	0	0
17	24.002	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	3.88	Residential	2C	1,839	12	10.3	3	0	0	0
18	24.003	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	3.53	Residential	2C	2,009	12	12.5	4	0	0	0
19	24.005	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	5.08	Residential	2C	2,575	12	14.8	5	1	0	0
20	24.006	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	4.71	Residential	2C	2,064	12	10.6	3	0	1	0
21	26.001	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	3.42	Natural	1	1,719	12	12.9	3	1	0	0
22	26.002	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	3.10	Residential	2C	1,946	13	20.6	1	0	0	0
23	36.001	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	2.10	Residential	2C	2,251	13	15.7	1	0	0	0
24	49.001	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	Intersection of CSAH 49 (Hodgson Rd) and CSAH 1 (Ash St)	0.30	Residential	2C	6,270	12	26.8	0	0	1	0
25	49.002	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	0.96	Residential	2C	6,270	12	63.7	2	0	0	0
26	5.002	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	5.06	Residential	1	9,234	12	15.6	10	0	3	0
27	5.003	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	4.47	Residential	1	2,999	12	16.1	0	0	0	0
28	58.001	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	5.18	Residential	2C	1,546	12	16.8	2	0	3	1
29	65.001	CSAH	65	Intersection of CSAH 65 (Viking Blvd NW) and Twin Pkwy NW	Intersection of CSAH 65 (Viking Blvd NW) and CR 65 (Baugh St NW)	0.48	Natural	2S	6,446	12	31.0	1	0	0	0
30	7.004	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	3.97	Natural	2C	7,220	12	15.6	3	0	1	0
31	76.001	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	2.79	Residential	2C	1,958	12	22.9	5	0	0	0
32	*78.003*	*CSAH*	*78*	*Intersection of CSAH 22 (Viking Blvd NW) & CSAH 78 (Hanson Blvd NW)*	*0.55 MI North of the Intersection of CR 18 (Crosstown Blvd) & CSAH 78 (Hanson Blvd NW)*	*4.69*	*Residential*	*1*	*6,309*	*12*	*11.1*	*4*	*0*	*1*	*1*
33	83.002	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	4.59	Residential	1	5,044	12	10.4	16	1	1	0
34	85.001	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	2.99	Natural	1	3,888	12	16.7	1	0	0	0
35	*9.002*	*CSAH*	*9*	*Intersection of CSAH 9 (Lake George Blvd NW) and CSAH 22 (Viking Blvd NW)*	*Intersection of CSAH 9 (Round Lake Blvd NW) and 157th Ave NW*	*5.23*	*Mixed Use*	*2S*	*9,217*	*12*	*23.2*	*4*	*0*	*11*	*4*
36	9.003	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	4.63	Mixed Use	2C	7,656	12	15.3	10	0	5	1
37	103.001	CR	103	Intersection of CR 103 (229th Ave NW) and CSAH 24 (237th Ave NW)	Intersection of CR 103 (229th Ave NW) and CSAH 13 (University Ave NE)	1.49	Natural	2C	4,080	12	13.4	0	0	0	0
38	140.001	CR	140	Intersection of CR 140 (80th St E) and CSAH 54 (Freeway Dr)	Intersection of CR 140 (80th St E) and Elmcrest Ave N	1.02	Agricultural	1	2,446	12	9.8	2	0	0	0
39	15.001	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	2.78	Residential	2C	1,476	12	18.4	2	0	1	0
40	15.002	CR	15	Intersection of CR 15 (Durant St NE) and CR 74 (217th Ave NE)	Intersection of CR 15 (Durant St NE) and CSAH 26 (229th Ave NE)	1.54	Agricultural	2C	574	12	20.8	0	0	0	0
41	151.001	CR	151	Intersection of CR 151 (University Ave NW) and 229th Ave NE	Intersection of CR 151 (University Ave NW) and CSAH 13 (229th Ave NW)	0.08	Natural	1	629	12	37.2	1	0	0	0
42	163.001	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	2.53	Residential	2C	426	12	18.2	1	0	0	0
43	*19.001*	*CR*	*19*	*Intersection of CR 19 (Potomac St NE) and CSAH 18 (Broadway Ave)*	*Intersection of CR 19 (Potomac St NE) and CSAH 23 (Lake Dr)*	*3.31*	*Residential*	*2C*	*1,203*	*12*	*17.5*	*0*	*0*	*1*	*0*
44	52.001	CR	52	Intersection of CR 52 (Radisson St NE) and CR 61 (153rd Ave NE)	Intersection of CSAH 116 (Bunker Lake Blvd NE) & CR 52 (Radisson St NE)	2.01	Residential	1	4,929	12	15.4	0	0	1	0
45	58.001	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	3.66	Residential	2C	1,129	12	27.1	3	0	2	0
46	60.001	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	3.99	Mixed Use	2C	3,500	12	20.8	5	1	3	0
47	60.002	CR	60	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	Intersection of CR 60 (Constance Blvd NE) and CSAH 17 (Lexington Ave NE)	2.65	Mixed Use	2C	3,439	12	21.5	0	0	0	0
48	61.001	CR	61	Intersection of CR 61 (Xylite St NE) and CR 60 (Constance Blvd NE)	Intersection of CR 61 (Xylite St NE) and CR 52 (Radisson St NE)	1.74	Residential	2C	1,583	12	14.9	0	0	0	0
49	62.001	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	1.50	Residential	2C	4,359	12	22.0	1	0	0	0
50	63.001	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	1.14	Residential	2C	3,167	12	18.4	4	0	0	0
51	64.001	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	2.60	Residential	2C	3,096	12	15.0	2	0	0	0
52	65.001	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	1.78	Natural	2C	841	12	18.5	1	0	0	0
53	66.001	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	4.76	Natural	2C	510	12	17.2	3	0	0	0
54	68.001	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	2.74	Residential	2C	2,152	12	15.7	2	0	1	0
55	70.001	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	3.62	Natural	2C	771	12	10.2	1	0	0	0
56	70.002	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	1.92	Agricultural	2C	771	12	8.9	1	0	0	0
57	71.001	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	1.47	Residential	2C	622	12	17.0	0	0	0	0
58	71.002	CR	71	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave NW	0.85	Agricultural	1	383	12	21.2	0	0	0	0
59	72.002	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	3.66	Residential	2C	1,360	13	15.6	3	0	0	0
60	74.001	CR	74	Intersection of CR 74 (221st Ave NE) and CSAH 24 (237th Ave NW)	500 feet west of the intersection of CR 74 (221st Ave NE) and E Bethel Blvd NE	5.16	Natural	2C	2,651	12	12.2	5	1	2	2
61	74.002	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	4.45	Residential	2C	647	12	12.8	0	0	0	0
62	75.001	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	2.94	Natural	2C	554	12	11.2	1	0	0	0
63	76.001	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	4.27	Residential	2C	160	12	10.1	2	0	0	0
64	77.001	CR	77	Intersection of CR 77 (Ryan Lake Dr NE) and CR 75 (Sunrise Rd NE)	Intersection of CR 77 (Lyons St NE) and CSAH 19 (Fawn Lake Dr NE)	1.62	Natural	1	631	12	12.3	0	0	0	0
65	82.001	CR	82	1080 feet west of the intersection of CR 82 (205th Ave NW) and Twin Pkwy NW	Intersection of CR 82 (205th Ave NW) and CR 65 (201st Ave NW)	1.44	Mixed Use	1	434	12	13.9	1	0	0	0
66	86.001	CR	86	Intersection of CR 86 (Sims Rd NW) and CSAH 13 (Cedar Dr NW)	Intersection of CR 86 (Sims Rd NW) and MN 65	2.41	Residential	1	3,000	12	14.5	1	0	0	0
67	89.001	CR	89	Intersection of CR 89 (Sugar Bush Rd NW) and CR 70	Intersection of CR 89 (Sugar Bush Rd NW) and CSAH 24	1.02	Residential	2C	553	12	10.7	0	0	0	0
					Total	**210.91**						**179**	**9**	**75**	**23**

Rural Curve List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Curve ID	Route System	Route No.	Segment Start Description	Segment End Description	Length [miles]	Speed Limit [mph]	Radius [ft]	Area Type	ADT [vpd]	Lane Width [ft]	Shoulder Type	Outside Shoulder Width [ft]	Total Cross Section Width [ft]	Adjacent Intersection	Visual Trap	Lighting	Outside Edge Risk
1	*116.002*	*CSAH*	*116*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)*	*0.13*	*50*	*1,311*	*Suburban*	*4,557*	*12*	*Gravel*	*5*	*34*	*None*	*None*	*None*	*2C*
2	*116.003*	*CSAH*	*116*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)*	*0.07*	*50*	*867*	*Suburban*	*3,217*	*12*	*Gravel*	*4*	*32*	*None*	*None*	*None*	*2C*
3	*116.004*	*CSAH*	*116*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)*	*0.06*	*50*	*1,026*	*Suburban*	*3,217*	*12*	*Paved*	*5*	*34*	*None*	*None*	*None*	*2C*
4	*116.005*	*CSAH*	*116*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)*	*0.06*	*50*	*2,150*	*Suburban*	*3,217*	*12*	*Gravel*	*5*	*34*	*None*	*None*	*None*	*2C*
5	*116.006*	*CSAH*	*116*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)*	*0.11*	*50*	*801*	*Suburban*	*3,217*	*12*	*Gravel*	*8*	*40*	*Intersection*	*None*	*None*	*2C*
6	*116.007*	*CSAH*	*116*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)*	*0.08*	*50*	*595*	*Rural*	*3,217*	*12*	*Gravel*	*5*	*34*	*Intersection*	*None*	*None*	*2C*
7	13.001	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	0.04	55	286	Rural	1,731	12	None	0	36	Intersection	None	None	2S
8	13.002	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	0.17	55	1,187	Rural	1,370	12	Paved	11	58	Intersection	None	None	2C
9	13.003	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	0.10	55	706	Rural	1,370	12	Paved	12	60	Intersection	None	None	2C
10	13.004	CSAH	13	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	0.21	55	713	Rural	1,986	12	Composite	5	46	Intersection	Present	None	2C
11	14.001	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.12	50	1,329	Rural	9,167	12	Paved	16	56	None	None	None	1
12	14.002	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.15	50	1,323	Rural	9,167	12	Paved	11	58	Intersection	None	None	2C
13	14.003	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.10	50	1,328	Rural	9,167	12	Paved	13	62	None	None	None	2C
14	14.004	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.11	35	511	Suburban	9,167	12	Curb & Gutter	4	44	None	None	None	2C
15	*17.001*	*CSAH*	*17*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)*	*500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE)*	*0.26*	*55*	*1,959*	*Rural*	*68,617*	*12*	*Paved*	*5*	*34*	*None*	*None*	*None*	*1*
16	*17.002*	*CSAH*	*17*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)*	*500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE)*	*0.16*	*55*	*1,859*	*Rural*	*8,617*	*12*	*Gravel*	*4*	*32*	*Intersection*	*None*	*None*	*2C*
17	*17.003*	*CSAH*	*17*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)*	*0.03*	*50*	*131*	*Rural*	*1,435*	*12*	*Composite*	*6*	*36*	*Intersection*	*None*	*None*	*2C*
18	17.004	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	50	329	Rural	1,435	12	Composite	6	36	None	None	None	2C
19	17.005	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	50	567	Rural	1,435	12	Composite	5	34	None	None	None	1
20	17.006	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.04	50	150	Rural	1,435	12	Composite	8	40	None	None	None	2C
21	17.007	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	50	115	Rural	1,435	12	Composite	8	40	None	None	None	1
22	17.008	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	50	116	Rural	1,435	12	Paved	20	64	Intersection	Present	None	1
23	17.009	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.06	50	444	Small Town	1,603	12	Gravel	3	30	Intersection	None	None	3
24	17.010	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.05	50	780	Small Town	1,603	12	Gravel	3	30	None	None	None	3
25	18.001	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	0.15	55	1,310	Rural	6,885	12	Paved	11	46	Intersection	None	None	2C
26	18.002	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	0.07	55	1,873	Rural	6,493	12	Paved	8	52	Intersection	None	Present	2C
27	18.003	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	0.20	55	2,621	Rural	7,845	12	Paved	8	64	Intersection	None	Present	2C
28	18.005	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)	0.05	55	3,503	Suburban	7,398	12	Paved	3	42	Intersection	None	Present	2C
29	18.006	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)	0.10	55	1,923	Rural	7,398	12	Gravel	3	54	Intersection	None	None	2S
30	18.007	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.08	55	1,738	Rural	6,797	12	Paved	10	44	None	None	None	1
31	18.008	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.09	55	1,681	Rural	6,797	12	Gravel	4	44	Intersection	None	None	1
32	18.009	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.14	55	4,162	Rural	6,797	12	Paved	11	58	Intersection	None	None	1
33	*18.010*	*CSAH*	*18*	*Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)*	*Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd*	*0.17*	*55*	*723*	*Rural*	*6,815*	*12*	*Paved*	*11*	*46*	*Intersection*	*None*	*None*	*2C*
34	*18.011*	*CSAH*	*18*	*Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)*	*Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd*	*0.17*	*55*	*721*	*Rural*	*6,915*	*13*	*Paved*	*10*	*46*	*Intersection*	*Present*	*None*	*2C*
35	18.012	CSAH	18	Intersection of CSAH 18 (Broadway Ave) and Dnr Rd	Intersection of CSAH 18 (Broadway Ave) and Lyons St	0.08	55	1,512	Rural	7,331	12	Curb & Gutter	5	34	Intersection	None	Present	2C
36	21.001	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.06	50	559	Rural	6,717	12	Paved	4	32	None	None	None	2S
37	21.002	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.15	50	4,633	Rural	6,717	12	Paved	3	30	None	None	None	3
38	21.003	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.11	50	1,512	Rural	6,717	12	Paved	3	30	None	None	None	3
39	*22.001*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*0.14*	*55*	*1,446*	*Rural*	*6,194*	*12*	*Paved*	*10*	*44*	*None*	*None*	*None*	*2C*
40	*22.002*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*0.14*	*55*	*1,460*	*Rural*	*6,194*	*12*	*Paved*	*11*	*46*	*None*	*None*	*None*	*1*
41	*22.003*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*0.12*	*55*	*1,241*	*Rural*	*6,524*	*12*	*Paved*	*10*	*44*	*None*	*None*	*None*	*2C*
42	*22.004*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*0.08*	*55*	*1,088*	*Rural*	*6,524*	*12*	*None*	*0*	*36*	*None*	*None*	*None*	*3*
43	*22.005*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*0.06*	*55*	*1,168*	*Rural*	*6,524*	*12*	*Paved*	*11*	*46*	*None*	*None*	*None*	*1*
44	*22.006*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*0.08*	*55*	*1,493*	*Rural*	*6,524*	*12*	*Paved*	*9*	*42*	*None*	*None*	*None*	*1*
45	*22.007*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*0.14*	*55*	*1,523*	*Rural*	*8,277*	*12*	*Paved*	*12*	*48*	*Intersection*	*None*	*None*	*2C*
46	*22.008*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*0.11*	*55*	*1,702*	*Suburban*	*8,277*	*12*	*Paved*	*14*	*64*	*Intersection*	*None*	*None*	*2C*
47	22.009	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.10	50	696	Rural	6,862	12	Paved	11	58	Railroad	None	None	1
48	22.010	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.05	50	1,253	Rural	6,862	12	Paved	11	46	None	None	None	1
49	22.011	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.07	50	836	Rural	6,163	12	Paved	5	46	Intersection	None	None	1
50	22.012	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.19	50	823	Rural	6,163	12	Paved	16	56	Intersection	None	None	2C
51	22.013	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.16	50	814	Rural	6,163	12	Paved	10	44	None	None	None	2C
52	22.014	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE	0.08	55	1,530	Rural	4,746	12	Paved	10	44	None	None	None	1
53	22.015	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE	0.20	55	1,129	Rural	4,391	12	Paved	10	44	Intersection	None	None	2C
54	22.016	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.10	55	1,668	Small Town	4,391	12	Paved	11	46	None	None	None	2C
55	22.017	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.12	50	1,455	Small Town	3,107	12	Paved	12	48	None	None	None	2C
56	22.018	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.09	50	1,210	Rural	3,107	12	Paved	13	50	None	None	None	2C
57	22.019	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.12	50	1,186	Rural	3,107	12	Paved	10	44	None	None	None	2C
58	22.020	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.12	50	1,643	Rural	3,107	12	Paved	11	46	None	None	None	2C
59	22.021	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.13	50	1,272	Rural	3,107	12	Paved	13	50	None	None	None	2C
60	22.022	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.13	50	1,370	Rural	3,107	12	Paved	9	42	Intersection	None	Present	2C
61	22.023	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.11	50	1,130	Rural	3,914	12	Paved	12	48	None	None	None	2S
62	22.024	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.11	50	1,163	Rural	3,914	12	Paved	12	48	Intersection	None	Present	2C
63	22.025	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.08	50	1,547	Rural	3,914	12	Paved	13	50	None	None	None	2C
64	22.026	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.19	50	1,143	Rural	4,386	12	None	0	24	Intersection	Present	None	2S
65	22.027	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.10	55	2,067	Rural	4,857	12	Paved	11	46	Intersection	None	None	2C
66	22.028	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.06	55	994	Rural	4,857	12	Paved	10	44	Intersection	None	None	2C
67	22.029	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.08	50	1,164	Rural	4,857	12	Paved	11	46	None	None	None	2C
68	22.030	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.16	55	1,413	Rural	5,865	12	Paved	9	42	Intersection	Present	None	2C
69	22.031	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.10	55	2,115	Rural	6,663	12	Paved	8	52	Intersection	None	Present	1
70	22.032	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.08	55	1,647	Rural	6,663	12	Paved	9	42	None	None	None	2C
71	22.033	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.14	55	1,466	Rural	6,663	12	Paved	9	42	Intersection	None	None	2C
72	22.034	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.06	55	1,764	Rural	6,663	12	Paved	8	40	None	None	None	1
73	22.035	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.05	55	1,090	Rural	6,663	12	Paved	6	36	None	None	None	2C
74	23.001	CSAH	23	575 feet north of the tntersection of CSAH 23 (Lake Dr) and CSAH 49 (Hodgson Rd)	Intersection of CSAH 23 (Lake Dr) and Park Ct	0.10	50	1,781	Suburban	8,318	12	Paved	11	46	Intersection	None	None	2C
75	23.002	CSAH	23	575 feet north of the tntersection of CSAH 23 (Lake Dr) and CSAH 49 (Hodgson Rd)	Intersection of CSAH 23 (Lake Dr) and Park Ct	0.09	50	2,054	Suburban	8,318	12	Paved	5	46	None	None	None	2C
76	23.003	CSAH	23	575 feet north of the tntersection of CSAH 23 (Lake Dr) and CSAH 49 (Hodgson Rd)	Intersection of CSAH 23 (Lake Dr) and Park Ct	0.09	50	2,885	Suburban	8,318	12	Paved	11	46	None	None	None	2C
77	*23.004*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*0.06*	*55*	*1,661*	*Rural*	*9,485*	*12*	*Gravel*	*3*	*42*	*None*	*None*	*None*	*2S*
78	*23.005*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*0.10*	*55*	*2,983*	*Rural*	*7,690*	*12*	*Paved*	*11*	*46*	*Intersection*	*None*	*None*	*2C*
79	*23.006*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*0.08*	*55*	*1,573*	*Small Town*	*5,896*	*12*	*Paved*	*9*	*42*	*Intersection*	*None*	*None*	*1*
80	*23.007*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*0.06*	*55*	*1,558*	*Rural*	*5,896*	*12*	*Paved*	*11*	*46*	*Intersection*	*None*	*None*	*1*

Rural Curve List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Curve ID	Route System	Route No.	Segment Start Description	Segment End Description	Length [miles]	Speed Limit [mph]	Radius [ft]	Area Type	ADT [vpd]	Lane Width [ft]	Shoulder Type	Outside Shoulder Width [ft]	Total Cross Section Width [ft]	Adjacent Intersection	Visual Trap	Lighting	Outside Edge Risk
81	*23.008*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*Intersection of CSAH 23 (Lake Dr) and I-35*	*0.08*	*55*	*2,462*	*Rural*	*5,080*	*12*	*Paved*	*6*	*48*	*Intersection*	*None*	*None*	*2C*
82	*23.009*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*Intersection of CSAH 23 (Lake Dr) and I-35*	*0.13*	*55*	*2,284*	*Rural*	*5,080*	*12*	*Paved*	*13*	*50*	*Intersection*	*None*	*None*	*2C*
83	*23.010*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*Intersection of CSAH 23 (Lake Dr) and I-35*	*0.13*	*55*	*1,152*	*Rural*	*6,329*	*13*	*Paved*	*8*	*55*	*Intersection*	*None*	*None*	*2C*
84	23.011	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	0.13	55	1,520	Rural	6,329	12	Paved	12	48	None	None	None	2C
85	23.012	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	0.10	55	1,780	Rural	6,329	12	Curb & Gutter	3	54	Intersection	None	Present	1
86	24.001	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.20	55	726	Rural	2,385	12	Gravel	4	32	None	Present	None	1
87	24.002	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.10	55	753	Rural	2,190	12	Gravel	5	34	Intersection	Present	None	1
88	24.003	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.09	55	800	Rural	2,009	12	Composite	5	34	Intersection	None	None	2C
89	24.004	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.16	55	775	Rural	2,009	12	Gravel	8	40	Intersection	None	None	2C
90	24.005	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.11	55	1,035	Rural	2,027	12	Gravel	6	36	None	None	None	1
91	24.006	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.07	55	869	Rural	2,027	12	Composite	7	38	None	None	None	2C
92	24.007	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.07	55	848	Rural	2,027	12	Composite	4	32	Intersection	None	None	2C
93	24.008	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.11	55	703	Rural	2,015	12	Gravel	4	44	Intersection	None	None	2C
94	24.009	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.05	55	402	Rural	2,015	12	Gravel	6	36	None	None	None	2C
95	24.010	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.10	55	732	Rural	2,015	12	Gravel	5	34	None	None	None	1
96	24.011	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.07	55	2,624	Rural	2,015	12	Gravel	10	44	None	None	None	2C
97	24.012	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.06	55	440	Rural	2,015	12	Gravel	6	36	None	None	None	2C
98	24.013	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.08	55	528	Rural	4,970	12	Paved	8	40	Intersection	None	Present	1
99	24.014	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.05	55	560	Rural	4,970	12	Paved	8	52	Intersection	None	None	2C
100	24.015	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.06	40	575	Suburban	5,494	12	Gravel	4	44	Intersection	None	None	2C
101	24.016	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.12	35	476	Rural	1,033	12	Composite	6	36	None	None	None	1
102	24.017	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.23	35	528	Rural	1,033	12	Composite	6	36	None	None	None	2C
103	24.018	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.11	35	490	Rural	1,033	12	Composite	5	34	Intersection	None	None	2C
104	24.019	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.09	50	1,053	Rural	3,027	12	Composite	5	34	Intersection	None	None	2C
105	24.020	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.11	50	911	Rural	3,027	12	Composite	5	34	None	None	None	2C
106	24.021	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.10	55	4,701	Rural	3,027	12	Composite	5	34	Intersection	None	None	2C
107	24.022	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.21	55	1,161	Rural	1,310	13	Composite	10	46	None	None	None	2C
108	24.023	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.13	55	739	Rural	1,310	12	Paved	3	30	None	None	None	1
109	24.024	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.13	55	759	Rural	1,310	12	Composite	6	36	None	None	None	2C
110	24.025	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.22	55	726	Rural	1,256	12	Gravel	4	32	Intersection	None	None	1
111	26.001	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.18	55	748	Rural	1,634	12	Composite	0	24	Intersection	None	None	2S
112	26.002	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.18	55	735	Rural	1,634	12	Gravel	4	32	None	None	None	2C
113	26.003	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.21	55	718	Rural	1,719	12	Gravel	3	30	Intersection	None	None	2C
114	26.004	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	0.17	55	1,135	Rural	1,946	12	Composite	4	32	None	None	None	2C
115	26.005	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	0.15	55	1,120	Rural	1,946	12	Composite	4	32	None	None	None	2C
116	28.001	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.15	55	737	Rural	734	12	Gravel	5	34	None	None	None	2C
117	28.002	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.16	55	737	Rural	734	12	Gravel	5	34	None	None	None	2C
118	28.003	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.15	55	719	Rural	1,135	12	Gravel	5	34	Intersection	None	None	2C
119	28.004	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.17	55	773	Rural	1,135	12	Gravel	4	32	Intersection	None	None	2C
120	28.005	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.22	45	960	Rural	3,202	12	Composite	5	34	Intersection	None	None	2C
121	32.001	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.08	45	292	Rural	5,100	12	Composite	7	38	None	None	None	2C
122	32.002	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.08	45	304	Rural	5,100	12	Paved	8	52	None	None	None	2C
123	32.003	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.05	45	1,836	Rural	5,100	12	Composite	9	42	Intersection	None	None	2C
124	34.001	CSAH	34	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)	0.15	50	815	Suburban	8,297	12	Paved	12	60	Intersection	None	Present	2C
125	34.002	CSAH	34	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)	0.17	50	864	Suburban	8,297	12	Paved	11	46	Intersection	None	None	1
126	36.001	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	0.06	55	790	Rural	3,513	13	Paved	11	61	Intersection	None	None	3
127	36.002	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	0.07	55	3,376	Rural	3,513	12	Paved	5	34	None	None	None	2C
128	36.003	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	0.10	55	3,830	Rural	3,513	12	Paved	5	34	None	None	None	1
129	49.001	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	0.09	50	2,705	Suburban	6,270	12	Paved	7	38	Intersection	None	None	2S
130	49.002	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 23 (Lake Dr)	Intersection of CR 49 (Hodgson Rd) and CSAH 34 (Birch St)	0.13	50	1,191	Suburban	12,861	12	Paved	10	56	Intersection	None	None	1
131	5.002	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.14	55	1,306	Suburban	7,009	12	Paved	0	36	Intersection	None	None	2S
132	5.003	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.11	55	1,334	Suburban	8,385	12	Paved	13	50	None	None	None	2C
133	5.004	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.12	55	832	Suburban	8,600	12	Gravel	4	32	Intersection	Present	None	2C
134	5.005	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.16	55	1,176	Rural	7,302	12	Paved	5	46	Intersection	None	None	2C
135	5.006	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.23	55	2,798	Rural	7,302	12	Paved	11	46	None	None	None	2C
136	5.007	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.09	55	1,164	Rural	7,302	12	Paved	5	46	Intersection	None	None	2C
137	5.008	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.06	55	1,501	Rural	5,032	12	Paved	9	42	None	None	None	2C
138	5.009	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.10	55	2,675	Rural	3,776	12	Paved	10	44	Intersection	None	None	2C
139	5.010	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.08	55	1,253	Rural	3,776	12	Paved	10	44	Intersection	None	None	2C
140	5.011	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.15	55	1,424	Rural	3,860	12	Paved	5	46	Intersection	None	None	1
141	5.012	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.07	55	1,680	Rural	2,221	12	Paved	12	60	None	None	None	2C
142	5.013	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.12	55	4,805	Rural	2,221	12	Paved	12	48	None	None	None	1
143	54.001	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.05	50	642	Rural	3,041	12	Gravel	5	34	Intersection	None	Present	2C
144	54.002	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.16	50	4,227	Rural	3,041	12	Gravel	3	30	None	None	None	3
145	54.003	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.07	50	916	Rural	3,041	12	Gravel	5	34	None	None	None	1
146	54.004	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.10	50	1,386	Rural	3,041	12	Gravel	5	34	None	None	None	2C
147	54.005	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.08	50	794	Rural	3,041	12	Gravel	4	32	Intersection	None	None	2C
148	54.006	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.07	55	2,067	Small Town	5,808	12	None	0	36	Intersection	None	None	2S
149	54.007	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.05	55	1,963	Small Town	5,808	12	Gravel	5	34	Intersection	None	None	1
150	54.008	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.04	55	1,126	Small Town	5,808	12	Gravel	5	34	Intersection	None	None	1
151	54.009	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.03	50	1,916	Small Town	5,808	12	Gravel	4	44	Intersection	None	None	1
152	54.010	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	0.10	55	1,041	Rural	2,077	11	Gravel	9	40	None	None	None	2C
153	54.011	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	0.07	55	1,105	Rural	2,077	11	Composite	6	34	Intersection	None	None	2C
154	54.012	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	0.06	55	2,459	Rural	1,945	12	Gravel	4	32	None	None	None	1
155	54.013	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.08	55	1,234	Small Town	1,945	12	Composite	7	38	Intersection	None	None	2S
156	54.014	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.11	55	1,093	Rural	1,945	12	Gravel	5	34	None	None	None	2C
157	54.015	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.06	55	1,440	Small Town	1,945	12	Paved	8	52	None	None	None	1
158	54.016	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.09	55	2,979	Rural	1,945	12	Gravel	5	34	None	None	None	1
159	54.017	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.08	55	1,002	Rural	1,945	12	Gravel	6	36	None	None	None	1
160	54.018	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.06	55	1,121	Small Town	1,945	12	Gravel	7	38	Intersection	None	None	1

Rural Curve List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Curve ID	Route System	Route No.	Segment Start Description	Segment End Description	Length [miles]	Speed Limit [mph]	Radius [ft]	Area Type	ADT [vpd]	Lane Width [ft]	Shoulder Type	Outside Shoulder Width [ft]	Total Cross Section Width [ft]	Adjacent Intersection	Visual Trap	Lighting	Outside Edge Risk
161	54.019	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.05	55	1,594	Small Town	1,945	12	Gravel	7	38	Intersection	None	None	1
162	54.020	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.26	55	8,687	Rural	1,945	12	Gravel	5	34	Intersection	None	None	1
163	54.021	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.11	55	539	Rural	1,945	12	Curb & Gutter	5	46	Intersection	Present	None	1
164	54.022	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.09	55	571	Rural	1,945	11	Curb & Gutter	8	49	None	None	None	1
165	56.001	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.13	50	1,016	Suburban	3,010	12	Paved	11	46	Intersection	None	None	2C
166	56.002	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.08	50	3,472	Suburban	3,010	12	Paved	11	46	None	None	None	1
167	56.003	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.10	50	673	Suburban	3,010	12	Paved	6	48	Intersection	None	None	1
168	56.004	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.13	50	522	Suburban	3,010	12	Paved	6	48	Intersection	None	None	1
169	58.001	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.16	55	596	Rural	1,116	12	Gravel	4	32	None	None	None	2C
170	58.002	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.14	55	574	Rural	1,421	12	Gravel	4	32	None	None	None	1
171	58.003	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.15	55	560	Rural	1,421	12	Gravel	4	32	Intersection	None	None	1
172	58.004	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.03	55	155	Rural	1,421	12	Paved	8	52	Intersection	None	Present	1
173	62.001	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.02	55	126	Rural	2,028	12	None	0	36	Intersection	None	None	2C
174	62.002	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.05	55	1,181	Rural	2,549	12	Paved	9	42	None	None	None	2C
175	62.003	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.10	55	1,521	Rural	2,549	12	Paved	9	42	None	None	None	2C
176	62.004	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	55	2,217	Rural	2,549	12	Paved	11	46	None	None	None	2C
177	62.005	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.09	55	8,451	Rural	2,128	12	Paved	13	50	None	None	None	2C
178	62.006	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	50	1,108	Rural	2,128	12	Paved	11	46	None	None	None	2C
179	62.007	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	50	960	Rural	2,128	12	Paved	11	46	None	None	None	2C
180	62.008	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	50	3,392	Rural	2,128	12	Paved	10	44	None	None	None	2C
181	62.009	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	50	696	Rural	2,128	12	Paved	10	44	None	None	None	2C
182	62.010	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.05	50	829	Rural	2,128	12	Curb & Gutter	4	32	Intersection	None	Present	2S
183	7.001	CSAH	7	Intersection of CSAH 7 (7th Ave NW) and 170th Ave NW	0.25 miles north of intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW)	0.22	55	821	Rural	9,387	12	Paved	10	44	Intersection	None	None	1
184	7.002	CSAH	7	Intersection of CSAH 7 (7th Ave NW) and 170th Ave NW	0.25 miles north of intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW)	0.23	55	837	Rural	5,075	12	Paved	12	48	Intersection	None	None	1
185	7.003	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.13	55	1,246	Rural	7,564	12	Paved	0	36	Intersection	None	None	1
186	7.004	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.10	55	1,419	Rural	6,890	12	None	0	48	Intersection	None	None	3
187	7.005	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.13	55	856	Rural	6,221	12	Composite	10	44	None	None	None	2C
188	7.006	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.10	55	878	Rural	6,050	12	Paved	3	42	Intersection	None	None	3
189	7.007	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.08	55	1,720	Rural	5,936	12	Paved	10	44	None	None	None	3
190	7.008	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.11	55	4,681	Rural	5,936	12	None	0	24	Intersection	None	None	3
191	7.009	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.08	55	2,977	Rural	5,936	12	Paved	12	48	Intersection	None	None	2C
192	7.010	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.08	55	2,392	Rural	5,936	12	Paved	8	40	None	None	None	1
193	7.011	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.08	55	1,157	Rural	5,936	12	Paved	10	44	None	None	None	1
194	7.012	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.15	55	1,088	Rural	5,936	12	Paved	10	44	Intersection	None	None	2C
195	7.013	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.11	55	1,996	Rural	7,220	12	Paved	10	44	None	None	None	2S
196	7.014	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.08	55	1,459	Rural	7,220	12	Paved	11	46	None	None	None	2C
197	7.015	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.10	55	1,175	Rural	7,220	12	Paved	9	42	None	None	None	2C
198	7.016	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.09	55	825	Rural	6,440	12	Paved	4	56	Intersection	None	None	2C
199	7.017	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.14	55	1,549	Rural	5,661	12	Paved	11	46	Intersection	None	None	1
200	7.018	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.09	45	883	Rural	5,661	12	Paved	10	44	Intersection	Present	Present	2C
201	76.001	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.06	50	788	Rural	1,260	12	Gravel	4	32	Intersection	None	None	2C
202	76.002	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.08	50	681	Rural	1,260	12	Gravel	3	30	None	None	None	1
203	76.003	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.07	50	825	Rural	1,260	12	Gravel	4	32	Intersection	None	None	2C
204	76.004	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.16	50	842	Rural	1,260	12	None	0	24	Intersection	None	None	3
205	76.005	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.13	50	713	Rural	1,963	12	None	0	24	Intersection	Present	None	2S
206	76.006	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.04	50	615	Rural	1,963	12	Gravel	4	32	None	None	None	3
207	76.007	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.06	50	638	Rural	1,963	12	Gravel	5	34	None	None	None	2C
208	76.008	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.04	50	751	Rural	1,963	12	Gravel	4	32	None	None	None	2C
209	83.001	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.20	55	850	Suburban	4,692	12	Paved	11	58	Intersection	None	None	2C
210	83.002	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.08	55	2,077	Suburban	4,692	12	Paved	5	34	Intersection	None	None	2C
211	83.003	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.11	55	872	Rural	4,692	12	Paved	10	44	None	None	None	2C
212	83.004	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.16	55	1,100	Suburban	3,584	12	Curb & Gutter	9	42	None	None	None	2C
213	83.005	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.09	55	1,337	Suburban	3,584	12	Paved	11	46	Intersection	None	None	2C
214	83.006	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.21	55	1,651	Suburban	3,584	12	Paved	10	44	Intersection	None	None	1
215	85.001	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.13	55	1,295	Rural	3,283	12	None	0	24	Intersection	None	None	2S
216	85.002	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.08	55	1,157	Rural	3,283	12	Paved	10	44	None	None	None	2C
217	85.003	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.06	50	757	Rural	1,737	12	Paved	5	34	Intersection	None	None	2C
218	85.004	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.08	55	1,868	Rural	1,737	12	Paved	8	40	None	None	None	2C
219	85.005	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.20	50	793	Rural	1,737	12	Paved	12	48	Intersection	None	None	2C
220	85.006	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.09	55	776	Rural	1,057	12	Paved	12	48	None	None	None	2C
221	85.007	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.07	55	1,084	Rural	1,057	12	Gravel	3	42	Intersection	None	None	2C
222	9.001	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.06	55	916	Rural	7,895	12	Composite	13	62	None	None	Present	2C
223	9.002	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.11	55	971	Rural	7,895	12	Paved	7	38	Intersection	None	None	2C
224	9.003	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.09	55	2,331	Rural	7,895	12	Composite	8	40	None	None	None	2C
225	9.004	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.11	55	1,937	Rural	7,892	12	Gravel	3	42	Intersection	None	None	2S
226	9.005	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.31	55	1,907	Rural	7,892	12	Paved	10	44	None	None	None	2C
227	9.006	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.12	55	2,019	Rural	7,892	12	Paved	12	48	None	None	None	2C
228	12.001	CR	12	Intersection of CR 12 (109th Ave NE) and Phesant Ridge Dr NE	Intersection of CR 12 (109th Ave NE) and CR 53 (Sunset Ave NE)	0.04	55	604	Suburban	5,977	12	Gravel	6	36	None	None	None	2C
229	12.002	CR	12	Intersection of CR 12 (109th Ave NE) and Phesant Ridge Dr NE	Intersection of CR 12 (109th Ave NE) and CR 53 (Sunset Ave NE)	0.09	55	292	Suburban	5,977	12	Curb & Gutter	7	38	None	None	None	3
230	15.002	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.05	55	598	Rural	1,768	12	Gravel	4	32	None	None	None	2C
231	15.003	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.06	55	798	Rural	1,476	12	Gravel	4	56	Intersection	None	None	2C
232	15.004	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.05	55	1,327	Rural	1,183	12	Gravel	4	32	None	None	None	2C
233	15.005	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.06	55	1,128	Rural	1,183	12	Gravel	3	30	None	None	None	2S
234	15.006	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.08	55	622	Rural	1,183	12	Gravel	4	32	None	None	None	2C
235	15.007	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.04	55	232	Rural	1,183	12	Gravel	4	32	None	None	None	2C
236	151.001	CR	151	Intersection of CR 151 (University Ave NW) and 229th Ave NE	Intersection of CR 151 (University Ave NW) and CSAH 13 (229th Ave NW)	0.03	55	174	Rural	629	12	None	1	26	Intersection	None	None	2C
237	158.001	CR	158	Intersection of CR 158 (165th Ln NW) and CSAH 7 (7th Ave NW)	Intersection of CR 158 (165th Ln NW) and CR 58 (Valley Dr)	0.07	50	507	Rural	365	12	Paved	10	44	Intersection	None	None	1
238	16.001	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.06	50	534	Rural	3,261	12	Gravel	2	28	Intersection	None	None	3
239	16.002	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	50	657	Rural	3,261	12	Gravel	3	30	None	None	None	3
240	16.003	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	40	441	Rural	3,261	12	Gravel	4	32	None	None	Present	2C

Rural Curve List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Curve ID	Route System	Route No.	Segment Start Description	Segment End Description	Length [miles]	Speed Limit [mph]	Radius [ft]	Area Type	ADT [vpd]	Lane Width [ft]	Shoulder Type	Outside Shoulder Width [ft]	Total Cross Section Width [ft]	Adjacent Intersection	Visual Trap	Lighting	Outside Edge Risk
241	16.004	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	50	326	Rural	3,261	12	Paved	4	32	Intersection	None	None	2C
242	163.001	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.08	45	1,685	Rural	391	12	None	0	24	None	None	None	2S
243	163.002	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.07	45	753	Rural	391	12	None	0	24	Intersection	None	None	2S
244	163.003	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.03	45	101	Rural	426	12	None	0	24	Intersection	Present	None	2S
245	163.004	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	45	540	Rural	426	12	None	0	24	None	None	None	2S
246	163.005	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	45	1,572	Rural	426	12	None	0	24	None	None	None	3
247	163.006	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.09	40	775	Rural	426	12	None	0	24	None	None	None	3
248	163.007	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	40	478	Rural	426	12	None	0	24	None	None	None	3
249	163.008	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.06	40	443	Rural	426	12	None	0	24	None	None	None	3
250	163.009	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	40	537	Rural	426	12	None	0	24	None	None	None	3
251	163.010	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	40	579	Rural	426	12	Paved	3	30	None	None	None	2S
252	*19.001*	*CR*	*19*	*Intersection of CR 19 (Potomac St NE) and CSAH 18 (Broadway Ave)*	*Intersection of CR 19 (Potomac St NE) and CSAH 23 (Lake Dr)*	*0.03*	*55*	*133*	*Rural*	*980*	*12*	*None*	*0*	*24*	*None*	*Present*	*None*	*3*
253	27.001	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	0.03	55	258	Rural	2,180	12	Gravel	8	40	Intersection	None	Present	2C
254	27.002	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	0.35	45	12,464	Rural	2,180	12	Paved	7	38	Intersection	None	None	2C
255	27.003	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	0.04	45	582	Rural	2,180	12	Paved	4	32	Intersection	None	None	2C
256	57.001	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.07	55	1,478	Suburban	6,653	12	Paved	11	46	Intersection	None	None	1
257	57.002	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.13	55	1,094	Suburban	4,665	12	Paved	5	58	Intersection	None	None	2C
258	57.003	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.09	55	1,355	Suburban	4,665	13	Paved	12	50	None	None	None	1
259	57.004	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.12	55	1,173	Rural	4,665	13	Paved	10	46	None	None	None	1
260	57.005	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.13	55	1,143	Rural	4,665	13	Paved	10	46	None	None	None	1
261	57.006	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.12	55	2,826	Suburban	2,172	12	Curb & Gutter	5	34	Intersection	None	None	1
262	58.001	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	50	493	Rural	1,062	12	Paved	11	46	Intersection	None	None	1
263	58.002	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	50	865	Rural	1,062	12	Gravel	5	34	None	None	None	2C
264	58.003	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	50	414	Rural	1,062	12	Composite	5	34	Intersection	None	None	2C
265	58.004	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.04	50	1,283	Rural	1,062	12	Gravel	4	32	None	None	None	2C
266	58.005	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	50	442	Rural	1,205	12	Gravel	5	34	Intersection	None	None	2C
267	58.006	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	50	2,044	Rural	1,205	12	Composite	5	34	None	None	None	2C
268	58.007	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	50	846	Rural	1,205	12	Gravel	4	44	Intersection	None	None	3
269	58.008	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	50	745	Rural	1,205	12	Gravel	3	30	Intersection	None	None	2S
270	58.009	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.04	50	193	Rural	1,150	12	Gravel	8	40	Intersection	Present	None	1
271	58.010	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.03	45	115	Rural	973	12	Paved	4	32	Intersection	Present	None	2S
272	60.001	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	0.10	55	1,103	Rural	3,296	12	Paved	10	56	None	None	None	2C
273	60.002	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	0.11	55	1,121	Rural	3,607	12	Paved	9	42	None	None	None	1
274	60.003	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	0.15	50	11,622	Suburban	4,070	12	Paved	9	42	Intersection	None	None	1
275	60.004	CR	60	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	Intersection of CR 60 (Constance Blvd NE) and CSAH 17 (Lexington Ave NE)	0.13	55	10,232	Rural	3,439	12	Paved	11	46	Intersection	None	None	1
276	62.001	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	0.06	50	1,331	Rural	4,359	12	Curb & Gutter	4	32	Intersection	None	Present	2C
277	62.002	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	0.06	55	1,014	Rural	4,359	12	Paved	6	36	None	None	None	1
278	62.003	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	0.09	55	2,354	Rural	3,940	12	Paved	5	34	Intersection	None	None	2C
279	63.001	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	0.05	55	698	Rural	3,167	12	Gravel	4	32	None	None	None	1
280	63.002	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	0.11	55	1,404	Rural	3,167	12	Composite	4	32	None	None	None	2C
281	64.001	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.07	55	970	Rural	3,096	12	Composite	3	30	Intersection	None	None	3
282	64.002	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.06	55	1,577	Rural	3,096	12	Gravel	3	30	None	None	None	3
283	64.003	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.09	55	856	Rural	3,096	12	Composite	4	32	None	None	None	3
284	64.004	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.06	55	781	Rural	3,096	12	Composite	4	32	None	None	None	3
285	65.001	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	0.09	45	539	Rural	684	12	Paved	5	34	None	None	None	2C
286	65.002	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	0.07	45	1,165	Rural	684	12	Composite	5	34	None	None	None	2C
287	65.003	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	0.13	45	707	Rural	684	12	Composite	5	34	Intersection	None	None	2C
288	66.001	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.04	55	224	Rural	1,075	12	Gravel	3	30	Intersection	None	None	3
289	66.002	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.06	55	1,304	Rural	1,075	12	Gravel	3	30	None	None	None	3
290	66.003	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.07	55	686	Rural	1,075	12	Gravel	3	30	None	None	None	3
291	66.004	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.05	55	1,485	Rural	761	12	Gravel	3	30	None	None	None	3
292	66.005	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.15	55	5,384	Rural	995	12	None	0	24	None	None	None	2S
293	66.006	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.09	55	2,286	Rural	995	12	Gravel	3	42	Intersection	None	None	2S
294	66.007	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.09	55	2,168	Rural	995	12	Composite	4	32	None	None	None	2C
295	66.008	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.05	55	1,734	Rural	510	12	Gravel	4	32	None	None	None	2C
296	66.009	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.10	55	2,055	Rural	510	12	Composite	5	34	None	None	None	2C
297	66.010	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.10	50	1,285	Rural	510	12	Gravel	4	32	None	None	None	2C
298	66.011	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.02	55	132	Rural	510	12	Gravel	6	36	Intersection	None	None	1
299	68.001	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.06	55	596	Rural	2,662	12	Paved	7	38	Intersection	None	None	2C
300	68.002	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.11	55	1,144	Rural	2,662	12	Composite	3	30	Intersection	None	None	3
301	68.003	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.06	55	907	Rural	2,662	12	Composite	3	30	None	None	None	3
302	68.004	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.07	55	1,206	Rural	1,641	12	Composite	4	32	Intersection	None	None	2C
303	68.005	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.06	55	3,124	Rural	1,641	12	Composite	4	32	None	None	None	2C
304	68.006	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.05	55	654	Rural	1,641	12	Composite	4	32	Intersection	None	Present	2C
305	68.007	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.05	55	1,456	Rural	1,641	12	Composite	5	34	Intersection	None	None	2C
306	68.008	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.07	55	472	Rural	1,641	12	Paved	3	30	None	None	None	3
307	68.009	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.04	55	639	Rural	1,641	12	Paved	4	32	Intersection	None	None	2C
308	68.010	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.04	55	377	Rural	1,641	12	Composite	9	42	Intersection	Present	None	2C
309	70.001	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.07	55	897	Rural	837	12	Gravel	4	32	None	None	None	2C
310	70.002	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.19	55	743	Rural	771	12	Gravel	5	34	Intersection	None	None	1
311	70.003	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.05	55	1,649	Rural	771	12	Gravel	5	34	None	None	None	1
312	70.004	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.07	55	1,405	Rural	771	12	Gravel	6	36	None	None	None	2C
313	70.005	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	0.13	55	756	Rural	771	12	Gravel	8	40	None	None	None	2C
314	70.006	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	0.05	55	1,496	Rural	771	12	Gravel	7	38	None	None	None	2C
315	70.007	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	0.07	55	833	Rural	771	12	Gravel	8	40	None	None	None	2C
316	70.008	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	0.05	55	1,475	Rural	771	12	Gravel	9	42	None	None	None	1
317	71.001	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.03	55	1,320	Rural	622	12	Gravel	3	30	Intersection	None	None	3
318	71.002	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.06	55	774	Rural	622	12	Paved	4	32	Intersection	None	None	2C
319	71.003	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.21	55	723	Rural	622	12	Paved	3	30	None	None	None	2S
320	71.004	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.14	55	749	Rural	622	12	Paved	3	30	None	None	None	2S

Rural Curve List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Curve ID	Route System	Route No.	Segment Start Description	Segment End Description	Length [miles]	Speed Limit [mph]	Radius [ft]	Area Type	ADT [vpd]	Lane Width [ft]	Shoulder Type	Outside Shoulder Width [ft]	Total Cross Section Width [ft]	Adjacent Intersection	Visual Trap	Lighting	Outside Edge Risk
321	71.006	CR	71	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave NW	0.06	55	509	Rural	383	12	Gravel	6	36	Intersection	None	None	2C
322	71.007	CR	71	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave NW	0.05	55	862	Rural	383	12	Gravel	7	38	Intersection	None	None	1
323	72.001	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.07	55	807	Rural	4,849	12	Composite	7	38	None	None	None	2C
324	72.002	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.05	55	1,825	Rural	4,849	12	Composite	7	38	None	None	None	2C
325	72.003	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.07	55	710	Rural	3,100	12	Paved	5	46	Intersection	None	None	1
326	72.004	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.13	55	728	Rural	1,364	12	Paved	6	36	None	None	None	1
327	72.005	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.07	55	751	Rural	1,364	12	Paved	5	34	None	None	None	2C
328	72.006	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.17	55	739	Rural	1,364	12	Composite	6	36	Intersection	None	None	2C
329	72.007	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.18	45	575	Rural	1,360	12	Curb & Gutter	5	34	Intersection	None	None	1
330	73.001	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	0.06	50	2,135	Rural	813	12	Gravel	5	34	None	None	Present	2C
331	73.002	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	0.09	50	2,410	Rural	813	12	Paved	4	32	None	None	None	2C
332	73.003	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	0.07	50	1,891	Rural	813	12	Gravel	4	32	None	None	None	2C
333	74.001	CR	74	Intersection of CR 74 (221st Ave NE) and CSAH 24 (237th Ave NW)	500 feet west of the intersection of CR 74 (221st Ave NE) and E Bethel Blvd NE	0.03	55	117	Rural	569	11	Gravel	4	30	Intersection	Present	None	2C
334	74.002	CR	74	Intersection of CR 74 (221st Ave NE) and CSAH 24 (237th Ave NW)	500 feet west of the intersection of CR 74 (221st Ave NE) and E Bethel Blvd NE	0.04	55	325	Rural	569	12	Gravel	4	32	None	None	None	2C
335	74.003	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.03	55	253	Rural	569	12	Gravel	4	32	None	None	None	3
336	74.004	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.04	55	114	Rural	650	12	Gravel	3	30	Intersection	Present	None	3
337	74.005	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.04	45	385	Rural	420	12	Composite	5	34	Intersection	None	None	2C
338	74.006	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.06	30	557	Rural	561	12	Composite	5	34	None	None	None	2C
339	74.007	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.04	30	251	Rural	561	12	Composite	5	34	None	None	None	2C
340	75.001	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.12	50	592	Rural	554	12	Paved	3	30	Intersection	Present	None	3
341	75.002	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.06	50	1,477	Rural	445	12	Paved	0	24	Intersection	Present	None	3
342	75.003	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	50	615	Rural	445	12	None	0	24	None	None	None	3
343	75.004	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.14	50	573	Rural	445	12	Paved	3	30	None	None	None	3
344	75.005	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.05	50	581	Rural	445	12	Paved	4	32	None	None	None	2C
345	75.006	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.10	50	572	Rural	445	12	Paved	4	32	None	None	None	2C
346	75.007	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.06	50	835	Rural	445	12	Composite	5	34	None	None	None	2C
347	75.008	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	50	525	Rural	445	12	Paved	3	30	None	None	None	3
348	75.009	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	50	1,139	Rural	445	12	None	0	24	None	None	None	2S
349	75.010	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	50	562	Rural	445	12	Paved	3	30	None	None	None	3
350	75.011	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.05	50	779	Rural	445	12	Paved	5	34	None	None	None	2C
351	76.001	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.08	55	731	Rural	878	12	Gravel	4	32	Intersection	None	None	2C
352	76.002	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.07	55	948	Rural	878	12	Gravel	5	34	None	None	None	2C
353	76.003	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.06	55	1,604	Rural	878	12	Gravel	3	30	None	None	None	3
354	76.004	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.09	55	1,057	Rural	878	12	Gravel	4	32	Intersection	None	None	2C
355	76.005	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.10	55	800	Rural	878	12	Gravel	4	32	Intersection	None	None	2C
356	77.001	CR	77	Intersection of CR 77 (Ryan Lake Dr NE) and CR 75 (Sunrise Rd NE)	Intersection of CR 77 (Lyons St NE) and CSAH 19 (Fawn Lake Dr NE)	0.04	55	133	Rural	631	12	Gravel	6	36	None	Present	None	2C
357	84.001	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	0.10	50	1,174	Suburban	5,830	12	Gravel	8	40	None	None	None	2C
358	84.002	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	0.08	50	5,677	Rural	5,830	12	Gravel	6	36	None	None	None	2C
359	84.003	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	0.30	50	3,895	Suburban	5,830	12	Gravel	6	36	None	None	None	2C
360	89.001	CR	89	Intersection of CR 89 (Sugar Bush Rd NW) and CR 70	Intersection of CR 89 (Sugar Bush Rd NW) and CSAH 24	0.07	55	714	Rural	553	12	Composite	7	38	None	None	None	2C
361	89.002	CR	89	Intersection of CR 89 (Sugar Bush Rd NW) and CR 70	Intersection of CR 89 (Sugar Bush Rd NW) and CSAH 24	0.08	55	707	Rural	553	12	Composite	7	38	None	None	None	2C
					Total	**34.59**												

Rural Intersection List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Intersection ID	Route System	Route No.	Intersection Description	Area Type	Context Zone	Total Entering ADT [vpd]	Volume Cross Product [vpd^2]	Leg Configuration	Alignment Skew [degrees]	Adjacent Railroad Crossing	Adjacent Curve	Adjacent Development	Previous Stop [>5 mile]	Major Approach Speed Limit [mph]	Major App. Turn Lane Config	K	A	B	C	PDO	Crash Cost
1	116.003	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 109 (Rhinestone St NW)	Rural	Residential	5,021	3,923,304	X	0	None	None	None	<5 miles	55	LTR / LTR	0	0	0	0	0	$ -
2	116.004	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 104 (Sunwood Dr NW)	Rural	Commercial	6,350	9,761,400	X	10	None	Present	Present	NA	55	LTR / LTR	0	1	1	0	2	$ 2,116,000
3	116.018	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 125 (Lincoln St NE)	Rural	Mixed Use	12,495	3,145,166	T	5	None	None	Present	<5 miles	50	T / TR	0	1	0	0	0	$ 1,700,000
4	116.019	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 123 (Central Ave)	Rural	Commercial	13,743	18,418,190	X	0	None	None	Present	<5 miles	50	LTR / LTTR	0	0	1	1	5	$ 650,000
5	*116.020*	*CSAH*	*116*	*MN 65 and CSAH 116 (Bunker Lake Blvd NW)*	*Rural*	*Commercial*	*52,077*	*430,166,880*	*X*	*0*	*None*	*None*	*Present*	*NA*	*65*	*LLTTR / LTTR*	*0*	*4*	*48*	*56*	*152*	*$ 37,856,000*
6	116.021	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 132 (Aberdeen St NE)	Rural	Commercial	8,865	4,261,050	X	0	None	Present	Present	>5 miles	55	LTTR / LTTR	0	0	2	2	4	$ 1,192,000
7	116.022	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 124 (Aberdeen St NE)	Rural	Residential	8,926	4,770,705	T	0	None	None	None	<5 miles	55	TTR / LTTR	0	0	4	2	2	$ 1,916,000
8	*116.023*	*CSAH*	*116*	*CSAH 116 (Bunker Lake Blvd NW) and MSAS 105 (Naples St NE)*	*Rural*	*Residential*	*3,558*	*1,096,997*	*T*	*5*	*None*	*Present*	*None*	*<5 miles*	*55*	*T / T*	*1*	*0*	*0*	*0*	*0*	*$ 3,400,000*
9	13.001	CSAH	13	CSAH 22 (Viking Blvd NW) and CSAH 13 (Cedar Dr NW)	Rural	Natural	7,378	5,632,880	T	15	None	Present	Present	<5 miles	50	TR / TB	0	0	0	0	1	$ 18,000
10	13.002	CSAH	13	CSAH 13 (Cedar Dr NW) and MSAS 138 (198th Ln NW)	Rural	Natural	1,648	151,900	T	5	None	Present	None	<5 miles	55	TR / TB	0	0	0	0	0	$ -
11	13.003	CSAH	13	MSAS 107 (Sims Rd NW) and CSAH 13 (Cedar Dr NW)	Rural	Residential	3,451	2,948,069	X	0	Present	None	None	<5 miles	55	TR / TR	0	1	0	0	0	$ 1,700,000
12	13.004	CSAH	13	CR 74 (221st Ave NW) / MSAS 109 and CSAH 13 (Cedar Dr NW)	Rural	Residential	5,060	6,052,800	X	0	None	None	None	<5 miles	55	TR / T	0	0	0	0	0	$ -
13	13.005	CSAH	13	CR 103 /CSAH 13 (229th Ave NW) and CSAH 13 (Cedar Dr NW)	Rural	Residential	4,099	3,233,178	T	0	None	None	None	<5 miles	55	TR / T	0	0	0	0	0	$ -
14	13.006	CSAH	13	CSAH 13 (229th Ave NW) and MSAS 119 (Holly St NW)	Rural	Residential	2,068	162,852	T	0	None	None	None	<5 miles	55	TR / T	0	0	0	0	0	$ -
15	13.007	CSAH	13	CSAH 13 (229th Ave NW) and MSAS 109 (University Ave NE)	Rural	Natural	2,300	623,604	T	15	None	Present	None	<5 miles	55	TR / T	0	0	0	0	1	$ 18,000
16	13.008	CSAH	13	CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	Rural	Residential	3,653	3,264,546	X	0	Present	Present	Present	<5 miles	55	T / T	0	0	0	0	0	$ -
17	14.027	CSAH	14	CSAH 14 (Main St) and CR 53 (Sunset Ave NE)	Rural	Agricultural	12,467	17,322,282	T	0	None	None	None	<5 miles	55	TR / TB	1	0	2	3	7	$ 4,826,000
18	*14.028*	*CSAH*	*14*	*CSAH 14 (Main St) and MSAS 103 (4th Ave)*	*Rural*	*Residential*	*10,625*	*7,995,150*	*X*	*0*	*None*	*None*	*None*	*<5 miles*	*50*	*TR / TR*	*1*	*0*	*3*	*1*	*5*	*$ 4,810,000*
19	14.029	CSAH	14	CSAH 14 (Main St) and MSAS 118 (Woodduck Trl)	Rural	Residential	10,201	3,835,710	X	0	None	None	None	<5 miles	50	TR / TR	0	0	1	0	0	$ 380,000
20	17.016	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 104 (149th Ave NE)	Rural	Agricultural	8,989	3,205,524	T	0	None	Present	None	<5 miles	55	T / T	0	0	0	0	1	$ 18,000
21	17.017	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 108 (155th Ave NE)	Rural	Residential	8,842	1,938,825	X	0	None	None	None	<5 miles	55	T / T	0	0	0	1	0	$ 180,000
22	17.018	CSAH	17	CSAH 17 (Lexington Ave NE) and CR 60 (Constance Blvd NW)	Rural	Residential	9,050	10,368,238	T	0	None	None	None	>5 miles	55	T / T	0	0	2	0	3	$ 814,000
23	17.019	CSAH	17	CSAH 17 / CSAH 18 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)	Rural	Cabins	10,201	23,113,196	T	0	None	None	None	NA	55	LT / TR	0	0	0	0	1	$ 18,000
24	17.020	CSAH	17	CSAH 18 / CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	Rural	Natural	7,540	13,342,411	T	0	None	None	None	NA	55	LTR / TR	0	0	1	0	1	$ 398,000
25	17.021	CSAH	17	CSAH 17 1(85th Ave NE) / MSAS 122 and CSAH 17 (Lexington Ave NE)	Rural	Natural	2,544	1,617,455	T	0	None	None	None	<5 miles	30	T / T	0	0	0	0	0	$ -
26	17.022	CSAH	17	CSAH 22 (Viking Blvd NE) and CSAH 17 (N Coon Lake Dr NE)	Rural	Commercial	4,550	3,002,949	T	10	None	None	Present	<5 miles	55	TR / T	0	0	0	1	0	$ 180,000
27	18.009	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 103 (Ward Lake Dr NW)	Rural	Residential	7,018	915,705	T	10	None	Present	None	<5 miles	55	TB / TR	0	0	1	0	0	$ 380,000
28	18.010	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 128 (Butternut St NW)	Rural	Residential	6,648	1,006,415	T	15	None	None	None	<5 miles	55	TB / TR	0	0	1	0	0	$ 380,000
29	18.012	CSAH	18	CSAH 18 (Crosstown Blvd NE) and CSAH 58 (175th Ave NE)	Rural	Residential	7,879	5,089,990	T	10	None	Present	None	<5 miles	55	TB / TR	0	0	1	0	0	$ 380,000
30	18.013	CSAH	18	CSAH 18 (Crosstown Blvd NE) and MSAS 126 (Polk St NE)	Rural	Residential	7,999	1,208,130	T	5	None	None	None	<5 miles	55	TR / TB	0	0	0	0	1	$ 18,000
31	18.014	CSAH	18	CSAH 18 (Crosstown Blvd NE) and CSAH 125 (Central Ave)	Rural	Mixed Use	8,245	3,138,000	X	0	None	None	Present	<5 miles	55	LTR / LTR	0	0	0	2	0	$ 360,000
32	18.015	CSAH	18	MN 65 and CSAH 18 (Crosstown Blvd NE)	Rural	Commercial	36,947	249,139,000	X	5	None	Present	None	NA	65	LTTR / LTTR	4	4	16	20	72	$ 31,376,000
33	18.016	CSAH	18	CSAH 18 (Crosstown Blvd NE) and MSAS 119 (Chisholm St NE)	Rural	Commercial	11,829	19,057,220	X	5	None	Present	None	<5 miles	45	LTR / LTR	0	2	8	0	8	$ 6,584,000
34	18.017	CSAH	18	CSAH 18 (Crosstown Blvd NE) and CR 68 (Xylite Dr NE) / MSAS 103	Rural	Residential	8,671	11,170,678	X	0	None	None	None	<5 miles	55	LTR / LTR	0	0	0	0	2	$ 36,000
35	18.018	CSAH	18	CSAH 18 (Crosstown Blvd NE) and MSAS 121 (E Lake Netta Dr / Interlachen Dr NE)	Rural	Recreational	7,362	3,840,305	X	20	None	Present	None	>5 miles	55	TR / TR	0	1	3	0	3	$ 2,894,000
36	18.019	CSAH	18	CSAH 18 (Broadway Ave) and CR 19 (Potomac St NE)	Rural	Cabins	6,981	7,921,430	X	0	None	None	None	<5 miles	55	TR / TR	0	0	3	0	1	$ 1,158,000
37	18.020	CSAH	18	CSAH 18 (Broadway Ave) and CSAH 62 (Kettle River Blvd)	Rural	Residential	9,882	21,530,277	X	50	None	Present	Present	NA	55	T / T	0	0	0	0	10	$ 180,000
38	20.001	CSAH	20	CSAH 20 (157th Ave NW) and MSAS 143 (Dakota St NW)	Rural	Residential	4,448	607,287	X	0	None	Present	None	<5 miles	55	T / T	0	0	0	0	1	$ 18,000
39	20.002	CSAH	20	CSAH 20 (157th Ave NW) and MSAS 105 (Tulip St NW)	Rural	Residential	4,473	714,962	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
40	20.003	CSAH	20	CSAH 20 (161st Ave NW) and CR 59 (Verdin St NW)	Rural	Residential	8,867	11,213,992	T	0	None	None	None	<5 miles	55	TB / TR	0	0	0	1	2	$ 216,000
41	20.004	CSAH	20	CSAH 20 (161st Ave NW) and MSAS 124 (Nightingale St NW)	Rural	Residential	8,370	7,566,509	T	0	None	None	None	<5 miles	55	TR / TB	0	0	1	1	2	$ 596,000
42	21.003	CSAH	21	CSAH 34 (Birch St) and CSAH 21 (Centerville Rd)	Rural	Agricultural	11,235	31,501,405	X	0	None	None	None	<5 miles	50	TR / TR	0	0	0	3	6	$ 648,000
43	22.001	CSAH	22	CSAH 22 / CR 64 (181st Ave NW) and CSAH 22 / CSAH 83 (Baugh St NW)	Rural	Agricultural	8,173	16,652,960	X	0	None	None	None	>5 miles	55	TR / T	0	0	2	2	0	$ 1,120,000
44	22.002	CSAH	22	CSAH 22 (Baugh St NW) and CR 163 (Burns Pkwy NW)	Rural	Agricultural	3,160	578,175	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
45	22.003	CSAH	22	CSAH 65 (Viking Blvd NW) and CSAH 22 (Baugh St NW) / CR 65	Rural	Residential	8,080	11,114,076	X	0	None	Present	None	<5 miles	55	T / TR	0	0	1	1	2	$ 596,000
46	22.004	CSAH	22	CSAH 22 (Viking Blvd NW) and CR 66 (Cleary Rd NW)	Rural	Natural	7,237	5,583,202	X	10	None	Present	None	<5 miles	55	TR / TR	0	0	5	3	1	$ 2,458,000
47	22.005	CSAH	22	MN 47 (Saint Francis Blvd NW) and CSAH 22 (Viking Blvd NW)	Rural	Agricultural	11,219	29,696,260	X	5	None	None	None	>5 miles	55	TR / TR	0	1	2	2	4	$ 2,892,000
48	22.006	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 127 (Quawpaw St NW)	Rural	Agricultural	7,638	2,074,392	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	1	$ 18,000
49	22.007	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 130 (Blackfoot St NW)	Rural	Natural	8,466	1,564,353	T	0	None	Present	None	>5 miles	55	TR / TB	0	0	0	0	1	$ 18,000
50	22.008	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 104 (197th Ave NW)	Rural	Natural	8,715	3,625,326	T	10	None	Present	None	<5 miles	55	T / TR	0	1	0	0	0	$ 1,700,000
51	22.009	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 134 (Orchid St NW)	Rural	Mixed Use	8,355	645,606	T	5	None	Present	Present	<5 miles	55	T / T	0	0	1	1	0	$ 560,000
52	22.010	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 108 (Nightingale St NW)	Rural	Natural	10,445	14,238,796	T	0	None	None	None	<5 miles	55	TB / TR	0	0	3	1	2	$ 1,356,000
53	22.011	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 101 (Flamingo St NW)	Rural	Natural	8,963	1,148,290	T	0	None	Present	None	<5 miles	55	T / TR	0	0	0	0	0	$ -
54	22.012	CSAH	22	CSAH 22 (Viking Blvd NW) and CSAH 78 (Flamingo St NW)	Rural	Natural	10,057	17,341,870	T	0	None	Present	None	<5 miles	55	TR / TB	0	1	0	0	5	$ 1,790,000
55	22.013	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 126 (Cedar Dr NW)	Rural	Residential	7,245	2,628,146	T	5	None	Present	None	<5 miles	50	TR / TB	1	0	1	0	0	$ 3,780,000
56	22.014	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 109 (University Ave NE)	Rural	Agricultural	6,535	2,292,636	X	0	None	None	None	<5 miles	50	TR / TR	0	0	0	0	0	$ -
57	22.015	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 101 (Jackson St NE)	Rural	Residential	7,229	6,825,987	X	0	None	Present	None	<5 miles	55	LTR / LTR	0	1	1	0	0	$ 2,080,000
58	22.016	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 111 (Taylor St)	Rural	Residential	6,394	2,024,040	T	0	None	Present	None	<5 miles	55	TR / TB	0	0	0	0	0	$ -
59	22.017	CSAH	22	MN 65 and CSAH 22 (Viking Blvd NE0	Rural	Natural	33,362	156,374,161	X	0	None	None	None	NA	55	LTTR / LTTR	4	4	8	10	46	$ 26,068,000
60	22.018	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 68 (Greenbrook Dr)	Rural	Agricultural	6,042	4,282,040	T	0	None	None	None	<5 miles	55	TB / TR	0	0	1	0	0	$ 380,000
61	22.019	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 15 (E Bethel Blvd NE)	Rural	Residential	5,868	4,405,856	T	15	None	Present	None	<5 miles	55	TB / TR	0	0	0	0	0	$ -
62	22.020	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 105 (Wild Rice Dr)	Rural	Commercial	5,055	2,915,624	T	0	None	Present	Present	<5 miles	55	T / TR	0	0	1	0	0	$ 380,000
63	22.021	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 22 (215th La NE)	Rural	Cabins	3,791	982,800	T	0	None	Present	None	<5 miles	50	T / TR	0	0	0	0	0	$ -
64	22.022	CSAH	22	CSAH 22 (Viking Blvd NE) and CSAH 85 (Typo Creek Dr NE)	Rural	Natural	6,027	7,195,785	T	15	None	Present	None	<5 miles	50	TB / TR	0	0	1	0	2	$ 416,000
65	22.023	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 75 (217th Ave NE)	Rural	Residential	6,595	2,073,384	T	15	None	Present	None	<5 miles	50	T / TR	0	1	0	0	1	$ 1,718,000
66	23.020	CSAH	23	CSAH 23 (Lake Dr) and CR 19 (Potomac St NE)	Rural	Mixed Use	5,978	2,689,120	T	10	None	Present	None	<5 miles	55	TB / TR	0	0	0	0	0	$ -
67	*23.021*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and CSAH 62 (Kettle River Blvd)*	*Rural*	*Residential*	*6,718*	*5,783,856*	*T*	*10*	*None*	*Present*	*None*	*<5 miles*	*55*	*TB / TR*	*0*	*0*	*0*	*1*	*1*	*$ 198,000*
68	23.022	CSAH	23	CSAH 23 (Lake Dr) and CSAH 54 (Freeway Dr)	Rural	Commercial	8,274	12,309,905	X	0	None	Present	None	NA	55	T / T	0	0	0	0	0	$ -
69	23.023	CSAH	23	CSAH 23 (Lake Dr) and SB I-35 Ramps	Rural	Commercial	15,804	38,789,796	X	25	None	Present	None	NA	55	TTR / LT	0	0	0	0	7	$ 126,000
70	24.001	CSAH	24	CSAH 24 / CR 70 (Jarvis Rd NW) and CSAH 24 (Norris Lake Rd NW)	Rural	Natural	2,750	1,597,944	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -

Rural Intersection List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Intersection ID	Route System	Route No.	Intersection Description	Area Type	Context Zone	Total Entering ADT [vpd]	Volume Cross Product [vpd^2]	Leg Configuration	Alignment Skew [degrees]	Adjacent Railroad Crossing	Adjacent Curve	Adjacent Development	Previous Stop [>5 mile]	Major Approach Speed Limit [mph]	Major App. Turn Lane Config	K	A	B	C	PDO	Crash Cost
71	24.002	CSAH	24	CSAH 24 (Norris Lake Rd NW) and CR 89 (Sugar Bush Rd NW)	Rural	Agricultural	2,223	537,096	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
72	24.003	CSAH	24	CSAH 24 (Norris lake Rd NW) and CR 66 (Cleary Rd NW)	Rural	Natural	2,267	513,060	T	5	None	Present	None	<5 miles	55	T / TB	0	0	1	0	1	$ 398,000
73	24.004	CSAH	24	CSAH 24 (Norris lake Rd NW) and CR 71 (Bridgestone Rd NW)	Rural	Natural	2,332	628,531	T	20	None	Present	None	<5 miles	55	TB / TR	0	0	1	0	0	$ 380,000
74	24.005	CSAH	24	MN 47 (St Francis Blvd) and CSAH 24 (Norris Lake Rd NW)	Rural	Natural	6,361	5,391,478	T	0	None	Present	None	>5 miles	55	LT / TR	0	0	0	1	0	$ 180,000
75	24.006	CSAH	24	MN 47 (St Francis Blvd) and CSAH 24 (227th Ave NW)	Rural	Natural	10,241	19,273,660	T	0	None	Present	None	<5 miles	40	T / LT	0	0	2	6	12	$ 2,056,000
76	24.007	CSAH	24	CSAH 24 (Ambassador Blvd NW) and MSAS 103 (Rum River Blvd NW)	Rural	Residential	4,833	2,418,822	T	5	None	Present	None	<5 miles	35	T / TR	0	0	0	0	0	$ -
77	24.008	CSAH	24	CSAH 24 (Ambassador Blvd NW) and MSAS 102 (229th Ave NW)	Rural	Residential	8,068	12,935,227	T	0	None	None	None	<5 miles	35	T / T	0	0	0	0	1	$ 18,000
78	24.009	CSAH	24	CSAH 24 (Ambassador Blvd NW) and MSAS 121 (229th Ln NW)	Rural	Residential	5,896	205,135	T	0	None	None	None	<5 miles	35	T / T	0	0	0	0	0	$ -
79	24.010	CSAH	24	CSAH 24 (Bridge St NW) and CSAH 28 (Ambassador Blvd NW)	Rural	Mixed Use	10,256	25,310,335	X	5	None	None	Present	>5 miles	30	TR / T	0	0	0	0	3	$ 54,000
80	24.012	CSAH	24	CSAH 24 (Bridge St NW) and MSAS 103 (Rum River Blvd NW)	Rural	Mixed Use	9,080	4,826,871	T	5	None	Present	None	<5 miles	30	T / T	0	0	0	0	0	$ -
81	24.014	CSAH	24	CSAH 24 (Bridge St NW) and MSAS 135 (Zion Pkwy NW)	Rural	Residential	5,814	1,758,080	T	15	None	Present	None	<5 miles	40	TR / TT	0	0	0	0	0	$ -
82	24.015	CSAH	24	CSAH 24 (229th Ave NW) and MSAS 153 (229th Ln NW)	Rural	Residential	6,261	4,213,898	T	0	None	Present	None	<5 miles	55	TB / T	0	0	0	0	0	$ -
83	24.016	CSAH	24	CSAH 24 (229th Ave NW) and MSAS 110 (Raven St NW)	Rural	Natural	5,999	2,774,470	T	0	None	None	None	<5 miles	55	T / TR	0	0	0	0	0	$ -
84	24.017	CSAH	24	CSAH 24 / CR 101 (229th Ave NW) and CSAH 24 (Nightingale St NW)	Rural	Residential	5,386	2,867,413	T	0	None	None	None	<5 miles	55	TB / TR	0	0	0	0	0	$ -
85	24.018	CSAH	24	CSAH 24 / CR 72 (229th Ave NW) and CSAH 24 (237th Ave NW)	Rural	Natural	1,795	659,964	T	0	None	None	None	<5 miles	55	TR / T	0	0	0	1	0	$ 180,000
86	24.019	CSAH	24	CSAH 24 (237th Ave NW) and MSAS 113 (Tamarack St NW)	Rural	Natural	1,125	95,036	T	0	None	None	None	<5 miles	55	TR / T	0	0	0	0	0	$ -
87	24.020	CSAH	24	CSAH 24 (237th Ave NW) and MSAS 107 (Jackson St NE)	Rural	Natural	3,148	366,267	T	15	None	Present	None	<5 miles	55	T / T	0	0	0	0	0	$ -
88	24.021	CSAH	24	MN 65 and CSAH 24 (237th Ave NE)	Rural	Residential	22,793	60,015,690	X	0	None	None	None	NA	65	LTTR / LTTR	0	0	12	6	40	$ 6,360,000
89	24.022	CSAH	24	CSAH 26 (Gopher Dr NE) /CSAH 24 (Fawn Lake Dr NE) and CSAH 24 (237th Ave NE)	Rural	Natural	2,820	1,984,256	T	20	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
90	24.023	CSAH	24	CSAH 24 (Naples St) and CSAH 76 (Fawn Lake Dr NE) / CSAH 12	Rural	Natural	1,384	414,855	T	0	None	None	None	>5 miles	55	T / T	0	0	0	0	1	$ 18,000
91	26.001	CSAH	26	CSAH 26 (Gopher Dr NE / 229th Ave NE) and MSAS 102 (229th Ave NE)	Rural	Natural	1,888	290,511	T	0	None	Present	None	<5 miles	55	T / T	1	0	1	0	0	$ 3,780,000
92	26.002	CSAH	26	CSAH 26 (229th Ave NE) and MSAS 110 (Bataan St NE)	Rural	Residential	2,038	422,136	T	5	None	Present	None	<5 miles	55	T / T	0	0	0	0	2	$ 36,000
93	26.003	CSAH	26	CSAH 26 (229th Ave NE) and MSAS 104 (E Bethel Blvd NE)	Rural	Residential	1,922	212,872	X	5	None	None	None	<5 miles	55	T / T	0	0	0	0	1	$ 18,000
94	26.004	CSAH	26	CSAH 26 (229th Ave NE / 227th Ave NE) and CR 15 (Durant St NE)	Rural	Natural	2,187	585,000	X	5	None	None	None	<5 miles	55	TR / T	0	0	0	0	0	$ -
95	26.005	CSAH	26	CSAH 85 (Typo Creek Dr NE) and CSAH 26 (227th Ave NE)	Rural	Residential	4,173	4,174,130	X	0	None	None	None	>5 miles	55	TR / TR	0	0	0	0	0	$ -
96	28.001	CSAH	28	CR 70 (Nacre St NW) / CSAH 28 and CSAH 28 (Ambassador Blvd NE)	Rural	Agricultural	1,340	357,091	T	0	None	Present	None	<5 miles	55	T / T	0	0	0	0	0	$ -
97	28.002	CSAH	28	CSAH 28 (Ambassador Blvd NW) and CR 71 (Seelye Brook Dr NW)	Rural	Natural	1,126	178,394	T	10	None	Present	None	<5 miles	55	T / T	0	0	0	0	0	$ -
98	28.003	CSAH	28	CSAH 28 (Ambassador Blvd NW) and CR 71 (Bridgestone Rd NW)	Rural	Natural	1,535	380,664	T	20	None	Present	None	<5 miles	55	T / T	0	0	0	0	0	$ -
99	28.004	CSAH	28	CSAH 28 (Ambassador Blvd NE) and Salish St NW	Rural	Residential	1,395	107,666	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
100	28.005	CSAH	28	CSAH 28 (Ambassador Blvd NE) and Roanoke St NW	Rural	Residential	1,536	292,799	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
101	28.006	CSAH	28	CSAH 28 (Ambassador Blvd NE) and Pederson Dr NW	Rural	Residential	3,390	2,865,281	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
102	28.007	CSAH	28	CSAH 28 (Ambassador Blvd NE) and MN 47 (St Francis Blvd NW)	Rural	Mixed Use	11,824	24,747,390	X	0	None	Present	None	<5 miles	45	LTR / LTR	0	1	0	4	7	$ 2,546,000
103	28.008	CSAH	28	CSAH 28 (Ambassador Blvd NE) and MSAS 124 (233rd Ave NE)	Rural	Residential	3,372	544,340	T	0	None	None	None	<5 miles	45	T / TR	0	0	0	0	1	$ 18,000
104	28.009	CSAH	28	CSAH 28 (Ambassador Blvd NE) and MSAS 101 (233rd Ave NW)	Rural	Residential	6,063	6,089,361	T	0	None	None	None	<5 miles	45	T / TR	0	0	0	0	0	$ -
105	32.012	CSAH	32	CSAH 32 (Ash St) and MSAS 109 (Holly Dr)	Rural	Agricultural	5,551	2,300,100	T	0	None	None	None	<5 miles	50	T / T	0	0	0	0	0	$ -
106	36.001	CSAH	36	CSAH 76 (Fawn Lake Dr NE) / CSAH 36 and CSAH 36 (Rutgers St NE)	Rural	Residential	3,576	1,522,508	T	0	None	None	None	<5 miles	50	T / T	0	0	0	0	0	$ -
107	36.002	CSAH	36	CSAH 36 (Fawn Lake Dr NE)/ CSAH 19 and CR 77 (Lyons St)	Rural	Natural	4,612	2,512,011	X	20	None	None	None	<5 miles	55	T / TR	0	0	3	0	0	$ 1,140,000
108	5.008	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 101 (175th Ave NW)	Rural	Agricultural	7,659	3,040,380	T	0	None	Present	None	<5 miles	55	TB / TR	0	0	1	0	1	$ 398,000
109	5.009	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 63 (Green Valley Rd)	Rural	Agricultural	8,885	11,559,066	T	25	None	Present	None	<5 miles	55	TB / TR	0	0	0	0	2	$ 36,000
110	5.010	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 64 (181st Ave NW)	Rural	Agricultural	7,715	9,546,516	X	35	None	Present	None	<5 miles	55	TB / TR	0	0	0	0	0	$ -
111	5.011	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 163 (Burns Pkwy NW)	Rural	Agricultural	4,073	822,180	T	5	None	Present	None	<5 miles	55	TB / TR	0	0	0	0	0	$ -
112	5.013	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 65 (201st Ave NW)	Rural	Agricultural	2,719	1,106,058	T	0	None	None	None	<5 miles	55	TB / TR	0	0	1	0	0	$ 380,000
113	5.014	CSAH	5	CSAH 5 (Nowthen Blvd NW)/CSAH 24 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	Rural	Agricultural	3,415	2,560,936	T	0	None	Present	None	<5 miles	55	TB / TR	0	0	0	0	0	$ -
114	52.009	CSAH	52	CSAH 116 (Bunker Lake Blvd NW) and CR 52 (Radisson St NE)	Rural	Residential	11,593	33,164,472	X	0	None	Present	None	NA	50	LTTR / LTTR	0	0	0	0	16	$ 288,000
115	54.004	CSAH	54	CSAH 54 (20th Ave N) and CR 140 (80th St E)	Rural	Residential	3,826	3,183,469	T	0	None	None	None	<5 miles	55	T / T	0	0	1	0	1	$ 398,000
116	*56.001*	*CSAH*	*56*	*US 10 / US 169 and CSAH 56 (Ramsey Blvd NW)*	*Rural*	*Commercial*	*47,147*	*243,357,300*	*X*	*25*	*Present*	*None*	*Present*	*NA*	*60*	*LTTR / LTTR*	*0*	*0*	*8*	*10*	*48*	*$ 5,704,000*
117	56.004	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 107 (155th Ave NW)	Rural	Residential	6,449	9,564,744	X	0	None	Present	None	<5 miles	50	TR / TR	0	1	2	0	2	$ 2,496,000
118	56.005	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 124 (Jasper St NW)	Rural	Residential	3,221	1,121,128	T	15	None	Present	None	<5 miles	50	T / TR	0	0	0	0	1	$ 18,000
119	58.001	CSAH	58	CSAH 58 (181st Ave NW) and CR 59 (Verdin St NW)	Rural	Residential	2,317	814,320	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
120	58.002	CSAH	58	CSAH 78 (Hanson Blvd NW) and CSAH 58 (181st Ave NW)	Rural	Natural	6,332	7,307,652	X	0	None	None	None	<5 miles	55	TR / TR	0	1	3	1	1	$ 3,038,000
121	58.003	CSAH	58	CSAH 58 (Palm St NW) / MSAS 126 and CSAH 58 (181st Ave NW)	Rural	Residential	1,605	620,136	T	0	None	None	None	<5 miles	55	T / T	0	0	1	0	1	$ 398,000
122	58.004	CSAH	58	CSAH 58 (Palm St NW) and MSAS 128 (Butternut St NW)	Rural	Natural	1,271	172,980	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
123	58.005	CSAH	58	CSAH 58 (175th Ave NE) and MSAS 109 (Concord Dr NE)	Rural	Residential	1,896	674,975	T	5	None	Present	None	<5 miles	55	T / T	0	0	1	0	0	$ 380,000
124	*7.017*	*CSAH*	*7*	*CSAH 7 (Rum River Blvd NW) and CR 158 (165th La NW)*	*Rural*	*Residential*	*9,569*	*1,708,434*	*T*	*0*	*None*	*Present*	*None*	*<5 miles*	*55*	*TR / T*	*0*	*0*	*1*	*0*	*0*	*$ 380,000*
125	7.018	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 134 (165th Ave NW)	Rural	Agricultural	8,782	2,593,350	T	0	None	Present	None	<5 miles	55	TB / TR	0	0	0	0	1	$ 18,000
126	7.019	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 142 (173rd Ave NW)	Rural	Agricultural	7,610	347,944	T	0	None	Present	None	<5 miles	55	TR / T	0	0	0	0	0	$ -
127	7.020	CSAH	7	CSAH 7 (Rum River Blvd NW) and CR 27 (179th La NW)	Rural	Natural	8,307	9,752,180	X	15	None	Present	None	<5 miles	55	TR / TR	0	0	0	0	1	$ 18,000
128	7.022	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 127 (200th La NW)	Rural	Agricultural	7,314	678,680	T	0	None	Present	None	<5 miles	55	T / T	0	0	1	0	0	$ 380,000
129	7.026	CSAH	7	CSAH 7 / CSAH 24 (Rum River Blvd NW) and CSAH 24 (227th Ave NW)	Rural	Residential	6,651	10,352,510	T	0	None	Present	None	<5 miles	45	TB / TR	0	0	0	0	0	$ -
130	76.001	CSAH	76	CSAH 76 (Fawn Lake Dr NE) / CR 76 and CSAH 85 (Typo Creek Dr NE)	Rural	Natural	2,273	1,285,312	X	30	None	Present	None	<5 miles	50	T / T	0	0	0	0	0	$ -
131	78.013	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 116 (167th Ave)	Rural	Residential	5,624	2,161,735	T	0	None	Present	None	<5 miles	55	TR / TB	0	0	1	0	0	$ 380,000
132	78.014	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 103 (Ward Lake Dr NW) / MSAS 104 (177th Ave NW)	Rural	Residential	5,357	770,932	X	0	None	Present	None	>5 miles	55	TR / TR	0	0	0	0	0	$ -
133	83.005	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 112 (153rd Ave NW)	Rural	Residential	8,398	11,134,200	X	20	None	Present	None	NA	55	T / T	0	0	2	2	9	$ 1,282,000
134	83.006	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 123 (161st Ave NW)	Rural	Residential	5,593	2,769,156	X	0	None	None	None	<5 miles	55	TR / TR	0	0	0	0	2	$ 36,000
135	83.007	CSAH	83	CSAH 83 (Armstrong Blvd NW) and Tiger St NW	Rural	Residential	3,684	358,400	X	5	None	Present	None	<5 miles	55	TR / TR	0	1	0	0	0	$ 1,700,000
136	83.008	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 128 (173rd Ave NW)	Rural	Residential	4,707	2,404,292	X	15	None	Present	None	<5 miles	55	TR / TR	0	0	0	0	0	$ -
137	9.010	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 20 (157th Ave NW)	Rural	Natural	15,513	28,764,080	T	0	None	None	None	NA	55	LTTR / LTTR	0	0	2	0	1	$ 778,000
138	9.013	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 112 (173rd La NW)	Rural	Residential	9,692	3,062,355	T	0	None	None	None	<5 miles	55	T / T	0	0	2	0	2	$ 796,000
139	9.014	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 141 (174th La NW)	Rural	Residential	9,442	721,105	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
140	9.015	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 58(181st Ave NW)	Rural	Residential	10,719	13,843,934	X	0	None	None	None	<5 miles	55	TR / T	0	1	1	1	3	$ 2,314,000

Rural Intersection List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Intersection ID	Route System	Route No.	Intersection Description	Area Type	Context Zone	Total Entering ADT [vpd]	Volume Cross Product [vpd^2]	Leg Configuration	Alignment Skew [degrees]	Adjacent Railroad Crossing	Adjacent Curve	Adjacent Development	Previous Stop [>5 mile]	Major Approach Speed Limit [mph]	Major App. Turn Lane Config	K	A	B	C	PDO	Crash Cost
141	9.017	CSAH	9	CSAH 22 (Viking Blvd) and CSAH 9 (Lake George Blvd NW)	Rural	Commercial	17,037	72,563,510	X	0	None	Present	None	NA	55	LTR / LTR	0	0	4	2	3	$ 1,934,000
142	9.018	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 104 (197th Ave NW)	Rural	Residential	8,333	3,458,010	T	0	None	Present	None	<5 miles	55	TR / T	0	1	4	0	4	$ 3,292,000
143	9.019	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 102 (201st Ave NW)	Rural	Residential	8,393	3,946,500	T	0	None	Present	None	<5 miles	55	TR / TB	0	0	2	1	1	$ 958,000
144	9.020	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 106 (207th Ave NW)	Rural	Residential	8,193	2,375,492	T	0	None	None	None	<5 miles	55	TR / TB	0	1	1	0	0	$ 2,080,000
145	9.022	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 114 (225th Ave NW)	Rural	Agricultural	7,369	1,350,028	T	0	None	None	None	<5 miles	55	TR / TB	0	0	0	0	0	$ -
146	15.001	CR	15	CR 15 (E Bethel Blvd NE) and MSAS 103 (Klondike Dr NE)	Rural	Natural	1,572	141,600	T	10	None	Present	None	<5 miles	55	TB / TR	0	0	0	0	0	$ -
147	15.002	CR	15	CR 74 / CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Rural	Agricultural	1,439	459,840	T	0	None	None	None	<5 miles	55	TR / T	0	0	0	0	0	$ -
148	15.003	CR	15	CR 74 / CR 15 (213th Ave NE) and CR 74 (217th Ave NE)	Rural	Natural	976	160,860	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
149	158.001	CR	158	CR 158 (165th La NW) and MSAS 142 (Inca St NW)	Rural	Residential	745	138,700	X	10	None	Present	None	<5 miles	50	T / T	0	0	0	0	0	$ -
150	16.004	CR	16	CR 16 (Andover Blvd NW) and MSAS 125 (Central Ave NE)	Rural	Residential	3,354	303,273	T	0	None	Present	None	<5 miles	50	TB / TR	0	0	0	0	0	$ -
151	16.005	CR	16	MN 65 and CR 16 (Andover Blvd NW) / MSAS 104 (147th Ave NE)	Rural	Commercial	37,218	79,429,985	X	0	None	None	Present	NA	65	LTTR / LTTR	4	4	24	8	48	$ 31,824,000
152	27.001	CR	27	MN 47 (Saint Francis Blvd NW) and CR 27 (179th La NW)	Rural	Residential	7,793	7,306,270	T	0	None	None	None	<5 miles	55	TR / TB	0	0	0	1	1	$ 198,000
153	52.001	CR	52	CR 52 (Radisson St NE) and MSAS 104 (149th Ave NE)	Rural	Residential	4,322	2,523,000	X	0	None	None	None	<5 miles	55	T / T	0	0	1	2	0	$ 740,000
154	52.002	CR	52	CR 61 (153rd Ave NE) and CR 52 (Radisson St NE)	Rural	Residential	2,828	1,935,387	T	0	None	None	None	<5 miles	45	T / T	0	0	0	0	0	$ -
155	53.002	CR	53	CR 53 (Sunset Ave NE) and MSAS 138 (Lilac St)	Rural	Residential	5,105	3,660,846	T	0	None	None	None	<5 miles	55	TR / T	0	0	0	0	1	$ 18,000
156	53.004	CR	53	CR 53 (Sunset Ave NE) and MSAS 123 (Robinson Dr)	Rural	Residential	3,247	194,346	T	0	None	None	None	<5 miles	55	TR / T	0	0	0	0	0	$ -
157	58.001	CR	58	CR 58 (Valley Dr NW) and MSAS 143 (Dakota St NW)	Rural	Residential	1,132	74,340	T	0	None	None	None	<5 miles	50	T / T	0	0	0	0	0	$ -
158	58.002	CR	58	CR 58 (Valley Dr NW) and CR 158 (165th La NW)	Rural	Residential	1,316	206,206	T	0	None	None	None	<5 miles	50	T / T	0	0	0	0	0	$ -
159	58.003	CR	58	CR 58 (Valley Dr NW / Tulip St NW) and MSAS 105 (Tulip St NW)	Rural	Residential	1,532	436,212	T	10	None	None	None	<5 miles	50	T / T	0	0	0	0	0	$ -
160	59.002	CR	59	CR 59 (Verdin St NW) and MSAS 141 (174th La NW)	Rural	Residential	2,618	195,657	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
161	59.003	CR	59	CR 59 (Verdin St NW) and MSAS 104 (177th La NW)	Rural	Residential	1,777	127,650	X	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
162	60.001	CR	60	CR 60 (Constance Blvd NW) and MSAS 152 (Old Constance Blvd NW)	Rural	Residential	3,321	82,400	T	0	None	Present	None	<5 miles	55	T / TR	0	0	0	0	0	$ -
163	60.002	CR	60	CR 60 (Constance Blvd NW) and MSAS 114 (University Ave NE)	Rural	Residential	3,868	1,439,067	X	10	None	Present	None	<5 miles	55	TR / TR	0	0	0	2	0	$ 360,000
164	60.003	CR	60	CR 60 (Constance Blvd NW) and MSAS 126 (Buchanan St NE)	Rural	Residential	3,727	432,840	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
165	60.005	CR	60	CR 60 (Constance Blvd NW) and CR 61 (Xylite St NE)	Rural	Residential	4,658	2,571,520	T	0	None	None	None	<5 miles	55	TR / TB	0	0	0	0	1	$ 18,000
166	60.006	CR	60	CR 60 (Constance Blvd NW) and MSAS 121 (E Lake Netta Dr)	Rural	Residential	4,613	1,794,936	T	0	None	None	None	<5 miles	55	TB / TR	0	0	1	0	0	$ 380,000
167	63.001	CR	63	MN 47 (Saint Francis Blvd NW) and CR 63 (Green Valley Rd NW)	Rural	Natural	7,762	9,781,357	T	20	None	Present	None	<5 miles	55	TB / TR	0	1	1	0	1	$ 2,098,000
168	65.001	CR	65	CR 65 (Baugh St NW) and CR 82 (Tiger St NW)	Rural	Residential	1,064	188,160	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
169	66.001	CR	66	MN 47 (Saint Francis Blvd NW) and CR 66 (Cleary Rd NW	Rural	Natural	5,934	2,897,652	T	5	None	None	None	<5 miles	55	TB / TR	0	0	0	0	0	$ -
170	68.001	CR	68	CR 68 (Greenbrook Dr) and MSAS 108 (Briarwood La NE)	Rural	Natural	1,908	438,147	T	25	None	Present	None	<5 miles	55	T / T	0	0	0	0	1	$ 18,000
171	70.001	CR	70	CR 70 (Jarvis St NW) and Brook Rd NW	Rural	Natural	2,266	670,600	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
172	70.002	CR	70	CR 81 (223rd Ave NW) and CR 70 (Sugar Bush Rd NW)	Rural	Natural	1,209	330,638	T	0	None	Present	None	<5 miles	55	T / T	0	0	0	0	0	$ -
173	72.001	CR	72	CR 72 (Rum River Blvd NW) and MSAS 109 (235th Ave NW)	Rural	Residential	4,017	2,829,566	X	15	None	None	None	>5 miles	55	LT / LTR	0	1	0	0	0	$ 1,700,000
174	74.002	CR	74	CR 74 (221st Ave NW) and MSAS 109 (University Ave NE)	Rural	Residential	3,968	2,196,495	X	0	None	None	None	<5 miles	55	TR / TR	0	0	0	1	1	$ 198,000
175	74.003	CR	74	MN 65 and CR 74 (221st Ave NE)	Rural	Agricultural	23,825	62,937,774	X	0	None	Present	None	NA	65	LTTR / LTTR	0	4	8	8	44	$ 12,072,000
176	74.004	CR	74	CR 74 (221st Ave NE) and MSAS 102 (Sandy Dr NE)	Rural	Agricultural	2,062	378,828	T	5	None	None	None	<5 miles	55	T / T	0	0	0	0	1	$ 18,000
177	74.005	CR	74	CR 74 (221st Ave NE) and MSAS 110 (Bataan St NE)	Rural	Residential	1,429	414,100	T	5	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
178	74.006	CR	74	CR 74 (E Bethel Blvd NE) and CR 74 (Luan Dr NE)	Rural	Agricultural	813	149,952	T	10	None	Present	None	<5 miles	55	T / T	0	0	0	0	0	$ -
179	74.007	CR	74	CR 74 / MSAS 105 (Durant St NE) and CR 74 (213th Ave NE)	Rural	Natural	1,286	386,074	T	0	None	None	None	<5 miles	55	T / T	0	0	0	0	0	$ -
180	75.001	CR	75	CR 77 (Ryan Lake Rd NE) and CR 75 (Sunrise Rd NE)	Rural	Natural	853	140,082	T	5	None	Present	None	<5 miles	55	T / T	0	0	0	0	0	$ -
181	86.001	CR	86	CR 86 (Sims Rd NE) and MSAS 101 (Polk St NE)	Rural	Mixed Use	3,493	2,233,107	X	0	None	None	None	<5 miles	55	TR / T	0	1	0	0	0	$ 1,700,000
182	86.002	CR	86	CR 86 (Sims Rd NE) and MSAS 116 (Johnson St NE)	Rural	Residential	3,439	1,006,468	T	0	None	None	None	>5 miles	55	TB / TR	0	0	0	0	0	$ -
183	86.003	CR	86	MN 65 and CR 86 (Sims Rd NE)	Rural	Commercial	26,650	53,967,936	X	0	None	None	Present	NA	65	LTTR / LTTR	0	0	2	4	24	$ 1,912,000
																				Total Crashes		**1114**
																				Total Crash Cost		**$255,384,000**

Urban Segment List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Segment

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	Context Zone	Cross Section	Design	Speed Limit [mph]	Sidewalk	Access Density [access per mile]	ADT [vpd]	Total Crashes	Severe Crashes	Total HO+SSO Crashes	Severe HO+SSO Crashes
1	1.001	CSAH	1	Intersection of CSAH 1 (East River Rd) and I-694	Intersection of CSAH 1 (East River Rd) and 37th Ave NE	2.41	Industrial	4-Lane	Divided	55	None	5.4	9,060	35	2	3	1
2	1.002	CSAH	1	Intersection of CSAH 1 (E River Rd) and I-694	Intersection of CSAH 1 (E River Rd) and CR 132 (85th Ave NW)	4.15	Mixed Use	4-Lane	Divided	40	None	34.5	11,773	73	2	6	2
3	1.003	CSAH	1	Intersection of CSAH 1 (E River Rd) and CR 132 (85th Ave NW)	Intersection of CSAH 1(E River Rd) and CSAH 78 (Hanson Blvd NW)	3.20	Residential	4-Lane	Divided	45	Walk with buffer	24.4	18,633	195	7	7	1
4	1.004	CSAH	1	Intersection of CSAH 1 (5th Ave) and CSAH 14 (E Main St)	Intersection of CSAH 1 (Coon Rapids Blvd NW) and CSAH 78 (Hanson Blvd NW)	4.33	Mixed Use	4-Lane	Divided	45	Walk with buffer	33.9	12,300	227	10	12	1
5	10.001	CSAH	10	Intersection of CSAH 10 (Coon Rapids Blvd) and MN 47 SB ramps	Intersection of CSAH 10 (Coon Rapids Blvd) and Hwy 10 Service Road	2.58	Commercial	4-Lane	Divided	50	None	8.5	19,814	186	4	14	0
6	102.001	CSAH	102	Intersection of CSAH 102 (Main St NE) and CSAH 2 (44th Ave NE)	Intersection of CSAH 102 (57th Ave NE) and CSAH 102 (57th Ave NE)	1.65	Mixed Use	2-Lane	Undivided	35	Multi-use path	38.8	3,304	21	3	0	0
7	102.002	CSAH	102	Intersection of CSAH 102 (Main St NE) and CSAH 102 (57th Ave NE)	Intersection of CSAH 102 (57th Ave NE) and MN 47 (University Ave NE)	0.23	Commercial	4-Lane	Divided	30	Walk with buffer	39.1	11,390	23	0	1	0
8	11.001	CSAH	11	Intersection of CSAH 11 (Northdale Blvd NW) and Olive St NW	Intersection of CSAH 11 (Northdale Blvd NW) and CSAH 1 (E River Rd)	3.40	Residential	4-Lane	Divided	40	Walk with no buffer	45.0	12,646	214	10	17	1
9	11.002	CSAH	11	Intersection of CSAH 11 (Northdale Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)	Intersection of CSAH 11 (Northdale Blvd NW) and Olive St NW	2.86	Mixed Use	2-Lane	Undivided	35	None	29.0	16,291	233	6	20	1
10	116.001	CSAH	116	Intersection of CSAH 116 and CSAH 83 (Armstrong Blvd NW)	Intersection of CSAH 116 and Thurston Ave	3.64	Commercial	2-Lane	Divided	55	None	8.0	3,897	59	7	8	3
11	116.002	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NW) and Thurston Ave	Intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 9 (Round Lake Blvd NW)	2.82	Commercial	4-Lane	Divided	55	None	8.5	21,933	132	4	11	2
12	*116.003*	*CSAH*	*116*	*Intersection of Round Lake Blvd NW (CSAH 9) & CSAH 116 (Bunker Lake Blvd NW)*	*0.25 miles east of the intersection of CSAH 78 (Hanson Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)*	*2.87*	*Commercial*	*4-Lane*	*Divided*	*55*	*None*	*11.5*	*14,400*	*90*	*10*	*10*	*2*
13	*116.004*	*CSAH*	*116*	*0.25 miles east of the intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 78*	*Intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 78 and Radisson St NE*	*5.27*	*Residential*	*4-Lane*	*Divided*	*55*	*None*	*7.2*	*10,748*	*85*	*6*	*11*	*1*
14	*116.005*	*CSAH*	*116*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)*	*2.65*	*Residential*	*2-Lane*	*Divided*	*55*	*None*	*27.2*	*3,217*	*13*	*5*	*2*	*1*
15	12.001	CSAH	12	Intersection of CSAH 12 (Northdale Blvd/109th Ave NE) and CSAH 11 (Northdale Blvd NW)	Intersection of CSAH 12 (Northdale Blvd/109th Ave NE) and CSAH 52 (Radisson St NE)	3.40	Mixed Use	3-Lane	Divided	45	Walk with buffer	36.2	12,000	349	6	26	1
16	*12.002*	*CSAH*	*12*	*Intersection of CSAH 12 (109th Ave NE) and CSAH 52 (Radisson St NE)*	*Intersection of CSAH 12 (109th Ave NE) and Austin St*	*2.12*	*Mixed Use*	*2-Lane*	*Undivided*	*55*	*None*	*5.7*	*10,051*	*64*	*1*	*1*	*0*
17	*12.003*	*CSAH*	*12*	*Intersection of CSAH 12 (109th Ave NE) and Austin St*	*900 feet east of intersection of CSAH 12 (109th Ave NE) and Phesant Ridge Dr NE*	*0.71*	*Commercial*	*4-Lane*	*Divided*	*55*	*Walk with buffer*	*9.9*	*8,407*	*28*	*2*	*5*	*1*
18	131.001	CSAH	131	Intersection of CSAH 131 (4th Ave) and CSAH 31 (Grant St)	Intersection of CSAH 131 (4th Ave) and CSAH 31 (Grant St)	0.50	Residential	2-Lane	Undivided	30	Walk with buffer	22.1	859	1	0	0	0
19	14.001	CSAH	14	Intersection of CSAH 14 (E Main St) and CSAH 1 (5th Ave)	Intersection of CSAH 14 (E Main St) and and CSAH 51 (University Ave NE)	6.32	Commercial	4-Lane	Divided	55	None	10.9	15,452	439	15	23	1
20	14.002	CSAH	14	Intersection of CSAH 14 (E Main St) and CSAH 51 (University Ave NE)	Intersection of CSAH 14 (E Main St) and Sunset Ave	6.02	Commercial	4-Lane	Divided	45	Multi-use path	7.3	18,950	430	10	30	3
21	14.003	CSAH	14	730 feet east of the intersection of CSAH 14 (E Main St) and Sunset Ave	Intersection of CSAH 14 (E Main St) and Glenwood Dr	1.55	Commercial	2-Lane	Undivided	45	None	24.6	9,810	29	1	2	0
22	14.004	CSAH	14	Intersection of CSAH 14 (E Main St) and Glenwood Dr	450 feet east of the intersection of CSAH 14 (E Main St) and James St	0.78	Residential	2-Lane	Undivided	40	None	45.9	9,489	20	0	4	0
23	14.005	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	2.81	Natural	2-Lane	Undivided	45	None	10.7	9,167	38	2	2	0
24	14.006	CSAH	14	Intersection of CSAH 14 (E Main St) and Lavalle Dr	Intersection of CSAH 14 (E Main St) and Victor Path	2.35	Residential	3-Lane	Divided	35	None	30.6	14,785	94	1	8	0
25	17.001	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and Woodland Pkwy NE	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 32 (85th Ave NE)	4.01	Mixed Use	4-Lane	Divided	55	None	19.5	9,130	228	4	17	1
26	17.002	CSAH	17	500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and Woodland Pkwy NE	3.10	Mixed Use	4-Lane	Divided	55	Multi-use path	14.8	12,572	58	3	5	1
27	18.001	CSAH	18	Intersection of CSAH 18 (Crooked Lake Blvd NW) and CSAH 1 (Coon Rapids Blvd NW)	Intersection of CSAH 18 (Crooked Lake Blvd NW) and CSAH 11 (Northdale Blvd NW)	0.82	Mixed Use	3-Lane	Undivided	35	Walk with buffer	68.0	5,008	32	1	2	0
28	18.002	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NW) and CSAH 14 (Main St)	Intersection of CSAH 18 (Crosstown Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	1.60	Residential	4-Lane	Divided	45	Walk with buffer	8.8	11,883	42	1	7	1
29	18.003	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	3.48	Mixed Use	2-Lane	Undivided	55	None	20.7	7,169	50	5	8	1
30	*2.001*	*CSAH*	*2*	*Intersection of CSAH 2 (44th Ave NE) and CSAH 1 (East River Rd)*	*Intersection of CSAH 2 (45th Ave NE) and TH 47*	*1.30*	*Residential*	*2-Lane*	*Undivided*	*30*	*Walk with no buffer*	*40.1*	*2,903*	*21*	*1*	*2*	*0*
31	*2.002*	*CSAH*	*2*	*Intersection of CSAH 2 (44th Ave NE) and TH 47*	*Intersection of CSAH 2 (45th Ave NE) and TH 65*	*0.76*	*Residential*	*4-Lane*	*Undivided*	*30*	*Walk with no buffer*	*94.2*	*2,903*	*37*	*0*	*1*	*0*
32	*2.003*	*CSAH*	*2*	*Intersection of CSAH 2 (44th Ave NE) and TH 65*	*Intersection of CSAH 2 (45th Ave NE) and CSAH 63 (Stinson Ave NE)*	*1.34*	*Residential*	*2-Lane*	*Undivided*	*30*	*Walk with no buffer*	*63.6*	*2,903*	*24*	*0*	*0*	*0*
33	21.001	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	2.06	Mixed Use	2-Lane	Undivided	50	None	15.5	4,074	38	1	4	0
34	21.002	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and CSAH 14 (Main St)	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	0.74	Residential	2-Lane	Undivided	30	Walk with buffer	43.0	4,074	7	0	0	0
35	23.001	CSAH	23	Intersection of CSAH 23 (Naples St NE) & CSAH 32 (85th Ave NE)	Intersection of CSAH 23 (Naples St NE) and CSAH 23 (Lake Dr)	0.30	Commercial	2-Lane	Undivided	45	None	26.7	6,523	32	3	5	1
36	23.002	CSAH	23	Intersection of CSAH 23 (Lake Dr) and Naples St NE	575 feet north of the intersection of CSAH 23 (Lake Dr) and Hodgson Rd	3.03	Mixed Use	2-Lane	Divided	50	None	9.9	11,913	132	6	12	2
37	23.003	CSAH	23	575 feet north of the tntersection of CSAH 23 (Lake Dr) and CSAH 49 (Hodgson Rd)	Intersection of CSAH 23 (Lake Dr) and Park Ct	1.61	Mixed Use	2-Lane	Undivided	55	None	18.6	8,318	28	0	0	0
38	*23.004*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and Park Ct*	*Intersection of CSAH 23 (Lake Dr) and CSAH 14 (E Main St)*	*1.83*	*Mixed Use*	*2-Lane*	*Undivided*	*55*	*Multi-use path*	*45.4*	*11,101*	*86*	*1*	*8*	*0*
39	*23.005*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*2.65*	*Residential*	*2-Lane*	*Undivided*	*55*	*None*	*37.0*	*7,691*	*43*	*4*	*5*	*1*
40	24.004	CSAH	24	Intersection of CSAH 24 (Rum River Blvd NW) and 227th Ave NW	300 feet southeast of the intersection of CSAH 24 (Rum River Blvd NW) and Kerry St N	1.71	Residential	2-Lane	Undivided	45	None	17.6	8,516	8	0	0	0
41	28.001	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	5.24	Residential	2-Lane	Undivided	55	None	17.2	1,871	16	3	1	1
42	28.002	CSAH	28	624 fee north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	Intersection of CSAH 28 (Ambassador Blvd) and Bridge St NW	0.45	Mixed Use	2-Lane	Undivided	40	None	81.9	6,381	4	0	0	0
43	3.001	CSAH	3	Intersection of CSAH 3 (University Ave NE) and CSAH 10	Intersection of CSAH 3 (University Ave NE) and MN 47	0.28	Commercial	6-Lane	Divided	35	None	25.0	10,815	55	2	4	0
44	30.001	CSAH	30	Intersection of CSAH 30 (Pleasant St) and MN 47 (N Ferry St)	Intersection of CSAH 30 (Pleasant St) and CSAH 7 (7TH AVE NW)	0.58	Commercial	2-Lane	Undivided	30	Walk with buffer	36.5	2,043	33	0	7	0
45	31.001	CSAH	31	Intersection of E MAIN ST & CSAH 31 (4TH AVE)	Intersection of CSAH 31 (Grant St) and CSAH 7 (7th Ave NW)	1.20	Mixed Use	2-Lane	Undivided	30	Walk with buffer	45.0	3,223	58	1	5	0
46	32.001	CSAH	32	Intersection of CSAH 32 (85th Ave NE) and MN 65 (Central Ave NE)	Intersection of CSAH 32 (85th Ave NE) and Indian Hills Lane	4.30	Residential	4-Lane	Undivided	30	None	18.8	10,421	137	5	7	0
47	32.002	CSAH	32	200 feet east of the intersection of CSAH 32 (Ash St) & Indian Hills Ln	Intersection of CSAH 49 (Hodgson Rd) and CSAH 32 (Ash St)	0.98	Residential	3-Lane	Undivided	55	Multi-use path	36.6	8,220	15	0	1	0
48	32.003	CSAH	32	Intersection of CSAH 32 (Ash St) and CR 49 (Hodgson Rd)	1100 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	2.69	Residential	2-Lane	Undivided	45	None	26.8	4,966	29	0	3	0
49	32.004	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.89	Commercial	2-Lane	Undivided	45	None	27.0	5,100	22	0	4	0
50	34.001	CSAH	34	Intersection of CSAH 34 (Birch St) & CR 49 (Hodgson Rd)	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	0.92	Mixed Use	2-Lane	Divided	50	Multi-use path	33.7	9,899	26	1	1	0
51	34.002	CSAH	34	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)	3.38	Residential	2-Lane	Undivided	50	Walk with buffer	16.6	7,469	44	1	2	0
52	35.001	CSAH	35	Intersection of CSAH 35 (Central Ave NE) and MN 65 (Highway 65)	Intersection of CSAH 35 (Central Ave NE) and CSAH 10	4.02	Mixed Use	2-Lane	Undivided	40	Walk with buffer	38.8	4,955	66	0	10	0
53	4.001	CSAH	4	Intersection of CSAH 4 (40th AVE NE) and MN 47 (University Ave NE)	0.2 miles north of the intersection of CSAH 4 (Stinson Blvd NE) and CSAH 2 (45th Ave NE)	2.02	Mixed Use	2-Lane	Undivided	30	Walk with buffer	41.5	3,567	83	0	9	0
54	4.002	CSAH	4	Intersection of CSAH 4 (Stinson Blvd NE) and CSAH 2 (45th Ave NE)	0.2 miles north of the intersection of CSAH 4 (Stinson Blvd NE) and CSAH 2 (45th Ave NE)	0.21	Residential	2-Lane	Undivided	30	None	48.3	1,768	5	0	1	0
55	49.003	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 23 (Lake Dr)	Intersection of CR 49 (Hodgson Rd) and CSAH 34 (Birch St)	0.90	Commercial	2-Lane	Divided	50	None	72.2	12,861	25	2	2	1
56	5.001	CSAH	5	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th ln NW	Intersection of CSAH 5 (Nowthen Blvd NW) and MN 47 (Saint Francis Blvd NW)	0.80	Residential	3-Lane	Undivided	45	Multi-use path	15.0	10,230	34	1	3	0
57	51.001	CSAH	51	Intersection of CSAH 51 (University Ave NW) and CSAH 14 (E Main St/125th Ave NE)	Intersection of CSAH 51 (University Ave NW) and CSAH 10 (County Rd 10 NE)	4.60	Mixed Use	4-Lane	Divided	50	None	19.8	15,680	396	7	24	0
58	52.001	CSAH	52	400 feet east of the intersection of CSAH 52 (Lovell Rd) and Naples St NE	Intersection of CSAH 52 (Lovell Rd) and CSAH 17 (Lexington Ave NE)	0.84	Residential	2-Lane	Undivided	35	None	53.3	4,310	32	1	2	1
59	52.002	CSAH	52	500 feet south of the intersection of CSAH 52 (Lovell Rd) and 101st Ave NE	400 feet east of the intersection of CSAH 52 (Lovell Rd) and Naples St NE	1.06	Commercial	4-Lane	Divided	50	Walk with buffer	8.5	19,170	66	1	5	0
60	52.003	CSAH	52	Intersection of CSAH 52 (Radisson Ave NE) and 105th Ave NE	500 feet south of the intersection of CSAH 52 (Radisson Ave NE) and 101st Ave NE	1.52	Commercial	4-Lane	Divided	55	Walk with buffer	7.2	16,738	56	2	5	2
61	52.004	CSAH	52	Intersection of CSAH 116 (Bunker Lake Blvd NE) & CSAH 52 (Radisson Rd NE)	300 ft S of the Intersection of 105th Ave NE & CSAH 52 (Radisson Rd NE)	4.65	Mixed Use	4-Lane	Divided	55	None	13.3	10,955	149	4	8	0
62	54.001	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	2.68	Commercial	2-Lane	Undivided	50	None	21.6	4,425	21	0	2	0
63	54.002	CSAH	54	Intersection of CSAH 54 (20th Ave S) and S Robin Ln	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	0.32	Commercial	4-Lane	Divided	50	Multi-use path	37.5	5,700	16	0	3	0
64	54.003	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	3.18	Commercial	2-Lane	Undivided	55	None	16.7	1,945	10	0	1	0
65	54.004	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	3.12	Commercial	2-Lane	Divided	55	None	9.9	1,945	9	1	0	0
66	56.001	CSAH	56	Intersection of CSAH 56 (Ramsey Blvd NW) and US 10	650 ft north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	0.87	Mixed Use	4-Lane	Divided	55	Multi-use path	14.9	8,350	35	2	2	0
67	56.002	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	2.15	Residential	2-Lane	Undivided	55	None	25.1	3,638	19	1	0	0
68	57.001	CSAH	57	Intersection of CSAH 83 (Sunfish Lake Blvd NW) and Highway 10 NW	Intersection of CSAH 83 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	0.46	Commercial	4-Lane	Divided	55	Walk with buffer	28.3	9,535	50	3	3	2
69	*6.001*	*CSAH*	*6*	*Intersection of CSAH 6 (Mississippi St NE) and CSAH 1 (E River Rd)*	*intersection of CSAH 6 (Mississippi St NE) and CSAH 35 (Central Ave NE)*	*2.08*	*Residential*	*4-Lane*	*Undivided*	*35*	*Walk with buffer*	*50.9*	*3,925*	*52*	*3*	*10*	*0*
70	6.002	CSAH	6	Intersection of CSAH 6 (Rice Creek Rd NE) and CSAH 35 (Central Ave NE)	Intersection of CSAH 6 (Rice Creek Rd NE) and Stinson Blvd NE	0.50	Residential	2-Lane	Undivided	25	None	84.6	3,787	3	0	1	0
71	62.001	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	3.47	Mixed Use	2-Lane	Undivided	55	None	23.6	2,339	13	0	0	0
72	*7.001*	*CSAH*	*7*	*0.25 miles north of the intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW)*	*Intersection of CSAH 7 (7th Ave NW) and CSAH 14 (East Main St)*	*2.36*	*Mixed Use*	*4-Lane*	*Undivided*	*45*	*Walk with buffer*	*27.1*	*14,225*	*266*	*3*	*21*	*0*
73	7.002	CSAH	7	Intersection of CSAH 7 (7th Ave NW) and 170th Ave NW	0.25 miles north of intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW)	3.60	Residential	2-Lane	Undivided	55	None	13.3	13,938	28	2	5	2
74	7.003	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	3.59	Mixed Use	2-Lane	Undivided	55	None	13.4	6,079	31	4	2	2
75	78.001	CSAH	78	Intersection of CSAH 78 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW)	Intersection of CSAH 78 (Hanson Blvd NW) and CSAH 1 (Coon Rapids Blvd)	1.35	Mixed Use	4-Lane	Divided	45	Walk with buffer	33.3	10,475	69	1	4	0
76	78.002	CSAH	78	0.55 miles north of the intersection of CSAH 78 (Hanson Blvd NW) and CR 18 (Crosstown Blvd)	Intersection of CSAH 78 (Hanson Blvd NW) and CR 11 (Northdale Blvd NW)	4.75	Mixed Use	4-Lane	Undivided	55	Multi-use path	12.6	23,888	210	10	14	0
77	8.001	CSAH	8	Intersection of CSAH 8 (Osborne Rd NE) and CSAH 1 (E River Rd)	Intersection of CSAH 8 (Osborne Rd NE) and CSAH 35 (Central Ave NE)	1.74	Mixed Use	2-Lane	Undivided	40	Walk with buffer	38.5	6,156	93	1	8	1
78	8.002	CSAH	8	Intersection of CSAH 8 (73rd Ave NE) and CSAH 35 (Central Ave NE)	Intersection of CSAH 8 (73rd Ave NE) and Stinson Blvd	0.50	Mixed Use	2-Lane	Undivided	35	Multi-use path	47.8	3,910	8	0	1	0
79	83.001	CSAH	83	Intersection of CSAH 83 (Armstrong Blvd NW) and Riverdale Dr NW	Intersection of CSAH 83 (Armstrong Blvd NW) and 150th Ln NW	0.78	Mixed Use	4-Lane	Divided	55	Multi-use path	14.1	8,100	13	0	1	0
80	*9.001*	*CSAH*	*9*	*Intersection of CSAH 9 (Round Lake Blvd NW) and 157th Ave NW*	*Intersection of CSAH 9 (Round Lake Blvd NW) and CSAH 14 (Main St NW)*	*4.19*	*Mixed Use*	*4-Lane*	*Divided*	*45*	*Walk with buffer*	*24.8*	*19,991*	*285*	*5*	*22*	*1*

Urban Segment List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Segment

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	Context Zone	Cross Section	Design	Speed Limit [mph]	Sidewalk	Access Density [access per mile]	ADT [vpd]	Total Crashes	Severe Crashes	Total HO+SSO Crashes	Severe HO+SSO Crashes
81	104.001	CR	104	Intersection of CR 104 (49th Ave NE) and CSAH 102 (Main St NE)	Intersection of CR 104 (49th Ave NE) and MN 47 (University Ave NE)	0.24	Residential	2-Lane	Undivided	30	None	86.5	2,608	22	0	6	0
82	108.001	CR	108	Intersection of CR 108 (Osborne Rd NE) and CSAH 35 (Central Ave NE)	Intersection of CR 108 (Osborne Rd NE) and Stinson Blvd NE	0.51	Residential	2-Lane	Undivided	40	Walk with buffer	56.6	2,995	7	0	3	0
83	12.001	CR	12	Intersection of CR 12 (109th Ave NE) and Phesant Ridge Dr NE	Intersection of CR 12 (109th Ave NE) and CR 53 (Sunset Ave NE)	0.85	Commercial	2-Lane	Undivided	55	Walk with buffer	3.5	5,977	14	0	1	0
84	12.002	CR	12	Intersection of CR 12 (Apollo Dr) and CR 53 (Sunset Ave NE)	Intersection of CR 12 (Apollo Dr) and CSAH 23 (Lake Dr)	1.88	Commercial	2-Lane	Undivided	50	None	13.3	3,009	22	0	8	0
85	132.001	CR	132	Intersection of CR 132 (85th Ave NW) and CSAH 1 (E River Rd)	Intersection of CR 132 (85th Ave NW) and MN 47 (University Ave NE)	1.05	Recreational	4-Lane	Undivided	50	Multi-use path	15.2	10,790	92	8	13	0
86	158.001	CR	158	Intersection of CR 158 (165th Ln NW) and CSAH 7 (7th Ave NW)	Intersection of CR 158 (165th Ln NW) and CR 58 (Valley Dr)	0.66	Natural	2-Lane	Undivided	50	None	33.3	365	1	0	0	0
87	16.001	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	3.58	Residential	2-Lane	Undivided	50	Multi-use path	23.5	3,000	22	0	1	0
88	18.001	CR	18	Intersection of CR 18 (Crosstown Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Intersection of CR 18 (Crosstown Blvd NW) and CSAH 78 (Hanson Blvd NW)	2.40	Mixed Use	2-Lane	Undivided	45	Walk with buffer	22.9	10,456	32	1	2	1
89	27.001	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	1.37	Residential	2-Lane	Undivided	45	None	27.1	2,180	6	0	0	0
90	3.001	CR	3	Intersection of CR 3 (Coon Rapids Blvd) and CSAH 1 (E River Rd/Coon Rapids Blvd)	Intersection of CR 3 (Coon Rapids Blvd) and MN 47 (University Ave)	1.57	Mixed Use	4-Lane	Divided	50	None	16.6	17,917	141	2	6	0
91	*49.001*	*CR*	*49*	*Intersection of CR 49 (North Rd) and CSAH 17 (Lexington Ave NE)*	*Intersection of CR 49 (North Rd) and CSAH 23 (Lake Dr)*	*1.32*	*Mixed Use*	*2-Lane*	*Undivided*	*35*	*Walk with buffer*	*51.5*	*6,379*	*38*	*3*	*5*	*0*
92	53.001	CR	53	Intersection of CR 53 (Sunset Ave NE) and CR 12 (Apollo Dr)	Intersection of CR 53 (Sunset Ave NE) and CR 49 (North Rd)	1.18	Mixed Use	2-Lane	Undivided	45	None	56.7	6,123	24	0	3	0
93	*53.002*	*CR*	*53*	*Intersection of CR 53 (Sunset Ave NE) and CSAH 14 (E Main St)*	*Intersection of CR 53 (Sunset Ave NE) and CR 12 (Apollo Dr)*	*1.90*	*Residential*	*2-Lane*	*Undivided*	*45*	*None*	*33.7*	*4,243*	*30*	*1*	*2*	*0*
94	57.001	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	0.19	Commercial	5-Lane	Divided	55	None	21.1	6,653	21	3	3	2
95	57.002	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	1.84	Mixed Use	2-Lane	Undivided	55	Multi-use path	19.6	4,665	26	5	5	0
96	59.001	CR	59	Intersection of CR 59 (Verdin St NW) and CR 58 (181st Ave NW)	Intersection of CR 59 (Verdin St NW) and CSAH 20 (157th Ave NW)	2.43	Mixed Use	2-Lane	Undivided	55	None	16.9	2,799	4	0	1	0
97	72.001	CR	72	Intersection of CR 72 (Rum River Blvd NW) and CSAH 24 (Bridge St NW)	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	0.09	Campus	2-Lane	Divided	35	None	55.6	4,849	1	0	0	0
98	73.001	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	1.00	Residential	2-Lane	Undivided	50	None	24.9	973	2	2	0	0
99	*81.001*	*CR*	*81*	*Intersection of CR 81 (Ash St) and CSAH 21 (Centerville Rd)*	*Intersection of CR 81 (Ash St) and Otter Lake Rd*	*0.40*	*Commercial*	*2-Lane*	*Undivided*	*40*	*None*	*17.4*	*7,818*	*19*	*0*	*3*	*0*
100	84.001	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	2.14	Residential	2-Lane	Undivided	55	None	13.5	5,830	14	0	0	0
101	84.002	CR	84	Intersection of CR 84 (Otter Lake Rd) and CSAH 14 (Main St)	750 feet south of the intersection of CR 84 (Otter Lake Rd) and E Cedar St	0.97	Commercial	2-Lane	Undivided	55	None	8.2	5,830	22	0	3	0
					Total	**209.78**								**7086**	**236**	**568**	**46**

Urban Intersection List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Intersection ID	Route System	Route No.	Intersection Description	Area Type	Context Zone	Traffic Control Device	Total Entering ADT [vpd]	Volume Cross Product [vpd^2]	Leg Configuration	Major Division Type	Alignment Skew [degrees]	Adjacent Development	Major Approach Speed Limit [mph]	Minor Approach Speed Limit [mph]	Major Approach Left Turn Lane Phasing	Major Approach Turn Lane Configuration	Max Number of Lanes Crossed	Presence of Sidewalk	Pedestrian Crossing Type	K	A	B	C	PDO	Crash Cost
1	1.001	CSAH	1	CSAH 1 (E River Rd) and MSAS 272 (37th Ave NE)	Suburban	Industrial	Signal	15,332	49,471,155	X	Depressed	20	Present	45	25	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	0	4	$ 72,000
2	*1.002*	*CSAH*	*1*	*CSAH 1 (E River Rd) and CSAH 2 (Main St NE)*	*Suburban*	*Industrial*	*Signal*	*11,934*	*26,038,440*	*X*	*Undivided*	*10*	*None*	*55*	*30*	*Protected*	*LTTR / LTTR*	*6*	*Some*	*Marking Only*	*0*	*1*	*0*	*1*	*0*	*$ 1,880,000*
3	1.003	CSAH	1	CSAH 1 (E River Rd) and MSAS 355 (51st Ave NE)	Suburban	Commercial	Signal	9,194	13,241,928	X	Depressed	0	Present	55	30	Protected	LTTR / LTTR	5	Some	Marking Only	0	0	0	1	1	$ 198,000
4	1.004	CSAH	1	CSAH 1 (E River Rd) and EB I-694 Ramps	Suburban	Commercial	Signal	18,150	49,362,089	Ramp	Curb	30	None	40	47	Protected	TT / LTT	3	None	None	0	1	0	1	9	$ 2,042,000
5	1.005	CSAH	1	CSAH 1 (E River Rd) and WB I-694 Ramps	Suburban	Mixed Use	Signal	18,205	47,423,250	Ramp	Curb	20	None	40	47	Protected	TT / LLTT	6	None	None	0	0	0	5	12	$ 1,116,000
6	1.006	CSAH	1	CSAH 1 (E River Rd) and CSAH 6 (Mississippi St NE)	Suburban	Mixed Use	Signal	18,246	63,006,120	X	Curb	25	Present	40	35	Permitted/Protected	LTTR / LTTR	5	Some	Marking Only	0	0	2	4	8	$ 1,624,000
7	1.007	CSAH	1	CSAH 1 (E River Rd) and CSAH 8 (Osborne Rd NE) / MSAS 332	Suburban	Mixed Use	Signal	14,426	39,399,900	X	Curb	10	Present	40	35	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	4	4	0	$ 2,240,000
8	1.008	CSAH	1	CSAH 1 (E River Rd) and MSAS 343 (77th Ave NE)	Suburban	Mixed Use	Signal	10,884	12,475,764	T	Curb	30	Present	40	30	Protected	TTR / LTT	5	Some	Marking Only	0	0	0	0	0	$ -
9	1.009	CSAH	1	CSAH 1 (E River Rd) and MSAS 309	Suburban	Residential	Signal	10,582	6,520,725	X	Curb	45	Present	45	30	Protected	LTTR / LTTR	6	Some	Marking Only	0	1	1	1	3	$ 2,314,000
10	1.010	CSAH	1	CSAH 1 (E River Rd) and MSAS 141 (Mississippi Blvd NW)	Suburban	Residential	Thru-Stop	10,435	1,704,654	T	Curb	5	None	45	30	NA	LTT / RTT	5	Some	Sidewalk Only	0	0	0	2	0	$ 360,000
11	1.011	CSAH	1	CSAH 1 (E River Rd) and CR 13 (85th Ave NW)	Suburban	Residential	Signal	15,559	44,957,705	X	Curb	10	None	45	50	Protected	LTTR / LTTR	6	Some	Marking Only	0	2	6	2	12	$ 6,256,000
12	1.012	CSAH	1	CSAH 1 (E River Rd) and MSAS 141 (86th Ave NW)	Suburban	Residential	Thru-Stop	13,553	4,941,750	X	Curb	5	None	45	30	NA	LTTR / LTTR	6	Some	Sidewalk Only	0	0	0	1	2	$ 216,000
13	1.013	CSAH	1	CSAH 1 (E River Rd) and WB MN 610 Ramps	Suburban	Commercial	Signal	19,571	72,638,976	Ramp	Curb	0	Present	45	45	Permitted	TT / LTT	3	Some	Marking Only	0	0	4	10	30	$ 3,860,000
14	1.014	CSAH	1	CSAH 1 (E River Rd) and EB MN 610 Ramps	Suburban	Residential	Thru-Stop	20,211	67,293,428	Ramp	Curb	5	None	45	30	NA	LTTR / TTR	6	Some	Sidewalk Only	0	0	0	5	16	$ 1,188,000
15	*1.015*	*CSAH*	*1*	*CSAH 1 (E River Rd) and CSAH 11 (Foley Blvd NW)*	*Suburban*	*Residential*	*Signal*	*19,518*	*56,200,577*	*X*	*Curb*	*0*	*None*	*45*	*40*	*Permitted/Protected*	*LTTR / LTTR*	*6*	*Some*	*Marking Only*	*0*	*3*	*0*	*0*	*6*	*$ 5,208,000*
16	*1.016*	*CSAH*	*1*	*CSAH 1 (Coon Rapids Blvd NW / East River Rd) and CR 3 (Coon Rapids Blvd NW)*	*Suburban*	*Mixed Use*	*Uncontrolled*	*26,743*	*134,181,292*	*T*	*Barrier*	*30*	*None*	*45*	*50*	*NA*	*LLTT / TT*	*7*	*Some*	*None*	*0*	*0*	*0*	*1*	*2*	*$ 216,000*
17	1.017	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 126 (Old Coon Rapids Blvd NW)	Suburban	Residential	Thru-Stop	25,821	41,565,600	T	Curb	0	None	45	30	NA	TTTR / TTT	8	None	None	0	0	2	4	10	$ 1,660,000
18	1.018	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (100th Ave NW)	Suburban	Residential	Signal	26,408	55,709,952	X	Curb	0	Present	45	30	Permitted/Protected	LTTTR / LTTTR	8	Some	Marking Only	1	1	2	3	5	$ 6,490,000
19	1.019	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 104 (Egret Blvd NW)	Suburban	Commercial	Signal	27,013	98,419,152	X	Curb	0	Present	45	30	Permitted/Protected	LTTR / LTTR	6	All	Marking Only	0	2	8	12	54	$ 9,572,000
20	1.020	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 78 (Hanson Blvd NW)	Suburban	Commercial	Signal	26,132	136,708,132	X	Curb	35	Present	45	30	Permitted/Protected	LTTR / LTTR	6	All	Marking Only	0	0	24	68	116	$ 23,448,000
21	1.021	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 137 (Xavis St NW)	Suburban	Commercial	Signal	18,492	32,183,915	X	Curb	0	Present	45	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	2	8	10	14	$ 8,492,000
22	1.022	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 155 (Direct River Dr)	Suburban	Mixed Use	Thru-Stop	17,380	13,783,651	Other	Curb	10	Present	45	30	NA	LTTR / LTTR	6	Some	Marking Only	0	1	0	2	7	$ 2,186,000
23	1.023	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)	Suburban	Commercial	Signal	18,599	60,045,678	X	Curb	15	Present	45	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	4	0	22	$ 1,916,000
24	1.024	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 154 (11th Ave NW)	Suburban	Commercial	Signal	12,385	616,750	X	Curb	5	Present	50	30	Protected	LTTR / LTTR	6	Some	Marking Only	2	0	0	2	20	$ 7,520,000
25	1.025	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 105 (Mississippi Blvd NW)	Suburban	Commercial	Signal	18,910	81,102,625	X	Curb	0	Present	50	30	Permitted/Protected	LTTR / LTTR	6	Some	None	2	0	4	6	24	$ 9,832,000
26	1.026	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 113 (Round Lake Blvd NW)	Suburban	Mixed Use	Signal	14,200	23,004,775	X	Curb	0	Present	50	30	Protected	LTTR / LTTR	6	Some	Marking Only	0	2	2	4	6	$ 4,988,000
27	1.027	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 121 (Resiling Blvd NW)	Suburban	Residential	Signal	14,373	37,110,626	X	Curb	30	Present	50	30	Protected	LTTR / LTT	6	Some	None	0	0	2	0	12	$ 976,000
28	1.028	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 119 (Blackfoot St NW)	Suburban	Mixed Use	Signal	14,273	44,546,430	X	Curb	25	None	50	10	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	2	6	$ 468,000
29	1.029	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (7th Ave)	Suburban	Mixed Use	Signal	13,210	39,203,416	X	Undivided	25	Present	35	35	Permitted	TT / TT	4	Some	Marking Only	0	1	0	2	6	$ 2,168,000
30	1.030	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 116 (South St) / MSAS 115 (Military Rd)	Suburban	Mixed Use	Signal	8,407	7,981,756	Other	Undivided	35	Present	30	30	Permitted	TT / TT	4	All	Marking Only	0	0	2	4	2	$ 1,516,000
31	1.031	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 135 (Jefferson St)	Suburban	Residential	Thru-Stop	6,978	681,021	T	Undivided	0	None	30	30	NA	TT / TT	4	All	None	0	0	1	1	0	$ 560,000
32	1.032	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 124 (Monroe St)	Suburban	Residential	Thru-Stop	7,454	3,955,425	T	Undivided	0	None	30	30	NA	TT / TT	4	All	Marking Only	0	0	1	1	4	$ 632,000
33	1.033	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 124 (Monroe St)	Suburban	Residential	Thru-Stop	7,028	1,024,971	T	Undivided	0	Present	30	30	NA	TT / TT	4	Some	Sidewalk Only	0	0	1	1	4	$ 632,000
34	1.034	CSAH	1	CSAH 14 (Main St) and CSAH 1 / MSAS 119 (5th Ave)	Urban	Commercial	Signal	19,358	63,488,016	X	Curb	5	Present	30	30	Permitted/Protected	LTT / LTT	4	All	Marking Only	0	2	0	8	18	$ 5,164,000
35	10.001	CSAH	10	CR 3 (Coon Rapids Blvd NW) and SB MN 47 Ramps	Suburban	Commercial	Signal	20,637	38,318,162	Ramp	Curb	15	None	50	47	Protected	LTT / TTR	3	Some	Marking Only	0	0	0	1	9	$ 342,000
36	10.002	CSAH	10	CSAH 10 and NB MN 47 Ramps	Suburban	Commercial	Signal	25,100	59,492,500	Ramp	Curb	15	None	50	47	Protected	TTR / LTT	3	Some	None	0	0	0	0	10	$ 180,000
37	10.003	CSAH	10	CSAH 10 and MSAS 115 (Jefferson St NE)	Suburban	Commercial	Signal	25,780	118,210,324	X	Depressed	35	Present	50	30	Protected	LLTTR / LLTTR	8	Some	Marking Only	0	0	8	28	156	$ 10,888,000
38	10.004	CSAH	10	CSAH 10 and SB MN 65 (Central Ave NE) Ramps	Urban	Residential	Uncontrolled	21,540	34,198,964	Ramp	Depressed	65	None	50	47	NA	TT / TT	2	None	None	0	0	0	0	2	$ 36,000
39	10.005	CSAH	10	CSAH 10 and MN 65 (Central Ave NE) Ramps	Suburban	Mixed Use	Uncontrolled	23,679	72,859,940	Ramp	Barrier	60	None	50	47	NA	TTR / TTR	3	None	None	0	1	1	4	8	$ 2,944,000
40	10.006	CSAH	10	CSAH 10 and NB MN 65 (Central Ave NE) Ramps	Suburban	Commercial	Uncontrolled	21,826	31,465,248	Ramp	Depressed	60	None	50	47	NA	TTR / TT	3	None	None	0	0	0	0	1	$ 18,000
41	102.001	CSAH	102	CSAH 102 (Main St NE) and CR 104 (49th Ave NE)	Suburban	Residential	All-Way Stop	5,068	5,650,272	T	Undivided	0	None	35	30	NA	T / T	2	Some	None	0	0	0	0	1	$ 18,000
42	102.002	CSAH	102	CSAH 102 (Main St NE) and MSAS 319 (53rd Ave NE)	Suburban	Mixed Use	Thru-Stop	5,858	5,675,425	T	Undivided	0	None	35	30	NA	T / T	2	Some	None	0	0	0	0	0	$ -
43	102.003	CSAH	102	CSAH 102 (Main St NE) and CSAH 102 (57th Ave NE)	Suburban	Commercial	All-Way Stop	11,213	31,086,510	X	Undivided	0	Present	30	30	NA	TR / T	4	Some	Marking Only	0	0	0	0	0	$ -
44	102.004	CSAH	102	MN 47 (University Ave NE) and MSAS 301 / CSAH 102 (57th Ave NE)	Suburban	Commercial	Signal	44,146	296,003,745	X	Curb	0	Present	50	30	Protected	LLTTR / LTTR	5	Some	Marking Only	0	2	12	22	68	$ 13,144,000
45	11.001	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 159 (Norway St NW)	Suburban	Residential	Signal	3,865	376,500	X	Curb	0	Present	40	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	0	1	$ 18,000
46	11.002	CSAH	11	CR 3 (Coon Rapids Blvd NW) and CSAH 11 (Foley Blvd NW)	Suburban	Mixed Use	Signal	23,414	121,396,000	X	Curb	0	Present	50	40	Permitted/Protected	LTTR / LTTR	7	Some	Marking Only	0	8	12	20	48	$ 22,624,000
47	11.003	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 103 (99th Ave NW)	Suburban	Residential	Signal	16,812	47,707,155	T	Undivided	20	Present	40	30	Permitted/Protected	LTT / TT	5	Some	Marking Only	0	0	1	3	9	$ 1,082,000
48	11.004	CSAH	11	CSAH 11 (Foley Blvd NW) and SB MN 47 Ramps	Suburban	Commercial	Signal	21,169	89,638,695	Ramp	Curb	0	None	40	45	Protected	LTTR / LTTR	1	Some	Marking Only	0	3	3	24	30	$ 11,100,000
49	11.005	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 128 (101st Ave NW) / NB MN 47 Ramps	Suburban	Mixed Use	Signal	25,177	148,682,820	Ramp	Curb	20	Present	40	30	Permitted/Protected	LTTR / LTTR	3	Some	None	0	0	12	24	152	$ 11,616,000
50	11.006	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 104 (Egret Blvd NW)	Suburban	Residential	Signal	17,753	70,853,946	X	Curb	20	None	40	40	Permitted/Protected	LTTR / LTTR	6	All	Marking Only	0	2	4	8	16	$ 6,648,000
51	11.007	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 122 (Dogwood St NW)	Suburban	Mixed Use	Thru-Stop	10,945	13,134,156	X	Curb	0	Present	40	30	NA	LTTR / LTTR	6	Some	Sidewalk Only	0	0	0	3	3	$ 594,000
52	11.008	CSAH	11	CSAH 11 / CSAH 12 (Northdale Blvd NW) and CSAH 11 (Foley Blvd NW) / MSAS 114	Suburban	Mixed Use	Signal	17,063	71,428,102	X	Curb	50	Present	35	40	Permitted/Protected	LTR / LTR	5	All	Marking Only	0	4	0	12	20	$ 9,320,000
53	11.009	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 142 (Kumquat St NW)	Suburban	Residential	Thru-Stop	8,525	5,725,650	X	Undivided	0	None	35	30	NA	T / T	2	Some	Sidewalk Only	0	0	1	0	0	$ 380,000
54	11.010	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 143 (Olive St NW)	Suburban	Recreational	Thru-Stop	8,739	7,392,710	X	Undivided	0	None	35	30	NA	T / T	2	Some	Sidewalk Only	0	0	1	3	2	$ 956,000
55	11.011	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 120 (Xeon St NW)	Suburban	Mixed Use	Signal	12,713	37,903,950	X	Curb	0	Present	45	30	Protected	LTR / LTR	4	None	Marking Only	0	2	2	2	0	$ 4,520,000
56	11.012	CSAH	11	CSAH 78 / CSAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd)	Suburban	Commercial	Signal	38,710	247,625,664	X	Curb	5	Present	45	45	Protected	LTTTR / LTTTR	5	Some	Marking Only	0	4	28	24	120	$ 23,920,000
57	11.013	CSAH	11	CSAH 11 (Hanson Blvd NW) and US 10 / MN 47 Ramps	Suburban	Commercial	Signal	52,544	662,138,800	X	Curb	15	None	45	45	Protected	LLTTTR / LLTTTR	2	Some	Marking Only	0	8	64	168	568	$ 78,384,000
58	11.014	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 153 (Raven St)	Suburban	Residential	Signal	14,567	19,773,780	T	Painted	0	Present	35	30	Permitted/Protected	TR / LT	3	Some	Marking Only	0	0	1	4	7	$ 1,226,000
59	*11.015*	*CSAH*	*11*	*CSAH 11 / MSAS 127 (Northdale Blvd NW) and MSAS 136 / CSAH 18 (Crooked Lake Blvd NW)*	*Suburban*	*Residential*	*Signal*	*13,539*	*37,899,090*	*X*	*Undivided*	*0*	*None*	*35*	*35*	*Permitted/Protected*	*LTR / LTR*	*4*	*All*	*Marking Only*	*0*	*0*	*1*	*0*	*10*	*$ 560,000*
60	11.016	CSAH	11	CSAH 78 / CSAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW) / MSAS 107 (Robinson Dr NW)	Suburban	Commercial	Signal	33,114	263,803,960	X	Curb	0	Present	40	40	Protected	LTT / LLTTR	4	All	Marking Only	0	4	20	28	76	$ 20,808,000
61	116.001	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 120 (Civic Center Dr)	Small Town	Residential	Thru-Stop	5,318	5,127,045	X	Undivided	20	None	55	30	NA	LTR / LTR	4	Some	Sidewalk Only	0	0	0	0	0	$ -
62	116.002	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 101 (Town Center Dr)	Suburban	Residential	Thru-Stop	4,153	405,300	X	Undivided	0	None	55	30	NA	LTR / LTR	5	None	Marking Only	0	0	0	0	0	$ -
63	116.005	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 122 (Thurston Ave)	Suburban	Residential	Signal	15,190	53,506,089	X	Curb	0	Present	50	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	2	2	2	12	$ 4,736,000
64	116.006	CSAH	116	MN 47 (Saint Francis Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Suburban	Commercial	Signal	35,654	317,365,008	X	Curb	0	Present	55	50	Permitted/Protected	LLTR / LLTR	6	Some	Marking Only	0	4	8	32	96	$ 17,328,000
65	116.007	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 148 (Inca St NW)	Suburban	Residential	Thru-Stop	11,724	292,475	T	Curb	0	None	50	30	NA	TT / TTR	2	Some	Marking Only	0	0	0	0	0	$ -
66	116.008	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 142 (38th Ave NW)	Suburban	Residential	Signal	14,549	20,137,000	T	Curb	0	None	45	35	Protected	LTTR / LTT	6	Some	Marking Only	0	0	1	0	2	$ 416,000
67	116.009	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 145 (12th Ave)	Suburban	Residential	Thru-Stop	14,750	6,421,149	T	Painted	0	None	45	30	NA	TTR / LTT	4	Some	None	0	0	0	0	0	$ -
68	116.010	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 130 (Quay St NW)	Suburban	Mixed Use	Signal	20,242	14,787,597	X	Curb	0	Present	45	10	Protected	LTTR / LTTR	6	None	Marking Only	0	4	2	2	10	$ 8,100,000
69	116.011	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 130 (Heather St NW)	Suburban	Residential	Signal	15,181	10,233,118	X	Curb	0	None	50	30	Protected	LTTR / LTTR	6	Some	Marking Only	0	1	0	1	1	$ 1,898,000
70	116.012	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 119 (Crooked Lake Blvd NW)	Suburban	Residential	Thru-Stop	15,134	9,552,840	T	Curb	10	None	50	30	NA	TTR / LTT	6	Some	Sidewalk Only	0	0	0	2	8	$ 504,000
71	116.013	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 119 (Crosstown Dr NW)	Suburban	Mixed Use	Thru-Stop	17,076	37,661,348	T	Curb	35	Present	50	30	NA	LTT / TTR	6	Some	Marking Only	0	0	2	4	4	$ 1,552,000
72	116.014	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 150 (Thrush St NW)	Suburban	Mixed Use	Thru-Stop	15,213	13,002,336	X	Curb	0	Present	50	30	NA	TTR / TTR	6	Some	Marking Only	0	0	0	0	0	$ -
73	116.015	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 151 (Martin St NW)	Suburban	Commercial	Thru-Stop	17,068	39,536,256	X	Curb	35	Present	50	30	NA	LTTR / LTTR	6	Some	Marking Only	0	6	6	4	16	$ 13,488,000
74	116.016	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 118 (Jay St NW)	Suburban	Commercial	Signal	18,768	63,853,056	X	Curb	10	Present	50	35	NA	LTTR / LTTR	6	Some	Marking Only	0	0	6	12	12	$ 4,656,000
75	116.017	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 101 (Prairie Rd NW)	Small Town	Residential	Signal	14,656	33,196,800	T	Curb	0	None	55	35	Permitted/Protected	LTT / TTR	5	Some	Marking Only	0	0	2	1	2	$ 976,000
76	12.001	CSAH	12	CSAH 12 (Northdale Blvd NW) and MSAS 123 / MSAS 122 (Dogwood St NW)	Suburban	Residential	Thru-Stop	8,162	8,463,517	X	Curb	0	None	35	30	NA	LTR / LTR	4	Some	Signs & Markings	0	0	4	32	32	$ 7,856,000
77	*12.002*	*CSAH*	*12*	*CSAH 51 (University Ave NW) and CSAH 12 (Northdale Blvd NW / 109th Ave NE)*	*Suburban*	*Mixed Use*	*Signal*	*27,460*	*181,937,888*	*X*	*Curb*	*40*	*Present*	*40*	*35*	*Protected*	*LTTR / LTTR*	*5*	*All*	*Marking Only*	*0*	*0*	*20*	*16*	*112*	*$ 12,496,000*
78	12.003	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 117 (Jefferson St NE)	Suburban	Residential	Signal	16,878	34,140,800	X	Undivided	0	Present	35	30	Permitted/Protected	LTR / LTR	4	All	Marking Only	0	0	0	1	7	$ 306,000
79	12.004	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 132 (Fillmore St NE)	Suburban	Residential	Thru-Stop	13,821	2,158,754	T	Curb	0	None	45	30	NA	TT / TT	4	Some	Sidewalk Only	0	0	2	2	6	$ 1,228,000
80	12.005	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 124 (Ulysses St NE)	Suburban	Residential	Thru-Stop	17,633	54,242,110	T	Curb	0	Present	45	40	NA	LTT / LTTR	6	Some	Marking Only	0	0	4	20	44	$ 5,912,000
81	12.006	CSAH	12	MN 65 (Central Ave NE) and CSAH 12 (109th Ave NE)	Suburban	Commercial	Signal	65,806	793,199,265	X	Depressed	0	Present	60	45	Protected	LLTTR / LLTTR	7	Some	Marking Only	12	4	28	68	404	$ 77,752,000
82	12.007	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 130 (Davenport St)	Suburban	Commercial	Signal	29,199	200,751,480	X	Curb	0	Present	45	35	Protected	LLTTR / LTTR	5	Some	Marking Only	0	0	2	20	92	$ 6,016,000
83	12.008	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 133 (Tournament Players Pkwy)	Suburban	Mixed Use	Thru-Stop	20,372	40,806,240	X	Curb	0	Present	55	35	NA	LTTR / LTTR	6	Some	Marking Only	0	0	5	4	6	$ 2,728,000

Urban Intersection List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Intersection ID	Route System	Route No.	Intersection Description	Area Type	Context Zone	Traffic Control Device	Total Entering ADT [vpd]	Volume Cross Product [vpd^2]	Leg Configuration	Major Division Type	Alignment Skew [degrees]	Adjacent Development	Major Approach Speed Limit [mph]	Minor Approach Speed Limit [mph]	Major Approach Left Turn Lane Phasing	Major Approach Turn Lane Configuration	Max Number of Lanes Crossed	Presence of Sidewalk	Pedestrian Crossing Type	K	A	B	C	PDO	Crash Cost
84	12.009	CSAH	12	CSAH 12 (109th Ave NE) and CSAH 52 (Flanders St NE)	Suburban	Mixed Use	Signal	29,134	211,965,165	X	Curb	10	None	50	55	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	14	72	$ 3,816,000
85	12.010	CSAH	12	CSAH 17 (Lexington Ave NE) and CSAH 12 (109th Ave NE)	Suburban	Commercial	Signal	29,510	177,412,921	X	Depressed	0	None	45	55	Protected	LTTR / LTTR	7	Some	Marking Only	0	8	0	28	76	$ 20,008,000
86	14.001	CSAH	14	CSAH 14 (Main St) and MSAS 133 (6th Ave)	Urban	Mixed Use	Thru-Stop	14,668	7,070,331	X	Undivided	0	Present	30	30	NA	TT / TT	4	All	Sidewalk Only	0	0	0	1	7	$ 306,000
87	14.002	CSAH	14	CSAH 14 (Main St) and MSAS 111 (9th Ave)	Suburban	Residential	Signal	12,822	15,203,000	X	Undivided	0	Present	35	30	Permitted/Protected	LTT / LTT	5	Some	Marking Only	0	0	1	2	3	$ 794,000
88	14.003	CSAH	14	CSAH 14 (Main St) and MSAS 134 (Wedgewood Dr NW)	Suburban	Mixed Use	Signal	13,850	27,025,000	X	Curb	0	Present	45	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	2	6	$ 468,000
89	14.004	CSAH	14	CSAH 14 (Main St) and MSAS 136 (124th Ave NW)	Suburban	Commercial	Signal	35,932	130,511,200	X	Curb	0	Present	45	30	Protected	LLTTTR / LLTTTR	9	Some	Marking Only	0	0	2	4	18	$ 1,804,000
90	14.005	CSAH	14	CSAH 14 (Main St) and MSAS 127 (Northdale Blvd NW)	Suburban	Commercial	Signal	47,732	506,128,800	X	Curb	0	Present	45	35	Permitted/Protected	LLTTTR / LLTTTR	9	All	Marking Only	0	0	28	40	172	$ 20,936,000
91	14.006	CSAH	14	CSAH 14 (Main St) and SB US 10 / MN 47 Ramps	Suburban	Commercial	Signal	37,720	243,076,808	X	Curb	10	None	45	45	Protected	TTTR / LLTTT	3	Some	Marking Only	0	0	2	8	22	$ 2,596,000
92	14.007	CSAH	14	CSAH 14 (Main St) and NB US 10 / MN 47 Ramps	Suburban	Commercial	Signal	34,908	211,384,467	X	Curb	0	None	45	45	Protected	LLTTT / TTTR	4	Some	Marking Only	0	0	0	8	32	$ 2,016,000
93	14.008	CSAH	14	CSAH 14 (Main St) and CSAH 18 (Coon Creek Blvd NW)	Suburban	Commercial	Signal	34,496	280,773,583	X	Curb	0	None	45	45	Permitted/Protected	LLTTR / LTTR	5	Some	Marking Only	0	0	16	28	20	$ 11,480,000
94	14.009	CSAH	14	CSAH 14 (Main St) and MSAS 129 (Partridge St NW)	Suburban	Residential	Signal	19,486	61,053,649	X	Curb	0	None	55	30	Permitted/Protected	LTTR / LTTR	6	Some	Signs & Markings	2	2	4	6	20	$ 13,160,000
95	14.010	CSAH	14	CSAH 78 (Hanson Blvd NW) and CSAH 14 (Main St)	Suburban	Residential	Signal	41,316	416,320,064	X	Curb	0	None	45	55	Permitted/Protected	LLTTR / LLTTR	7	Some	Marking Only	0	16	16	28	120	$ 40,480,000
96	14.011	CSAH	14	CSAH 14 (Main St) and MSAS 144 (Avocet St NW)	Suburban	Residential	Signal	20,049	14,585,508	T	Curb	0	None	55	30	Permitted/Protected	LTT / LTTR	6	Some	Marking Only	0	0	4	0	10	$ 1,700,000
97	14.012	CSAH	14	CSAH 14 (Main St) and MSAS 143 (Olive St NW)	Suburban	Residential	Thru-Stop	19,712	8,083,767	T	Curb	0	None	55	30	NA	TTR / TT	4	Some	Marking Only	0	0	0	0	1	$ 18,000
98	14.013	CSAH	14	CSAH 14 (Main St) and MSAS 114 (Foley Blvd NW)	Suburban	Residential	Signal	24,658	103,506,945	X	Curb	0	Present	55	35	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	4	2	14	14	$ 10,332,000
99	14.014	CSAH	14	CSAH 14 (Main St) and MSAS 152 (Flintwood St)	Suburban	Residential	Thru-Stop	19,630	6,501,741	X	Curb	0	None	55	30	NA	TTR / TTR	5	Some	Marking Only	0	0	0	0	2	$ 36,000
100	14.015	CSAH	14	CSAH 14 (Main St) and CSASH 51 / MSAS 124 (University Ave NW)	Suburban	Residential	Signal	29,418	167,332,972	X	Curb	0	None	50	25	Permitted/Protected	LTTR / LLTTR	6	Some	Marking Only	0	8	28	32	128	$ 32,304,000
101	14.016	CSAH	14	CSAH 14 (Main St) and MSAS 121 (Jefferson St)	Suburban	Residential	Signal	27,384	78,602,508	X	Curb	0	Present	50	40	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	4	8	32	$ 3,536,000
102	14.017	CSAH	14	CSAH 14 (Main St) and MSAS 111 (Oak Park Blvd NE)	Suburban	Residential	Signal	28,817	113,175,066	X	Curb	0	None	50	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	3	12	36	$ 3,948,000
103	14.018	CSAH	14	CSAH 14 (Main St) and MSAS 124 (Ulysses St NE)	Suburban	Commercial	Signal	28,897	115,105,146	X	Curb	0	Present	50	35	Permitted/Protected	LTTR / LTTTR	5	Some	Marking Only	0	0	12	10	68	$ 7,584,000
104	14.019	CSAH	14	CSAH 14 (Main St) and MN 65 Ramps	Suburban	Commercial	Signal	28,434	103,934,808	X	Curb	10	None	50	45	Protected	LLTTR / LLTTR	2	Some	Marking Only	0	1	3	9	53	$ 5,414,000
105	14.020	CSAH	14	CSAH 14 (Main St) and MSAS 130 (Central Ave NE)	Suburban	Commercial	Signal	28,420	123,247,200	X	Curb	0	Present	50	35	Permitted/Protected	LLTTTR / LTTR	4	Some	Marking Only	0	2	14	26	102	$ 15,236,000
106	14.021	CSAH	14	CSAH 14 (Main St) and CSAH 52 (Radisson Rd NE)	Suburban	Residential	Signal	32,746	223,091,280	X	Curb	0	None	50	45	Protected	LTTR / LTTR	7	Some	Marking Only	0	0	0	8	68	$ 2,664,000
107	14.022	CSAH	14	CSAH 14 (Main St) and MSAS 146 (Cloud Dr NE)	Suburban	Commercial	Signal	20,432	28,083,900	T	Curb	0	None	55	30	Permitted/Protected	LTTR / LTT	6	All	Marking Only	0	0	0	6	4	$ 1,152,000
108	14.023	CSAH	14	CSAH 14 (Main St) and MSAS 137 (Harpers St NE)	Suburban	Residential	Signal	18,910	60,613,800	X	Curb	0	None	55	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	4	4	16	48	$ 12,064,000
109	14.024	CSAH	14	CSAH 14 (Main St) and North Lake Blvd	Suburban	Residential	Signal	17,102	33,819,240	X	Curb	0	None	55	30	Permitted/Protected	LTTR / LTTR	6	Some	Signs & Markings	0	2	4	0	14	$ 5,172,000
110	14.025	CSAH	14	CSAH 14 (Main St) and CSAH 17 (Lexington Ave NE)	Suburban	Residential	Signal	26,618	177,124,581	X	Curb	0	None	55	55	Permitted/Protected	LTTR / LTTR	9	Some	Marking Only	0	4	12	8	72	$ 14,096,000
111	14.026	CSAH	14	CSAH 14 (Main St) and MSAS 142 (Lever St NE)	Suburban	Residential	Signal	13,607	19,924,522	X	Curb	0	None	55	30	Permitted/Protected	LTR / LTR	4	Some	Marking Only	0	0	2	6	18	$ 2,164,000
112	14.030	CSAH	14	CSASH 23 (Lake Dr NE) and CSAH 14 (Main St)	Suburban	Residential	Signal	19,781	97,659,984	X	Undivided	25	Present	50	40	Protected	LTR / LTR	4	Some	Marking Only	0	0	3	3	18	$ 2,004,000
113	14.031	CSAH	14	CSAH 14 (Main St) and CSAH 21 (Centerville Rd)	Suburban	Residential	All-Way Stop	11,632	19,920,415	X	Undivided	0	Present	25	30	NA	LTR / LT	4	Some	Marking Only	0	0	0	1	3	$ 234,000
114	14.032	CSAH	14	CSAH 14 (Main St) and CSAH 54 (20th Ave N)	Suburban	Mixed Use	Signal	20,484	84,259,715	X	Curb	0	Present	45	50	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	4	8	48	$ 3,824,000
115	14.033	CSAH	14	CSAH 14 (Main St) and SB I-35E Ramps	Suburban	Commercial	Signal	21,299	30,554,797	T	Curb	0	None	45	47	NA	TTTT / TT	1	Some	None	0	0	0	2	10	$ 540,000
116	14.034	CSAH	14	CSAH 14 (Main St) and NB I-35E Ramps	Small Town	Commercial	Signal	25,308	89,412,435	Ramp	Curb	15	None	45	47	NA	LTT / TTTR	2	Some	None	0	0	4	16	116	$ 6,488,000
117	14.035	CSAH	14	CSAH 14 (Main St) and CR 84 (22nd Ave S)	Suburban	Commercial	Signal	26,415	112,729,176	X	Curb	0	Present	50	55	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	8	26	$ 1,908,000
118	14.036	CSAH	14	CSAH 14 (Main St) / CSAH 8 (Frenchman Rd N) and MSAS 115 (Elmcrest Ave N)	Suburban	Mixed Use	Thru-Stop	21,505	68,426,226	X	Curb	10	None	50	40	NA	TTR / TTR	5	Some	Marking Only	0	0	2	0	6	$ 868,000
119	*17.001*	*CSAH*	*17*	*CSAH 32 (85th Ave NE) and CSAH 17 (Lexington Ave NE)*	*Suburban*	*Residential*	*Signal*	*15,838*	*61,329,936*	*X*	*Undivided*	*20*	*None*	*50*	*45*	*Protected*	*LT / LT*	*6*	*Some*	*Marking Only*	*0*	*0*	*4*	*2*	*22*	*$ 2,276,000*
120	17.002	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 151 (87th Ave NE)	Suburban	Residential	Thru-Stop	8,397	417,350	T	Curb	0	None	45	30	NA	TT / LTT	4	Some	Sidewalk Only	0	0	0	2	0	$ 360,000
121	17.003	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 112 (Woodland Rd)	Suburban	Mixed Use	Thru-Stop	10,012	991,200	X	Curb	0	Present	35	30	NA	LTT / LTT	5	Some	Sidewalk Only	0	0	0	0	16	$ 288,000
122	17.004	CSAH	17	CSAH 23 (Lake Dr) and CSAH 17 (Lexington Ave NE)	Suburban	Commercial	Signal	22,443	125,443,890	X	Curb	40	Present	45	35	Protected	LTR / LTR	6	Some	Marking Only	0	0	24	16	64	$ 13,152,000
123	17.005	CSAH	17	CSAH 17 (Lexington Ave NE) and CSAH 52 (Lovell Rd)	Suburban	Mixed Use	Thru-Stop	13,303	24,023,940	T	Undivided	0	Present	35	35	NA	TT / LTTR	6	Some	Sidewalk Only	0	0	1	3	10	$ 1,100,000
124	17.006	CSAH	17	CSAH 17 (Lexington Ave NE) and West Rd	Suburban	Residential	Thru-Stop	11,413	2,954,220	T	Curb	0	None	35	30	NA	TT / TT	4	Some	Marking Only	0	0	0	0	1	$ 18,000
125	17.007	CSAH	17	CSAH 17 (Lexington Ave NE) and CR 49 (North Rd)	Suburban	Residential	Signal	19,186	84,045,024	X	Curb	0	Present	45	35	Protected	LTTR / LTTR	6	Some	Marking Only	0	2	4	4	6	$ 5,748,000
126	17.008	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 120 (Ball Rd NE)	Suburban	Mixed Use	Signal	22,189	116,361,688	X	Curb	0	Present	45	30	Protected	LTTR / LLTTR	7	Some	None	0	0	4	28	52	$ 7,496,000
127	17.009	CSAH	17	CSAH 17 (Lexington Ave NE) and NB I-35W Ramps	Suburban	Commercial	Signal	27,175	129,757,733	Ramp	Curb	15	None	45	47	Protected	TTR / LTT	2	Some	Marking Only	0	0	0	0	22	$ 396,000
128	17.010	CSAH	17	CSAH 17 (Lexington Ave NE) and SB I-35W Ramps	Suburban	Commercial	Signal	34,361	171,548,538	Ramp	Curb	20	None	45	47	Protected	LLTT / RRTT	2	Some	Marking Only	0	0	4	6	42	$ 3,356,000
129	17.011	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 128 (Pheasant Ridge Dr NE)	Suburban	Commercial	Signal	31,360	86,623,239	X	Curb	0	Present	45	35	Permitted/Protected	LTTR / LTTT	6	Some	Marking Only	0	0	8	8	44	$ 5,272,000
130	17.012	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 142 (Woodland Pkwy NE)	Suburban	<Null>	Signal	15,044	15,812,259	X	Depressed	0	None	55	30	Permitted/Protected	LTTR / LTTR	4	Some	Marking Only	0	0	2	0	6	$ 868,000
131	*17.013*	*CSAH*	*17*	*CSAH 17 (Lexington Ave NE) and MSAS 142 (122nd Ave NE)*	*Suburban*	*Residential*	*Thru-Stop*	*16,249*	*32,570,194*	*T*	*Depressed*	*0*	*Present*	*55*	*30*	*NA*	*LTTR / LTTT*	*6*	*Some*	*Marking Only*	*0*	*0*	*8*	*0*	*16*	*$ 3,328,000*
132	17.014	CSAH	17	CSAH 17 (Lexington Ave) and MSAS 141 (131st Ave NE)	Small Town	Residential	Signal	12,776	2,564,688	X	Curb	0	None	55	35	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	0	2	$ 36,000
133	17.015	CSAH	17	CSAH 17 (Lexington Ave) and CSAH 116 (Bunker Lake Blvd NE)	Small Town	Residential	Signal	12,203	17,035,152	T	Curb	0	None	55	55	Permitted/Protected	LTT / TTR	5	Some	Marking Only	4	0	0	0	0	$ 13,600,000
134	18.001	CSAH	18	CSAH 18 (Crooked Lake Blvd NW) and MSAS 105 (Mississippi Blvd NW)	Suburban	Residential	Signal	7,358	11,768,800	X	Undivided	0	None	35	30	Both	LT / TR	3	Some	Marking Only	0	1	0	2	0	$ 2,060,000
135	18.002	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 135 (128th Ave NW)	Suburban	Residential	Thru-Stop	13,852	9,119,187	T	Curb	0	None	45	30	NA	LTT / TR	4	Some	Marking Only	0	0	0	0	1	$ 18,000
136	18.003	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 140 (131st Ave NW)	Suburban	Residential	Signal	13,693	21,508,230	X	Undivided	0	None	45	30	Permitted/Protected	LTR / LT	4	Some	Marking Only	0	0	1	0	5	$ 470,000
137	18.004	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 109 (133rd Ave NW)	Suburban	Residential	Signal	12,507	20,153,300	T	Undivided	0	None	45	40	Permitted/Protected	TR / LT	3	Some	Marking Only	0	0	1	1	0	$ 560,000
138	18.005	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 150 (135th Ln)	Suburban	Residential	Thru-Stop	11,069	4,900,434	T	Undivided	0	Present	45	30	NA	TR / T	3	Some	None	0	0	0	0	0	$ -
139	18.006	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 117 (Station Pkwy NW)	Suburban	Mixed Use	Thru-Stop	12,183	16,716,632	T	Painted	0	Present	45	35	NA	TR / TT	3	Some	None	0	0	0	0	6	$ 108,000
140	18.007	CSAH	18	CSAH 116 (Bunker Lake Blvd NW) and CSAH 18 (Crosstown Blvd NW)	Suburban	Mixed Use	Signal	23,463	130,565,786	X	Curb	0	Present	50	45	Protected	LTTR / LTTR	6	Some	Marking Only	0	2	0	0	10	$ 3,580,000
141	*18.008*	*CSAH*	*18*	*CSAH 18 (Crosstown Blvd NW) / MSAS 140 and CSAH 20 (161st Ave NW) / CR 60 (Constance Blvd NW)*	*Small Town*	*Residential*	*All-Way Stop*	*10,431*	*27,112,338*	*X*	*Undivided*	*0*	*None*	*50*	*55*	*NA*	*TR / T*	*3*	*None*	*None*	*0*	*1*	*4*	*3*	*6*	*$ 3,868,000*
142	18.011	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 114 (3rd St NE)	Small Town	Residential	Thru-Stop	6,692	1,292,107	T	Undivided	5	None	55	30	NA	TR / TB	3	None	None	0	0	0	0	0	$ -
143	2.001	CSAH	2	CSAH 2 (Main St NE) / CSAH 102 and CSAH 2 (44th Ave NE) / MSAS 104	Suburban	Campus	All-Way Stop	9,024	18,050,783	X	Undivided	20	None	35	30	NA	T / T	4	Some	Sidewalk Only	0	0	1	1	3	$ 614,000
144	2.002	CSAH	2	CSAH 102 (Main St NE) / CSAH 2 and CSAH 2 (40th Ave NE)	Suburban	Residential	All-Way Stop	2,251	1,265,028	T	Undivided	0	None	30	30	NA	T / T	2	Some	Sidewalk Only	0	1	0	0	1	$ 1,718,000
145	2.003	CSAH	2	MN 47 (University Ave NE) and CSAH 2 (40th Ave NE)	Suburban	Residential	Signal	20,007	62,548,262	X	Curb	10	Present	50	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	8	4	24	$ 4,192,000
146	2.004	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 108 (5th St NE)	Suburban	Residential	Thru-Stop	5,955	2,885,036	X	Undivided	0	Present	30	30	NA	TT / TT	4	Some	Signs & Markings	0	0	0	0	1	$ 18,000
147	2.005	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 120 (Mill St NE)	Suburban	Residential	Thru-Stop	6,344	4,994,583	X	Undivided	0	Present	30	30	NA	TT / TT	4	All	Signs & Markings	0	0	0	0	1	$ 18,000
148	2.006	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 107 (Jefferson St NE)	Suburban	Residential	All-Way Stop	6,462	7,094,120	X	Undivided	0	None	30	30	NA	TT / TT	4	All	Marking Only	0	0	0	3	1	$ 558,000
149	2.007	CSAH	2	MN 65 (Central Ave NE) and CSAH 2 (40th Ave NE)	Suburban	Mixed Use	Signal	24,953	86,382,400	X	Curb	0	Present	40	30	Permitted/Protected	LTTR / LTTR	6	All	Marking Only	0	0	6	6	46	$ 4,188,000
150	2.008	CSAH	2	CSAH 2 (40th Ave NE) / MSAS 112 and CSAH 2 (Reservoir Blvd NE) /MSAS 103	Suburban	Residential	All-Way Stop	6,350	9,565,510	X	Undivided	45	None	30	30	NA	T / T	2	Some	Marking Only	0	0	0	2	4	$ 432,000
151	2.009	CSAH	2	CSAH 2 (Reservoir Blvd NE) / MSAS 104 and CSAH 2 (45th Ave NE)	Suburban	Residential	Thru-Stop	5,258	5,756,016	T	Undivided	25	None	30	30	NA	TR / T	3	None	None	0	0	0	0	1	$ 18,000
152	2.010	CSAH	2	CSAH 2 (45th Ave NE) and MSAS 106 (Arthur St NE)	Suburban	Residential	Thru-Stop	4,447	4,159,842	X	Undivided	20	None	30	30	NA	T / T	2	None	None	0	0	1	0	0	$ 380,000
153	2.011	CSAH	2	CSAH 2 (45th Ave NE) and CSAH 4 (Stinson Blvd NE)	Suburban	Residential	Thru-Stop	5,844	7,206,368	X	Undivided	0	None	25	30	NA	T / T	2	None	None	0	0	1	1	2	$ 596,000
154	20.005	CSAH	20	CSAH 78 (Hanson Blvd NW) and CSAH 20 (161st Ave NW)	Small Town	Residential	Signal	14,192	50,328,567	X	Undivided	0	None	55	55	Permitted/Protected	LTR / LTR	4	Other	Signs Only	0	2	0	0	1	$ 3,418,000
155	20.006	CSAH	20	CSAH 20 (161st Ave NW) and MSAS 138 (Wintergreen St NW)	Small Town	Residential	Thru-Stop	7,084	3,563,755	T	Undivided	0	None	55	30	NA	TB / TR	3	Some	None	0	0	0	0	0	$ -
156	21.001	CSAH	21	CSAH 21 (Centerville Rd) and CR 81 (Ash St)	Suburban	Mixed Use	All-Way Stop	18,525	83,707,326	X	Undivided	5	Present	50	40	NA	TR / T	3	None	None	0	0	0	0	2	$ 36,000
157	*21.002*	*CSAH*	*21*	*CSAH 21 (Centerville Rd) and CSAH 32 (Ash St)*	*Small Town*	*Residential*	*Thru-Stop*	*11,262*	*22,215,600*	*T*	*Undivided*	*20*	*None*	*50*	*45*	*NA*	*TB / T*	*3*	*None*	*None*	*0*	*0*	*0*	*2*	*6*	*$ 468,000*
158	23.001	CSAH	23	CSAH 32 (85th Ave NE) and MSAS 268 (Rice Creek Pkwy)	Suburban	Commercial	Signal	15,862	55,583,918	X	Curb	0	Present	50	30	Protected	LTTR / LTTR	5	Some	Marking Only	4	0	0	4	40	$ 15,040,000
159	23.002	CSAH	23	CSAH 23 (Lake Dr) / I-35W Ramps and CSAH 23 (Naples St NE)	Suburban	Commercial	Signal	20,116	90,723,636	X	Curb	40	None	45	35	Permitted/Protected	LTTR / LTR	3	Some	Marking Only	0	4	16	24	60	$ 18,280,000
160	23.003	CSAH	23	CSAH 23 (Lake Dr) and Restwood Rd	Suburban	Mixed Use	Thru-Stop	12,874	1,277,400	T	Painted	30	None	45	30	NA	T / TR	3	None	None	0	0	0	0	0	$ -
161	23.004	CSAH	23	CSAH 23 (Lake Dr) and Woodland Rd	Suburban	Mixed Use	Thru-Stop	12,874	1,277,400	X	Undivided	30	Present	45	30	NA	LTR / LTR	4	None	None	0	0	0	0	8	$ 144,000
162	23.005	CSAH	23	CSAH 23 (Lake Dr) and MSAS 112 (Village Pkwy)	Suburban	Mixed Use	Thru-Stop	11,152	1,105,200	X	Curb	20	Present	45	30	NA	TR / LTR	3	Some	Marking Only	0	0	0	0	2	$ 36,000
163	23.006	CSAH	23	CSAH 23 (Lake Dr) and MSAS 106 (Golden Lake Rd)	Suburban	Residential	Thru-Stop	11,927	9,670,500	T	Curb	0	None	45	25	NA	TR / LT	3	Some	Marking Only	0	0	2	0	2	$ 796,000
164	*23.007*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and MSAS 103 (Civic Heights Dr)*	*Suburban*	*Mixed Use*	*Signal*	*12,227*	*12,986,100*	*X*	*Curb*	*5*	*None*	*45*	*10*	*Protected*	*LTR / LTR*	*4*	*Some*	*Marking Only*	*0*	*4*	*6*	*6*	*10*	*$ 10,340,000*
165	*23.008*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and MSAS 104*	*Suburban*	*Mixed Use*	*Signal*	*13,718*	*39,155,400*	*X*	*Curb*	*0*	*Present*	*50*	*30*	*Protected*	*LTR / LTR*	*4*	*Other*	*Marking Only*	*0*	*0*	*0*	*6*	*10*	*$ 1,260,000*
166	23.009	CSAH	23	CSAH 23 (Lake Dr) and MSAS 105 (Point Cross Dr)	Suburban	Residential	Thru-Stop	11,234	24,437,800	X	Curb	0	None	50	30	NA	LTR / LTR	4	None	None	0	0	1	2	3	$ 794,000

Urban Intersection List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Intersection ID	Route System	Route No.	Intersection Description	Area Type	Context Zone	Traffic Control Device	Total Entering ADT [vpd]	Volume Cross Product [vpd^2]	Leg Configuration	Major Division Type	Alignment Skew [degrees]	Adjacent Development	Major Approach Speed Limit [mph]	Minor Approach Speed Limit [mph]	Major Approach Left Turn Lane Phasing	Major Approach Turn Lane Configuration	Max Number of Lanes Crossed	Presence of Sidewalk	Pedestrian Crossing Type	K	A	B	C	PDO	Crash Cost
167	*23.010*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and CSAH 49 / CR 49 (Hodgson Rd / North Rd)*	*Suburban*	*Residential*	*Signal*	*17,726*	*78,236,925*	*X*	*Curb*	*10*	*Present*	*50*	*35*	*Protected*	*LTR / LTR*	*4*	*Some*	*Marking Only*	*0*	*4*	*4*	*4*	*40*	*$ 9,760,000*
168	23.011	CSAH	23	CSAH 23 (Lake Dr) and MSAS 101 (2nd Ave)	Suburban	Residential	Thru-Stop	9,046	6,055,504	T	Painted	0	Present	55	35	NA	LT / TR	3	None	None	0	0	0	0	1	$ 18,000
169	23.012	CSAH	23	CSAH 23 (Lake Dr) and MSAS 116 (Elm St)	Suburban	Residential	Signal	10,574	14,489,190	T	Undivided	5	None	55	30	Protected	LT / RT	3	Some	Marking Only	0	0	0	0	6	$ 108,000
170	23.013	CSAH	23	CSAH 23 (Lake Dr) and MSAS 143	Suburban	Commercial	Signal	11,331	16,672,634	X	Curb	0	Present	45	30	Protected	LTTR / LLTTR	4	Some	Marking Only	0	0	0	4	4	$ 792,000
171	23.014	CSAH	23	CSAH 23 (Lake Dr) and NB I-35W Ramps	Suburban	Commercial	Signal	16,774	44,321,568	Ramp	Curb	5	None	45	47	Protected	TTR / LLTT	1	Some	Marking Only	0	0	0	0	16	$ 288,000
172	23.015	CSAH	23	CSAH 23 (Lake Dr) and SB I-35W Ramps	Suburban	Commercial	Signal	17,604	47,881,604	Ramp	Curb	10	None	45	47	Protected	LLTT / TTR	2	Some	Marking Only	0	0	0	0	6	$ 108,000
173	23.016	CSAH	23	CSAH 23 (Lake Dr) and CR 12 (Apollo Dr)	Suburban	Commercial	Signal	18,791	85,366,690	X	Curb	10	Present	45	45	Protected	LTTR / LLTR	6	Some	Marking Only	0	4	12	4	32	$ 12,656,000
174	23.017	CSAH	23	CSAH 23 (Lake Dr) and MSAS 136 (Lois Ln)	Suburban	Mixed Use	Thru-Stop	11,289	2,086,988	T	Undivided	15	Present	50	30	NA	TR / T	3	None	None	0	0	0	0	1	$ 18,000
175	23.018	CSAH	23	CSAH 23 (Lake Dr) and MSAS 142 (79th St)	Suburban	Mixed Use	Thru-Stop	11,830	8,092,629	T	Undivided	10	Present	50	30	NA	T / TR	3	None	None	0	0	0	2	3	$ 414,000
176	23.019	CSAH	23	CSAH 23 (Lake Dr) and MSAS 137 (Kelly St)	Suburban	Commercial	Thru-Stop	11,386	3,163,785	T	Undivided	0	Present	50	30	NA	TR / T	3	Some	Sidewalk Only	0	0	0	1	2	$ 216,000
177	24.011	CSAH	24	CSAH 24 (Bridge St NW) and MSAS 122 (Butterfield Dr NW)	Small Town	Residential	Thru-Stop	8,616	2,861,420	X	Undivided	5	Present	30	30	NA	T / T	2	Some	Sidewalk Only	0	0	0	0	0	$ -
178	24.013	CSAH	24	CSAH 24 (Bridge St NW) and CR 72 (Rum River Blvd NW)	Small Town	Residential	All-Way Yield	12,362	26,322,952	X	Curb	0	Present	30	35	NA	T / T	1	All	Signs & Markings	0	0	0	0	4	$ 72,000
179	3.001	CSAH	3	MN 47 (University Ave NE) and CSAH 3 (University Ave NE)	Suburban	Commercial	Signal	30,358	134,904,650	T	Depressed	20	Present	65	35	NA	TTRR / TT	1	None	None	0	6	0	0	24	$ 10,632,000
180	3.002	CSAH	3	CSAH 10 and CSAH 51 / CSAH 3 (University Ave NE)	Suburban	Commercial	Signal	30,458	216,759,205	X	Curb	30	None	50	35	Protected	LLTTR / LLTTR	7	Other	Marking Only	0	0	16	28	236	$ 15,368,000
181	30.001	CSAH	30	MN 47 (Saint Francis Blvd NW) and CSAH 30 (Pleasant St)	Suburban	Mixed Use	Signal	21,336	60,223,824	X	Undivided	0	Present	35	30	Permitted/Protected	TT / LT	4	Some	Marking Only	0	0	2	2	15	$ 1,390,000
182	30.002	CSAH	30	CSAH 30 (Pleasant St) and CSAH 31 (4th Ave)	Suburban	Mixed Use	All-Way Stop	7,029	12,324,320	X	Undivided	0	None	30	30	NA	TR / TR	3	Some	Marking Only	0	0	0	1	2	$ 216,000
183	31.001	CSAH	31	MSAS 135 (Main St) and CSAH 31 (4th Ave)	Urban	Commercial	Signal	18,402	35,951,960	X	Undivided	0	Present	30	30	Permitted/Protected	LTT / LTT	5	All	Marking Only	0	0	4	10	42	$ 4,076,000
184	31.002	CSAH	31	CSAH 31 (4th Ave) and MSAS 125 (Jackson St)	Suburban	Commercial	All-Way Stop	2,725	881,250	X	Undivided	0	Present	30	30	NA	T / T	2	All	Marking Only	0	0	0	0	1	$ 18,000
185	31.003	CSAH	31	CSAH 31 (4th Ave) and MSAS 132 (Van Buren St)	Suburban	Mixed Use	Thru-Stop	2,719	867,150	X	Undivided	0	Present	30	30	NA	T / T	2	Some	Marking Only	0	0	0	0	3	$ 54,000
186	31.004	CSAH	31	CSAH 31 (4th Ave) and MSAS 120 (Harrison St)	Suburban	Residential	Thru-Stop	3,510	2,726,000	X	Undivided	0	None	30	10	NA	T / T	2	All	Marking Only	0	1	0	0	4	$ 1,772,000
187	31.005	CSAH	31	CSAH 31 (4th Ave) and MSAS 128 (Polk St)	Suburban	Residential	Thru-Stop	2,963	547,470	X	Undivided	0	None	30	30	NA	T / T	2	Some	Marking Only	0	0	0	0	1	$ 18,000
188	31.006	CSAH	31	CSAH 31 (4th Ave) and MSAS 137 (Johnson St)	Suburban	Residential	Thru-Stop	3,882	1,283,705	T	Undivided	0	None	30	30	NA	T / T	2	Some	Sidewalk Only	0	0	0	0	0	$ -
189	31.007	CSAH	31	CSAH 31 (4th Ave) / CSAH 131 and CSAH 31 (Grant St)	Suburban	Residential	Thru-Stop	3,652	3,203,232	T	Undivided	0	None	30	30	NA	TR / T	3	Some	Marking Only	0	0	0	0	0	$ -
190	31.008	CSAH	31	CSAH 31 (Grant St) and MSAS 138 (6th Ave)	Suburban	Residential	Thru-Stop	3,259	969,168	X	Undivided	0	None	30	30	NA	T / T	2	Some	Sidewalk Only	0	0	0	0	0	$ -
191	32.001	CSAH	32	MN 65 and CSAH 32 (85th Ave NE)	Suburban	Commercial	Signal	35,417	116,736,042	X	Depressed	30	Present	55	30	Protected	LTTR / LTTTR	5	Some	Marking Only	0	2	12	22	50	$ 12,820,000
192	32.002	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 244 (Spring Lake Rd)	Suburban	Residential	All-Way Stop	8,259	11,400,264	X	Undivided	5	None	35	30	NA	TT / TT	4	Some	Sidewalk Only	0	0	0	0	0	$ -
193	32.003	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 230 (Groveland Rd)	Suburban	Residential	Thru-Stop	7,290	5,094,981	X	Painted	10	None	40	30	NA	LTT / LTTR	6	Some	Sidewalk Only	0	0	0	0	2	$ 36,000
194	32.004	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 131 (Xylite St NE)	Suburban	Commercial	Signal	16,341	52,608,188	X	Curb	0	None	45	45	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	2	2	4	16	$ 5,168,000
195	32.005	CSAH	32	CSAH 32 (85th Ave NE) and NB I35 W Ramps	Suburban	Commercial	Signal	13,481	21,203,334	Ramp	Curb	5	None	45	45	NA	TT / TT	3	Some	Marking Only	0	0	0	2	6	$ 468,000
196	32.006	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 252 (Parkview Dr)	Suburban	Mixed Use	Signal	10,156	5,283,300	T	Undivided	0	None	50	30	Permitted/Protected	TT / LT	4	Some	Marking Only	0	0	1	0	0	$ 380,000
197	32.007	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 256 (W Royal Oaks Dr)	Suburban	Residential	Thru-Stop	8,905	2,771,986	T	Undivided	0	None	50	30	NA	TR / T	3	Some	Marking Only	0	0	0	2	0	$ 360,000
198	32.008	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 126 (Baldwin Lake Rd)	Suburban	Residential	Thru-Stop	8,415	1,602,900	T	Undivided	0	None	50	30	NA	T / TR	3	Some	None	0	0	0	0	0	$ -
199	32.009	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 127 (Woodridge La)	Suburban	Residential	Thru-Stop	8,430	1,726,200	T	Painted	0	None	35	30	NA	T / TR	3	Some	None	0	0	0	0	0	$ -
200	32.010	CSAH	32	CSAH 49 (Hodgson Rd) and CSAH 32 (85th Ave NE)	Suburban	Residential	Signal	13,744	47,103,975	X	Undivided	5	Present	35	45	Protected	LT / LT	3	Some	Marking Only	0	0	0	0	0	$ -
201	32.011	CSAH	32	CSAH 32 (Ash St) and MSAS 105 (Ware Rd)	Suburban	Residential	Thru-Stop	5,983	5,565,312	T	Painted	0	Present	35	45	NA	TR / T	3	Some	Signs & Markings	0	0	0	0	0	$ -
202	34.001	CSAH	34	CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	Suburban	Commercial	Signal	14,515	47,337,185	T	Undivided	0	Present	50	50	Permitted/Protected	TR / LT	3	Some	Marking Only	0	0	1	0	7	$ 506,000
203	34.002	CSAH	34	CSAH 34 (Birch St) and Lakota Tr	Suburban	Mixed Use	Thru-Stop	9,949	494,950	T	Painted	0	Present	50	30	NA	TR / T	2	Some	Marking Only	0	0	0	0	1	$ 18,000
204	34.003	CSAH	34	CSAH 34 (Birch St) and MSAS 105 (Ware Rd)	Suburban	Mixed Use	Signal	11,420	15,056,379	X	Curb	5	None	50	40	Permitted/Protected	LTR / LTR	4	Some	Marking Only	0	2	2	4	10	$ 5,060,000
205	34.004	CSAH	34	CSAH 34 (Birch St) and MSAS 107 (W Shadow Lake Dr)	Suburban	Residential	All-Way Yield	10,026	8,442,944	X	Curb	15	Present	50	30	NA	T / T	1	Some	Signs & Markings	0	0	0	1	4	$ 252,000
206	34.005	CSAH	34	CSAH 34 (Birch St) and MSAS 139 (Deerwood La)	Suburban	Residential	Thru-Stop	8,665	3,053,296	T	Undivided	0	None	50	30	NA	TR / T	3	Some	None	0	0	0	0	1	$ 18,000
207	34.006	CSAH	34	CSAH 34 (Birch St) and MSAS 122 (12th Ave S)	Suburban	Residential	Thru-Stop	8,609	3,439,380	T	Undivided	0	None	50	45	NA	TR / TB	3	Some	None	0	0	0	0	0	$ -
208	34.007	CSAH	34	CSAH 34 (Birch St) and MSAS 131 (Timberwolf Tr)	Suburban	Residential	Thru-Stop	9,157	8,695,156	X	Undivided	0	None	50	35	NA	TR / TR	3	Some	Marking Only	0	0	0	0	4	$ 72,000
209	34.008	CSAH	34	CSAH 34 (Birch St) and MSAS 132 (Sherman Lake Rd)	Suburban	Residential	Thru-Stop	8,604	4,226,363	X	Undivided	0	None	50	30	NA	LTR / LTR	4	Some	None	0	1	0	1	2	$ 1,916,000
210	34.009	CSAH	34	CSAH 54 (20th Ave N) and CSAH 34 (Birch St)	Suburban	Residential	Thru-Stop	6,223	7,958,776	T	Undivided	0	None	50	55	NA	T / T	2	None	None	0	0	1	0	3	$ 434,000
211	35.001	CSAH	35	MN 65 and CSAH 35 (Central Ave NE) / MSAS 356 (Medronic Pkwy NE)	Suburban	Residential	Signal	40,039	231,292,037	X	Curb	25	None	50	35	Protected	LLTTR / LTTTR	5	Some	Marking Only	4	0	12	24	48	$ 23,344,000
212	35.002	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 321 (Hackman Ave NE)	Suburban	Residential	Thru-Stop	10,196	9,546,579	T	Painted	15	None	35	30	NA	TT / LTT	4	Some	Marking Only	0	0	1	1	2	$ 596,000
213	35.003	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 303 (Gardena Ave NE)	Suburban	Residential	Thru-Yield	9,475	15,587,364	X	Curb	35	None	35	30	NA	T / T	1	Some	Signs & Markings	0	0	0	1	2	$ 216,000
214	35.004	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 305 (69th Ave NE)	Suburban	Mixed Use	Signal	6,221	6,247,158	T	Undivided	0	Present	40	30	Permitted/Protected	TR / LT	3	Some	Marking Only	0	0	0	1	1	$ 198,000
215	35.005	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 331 (75th Ave NE)	Suburban	Residential	Thru-Stop	4,654	783,825	T	Undivided	0	None	40	30	NA	TR / T	3	Some	None	0	0	0	0	0	$ -
216	35.006	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 109 (Arthur St NE)	Suburban	Commercial	Thru-Stop	1,919	323,884	T	Undivided	30	Present	40	30	NA	T / T	2	None	None	0	0	0	0	0	$ -
217	4.001	CSAH	4	MN 47 (University Ave NE) and CR 104 / CSAH 4 (49th Ave NE)	Suburban	Residential	Signal	26,453	97,649,830	X	Curb	0	None	50	35	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	18	10	24	$ 9,072,000
218	4.002	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 107 (Jefferson St NE)	Suburban	Residential	All-Way Stop	7,295	7,382,334	X	Undivided	0	None	30	30	NA	T / T	2	Some	Marking Only	0	0	0	0	3	$ 54,000
219	4.003	CSAH	4	MN 65 (Central Ave NE) and CSAH 4 (49th Ave NE)	Suburban	Commercial	Signal	32,699	167,915,220	X	Curb	0	Present	40	25	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	4	14	54	$ 5,012,000
220	4.004	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 116 (Fillmore St NE)	Suburban	Residential	Thru-Stop	5,231	3,412,788	T	Undivided	0	None	25	25	NA	T / T	2	Some	Sidewalk Only	0	0	0	0	2	$ 36,000
221	4.005	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 121 (Johnson St NE)	Suburban	Residential	Thru-Stop	3,340	1,563,451	T	Undivided	0	None	25	30	NA	T / T	2	Some	RRFB	0	0	1	0	1	$ 398,000
222	4.006	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 121 (Upland Crst W)	Suburban	Residential	Thru-Stop	3,033	710,912	T	Undivided	0	None	30	30	NA	T / T	2	Some	Sidewalk Only	0	0	0	0	0	$ -
223	4.007	CSAH	4	CSAH 4 (Stinson Blvd NE) and CSAH 4 (49th Ave NE)	Suburban	Residential	Thru-Stop	3,274	2,617,768	T	Undivided	0	None	30	30	NA	T / T	2	None	None	0	0	0	0	2	$ 36,000
224	49.001	CSAH	49	CSAH 49 (Hodgson Rd) and MSAS 105 (Ware Rd)	Suburban	Residential	Thru-Stop	13,630	9,890,109	T	Painted	30	None	50	30	NA	TR / T	3	None	None	0	0	0	0	2	$ 36,000
225	5.001	CSAH	5	MN 47 (Saint Francis Blvd NW) and CSAH 5 (Nowthen Blvd NW) / MSAS 117 (Xkimo Ct NW)	Suburban	Residential	Signal	21,965	93,860,550	X	Curb	5	Present	55	30	Protected	LLTR / LTR	5	Some	Marking Only	0	0	8	16	44	$ 6,712,000
226	5.002	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 110 (Nowthen Blvd NW)	Suburban	Residential	Thru-Stop	11,776	15,815,580	T	Curb	10	None	50	30	NA	LTT / TR	4	Some	Sidewalk Only	0	0	0	2	4	$ 432,000
227	5.003	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 104 (Sunwood Dr NW)	Suburban	Residential	Thru-Stop	10,195	13,574,925	X	Undivided	0	None	50	30	NA	TR / TR	3	Some	Signs & Markings	0	0	3	5	3	$ 2,094,000
228	5.004	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 107 (153rd Ave NW)	Suburban	Residential	Signal	9,677	18,700,012	X	Curb	40	Present	50	45	Protected	LTR / LTR	4	Some	Marking Only	0	0	0	2	2	$ 396,000
229	5.005	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 57 (Sunfish Lake Blvd NW)	Suburban	Residential	Thru-Stop	8,783	8,358,942	T	Undivided	10	Present	55	55	NA	T / T	2	Some	None	0	0	0	0	3	$ 54,000
230	5.006	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CSAH 56 (Ramsey Blvd NW)	Small Town	Residential	Thru-Stop	9,938	11,367,142	T	Painted	10	None	55	50	NA	T / T	2	None	None	0	0	3	1	6	$ 1,428,000
231	5.007	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 102 (167th Ave NW)	Small Town	Residential	Thru-Stop	9,589	11,355,720	X	Undivided	0	None	55	30	NA	T / T	2	Some	Sidewalk Only	0	0	3	3	3	$ 1,734,000
232	5.012	CSAH	5	CSAH 22 (Viking Blvd NW) and CSAH 5 (Nowthen Blvd NW)	Small Town	Agricultural	All-Way Stop	9,858	22,689,752	X	Undivided	0	Present	55	40	NA	RTL / RTL	4	None	None	0	0	1	0	3	$ 434,000
233	51.001	CSAH	51	CSAH 51 (University Ave NE) and MSAS 139 (89th Ave NE)	Suburban	Commercial	Thru-Stop	13,876	23,958,955	T	Curb	30	None	35	35	NA	TTR / LTTTR	5	Some	None	0	0	8	14	118	$ 7,684,000
234	51.002	CSAH	51	CSAH 51 (University Ave NW) and WB MN 610 Ramps	Suburban	Residential	Signal	19,872	66,207,058	Ramp	Curb	0	None	45	45	Protected	LTTR / LLTTR	6	Some	Marking Only	0	0	0	5	36	$ 1,548,000
235	51.003	CSAH	51	CSAH 51 (University Ave NW) and EB MN 610 Ramps	Suburban	Residential	Signal	23,259	74,553,380	Ramp	Curb	0	None	45	47	Protected	TTR / LLTT	6	Some	Marking Only	0	3	6	21	54	$ 12,132,000
236	51.004	CSAH	51	CSAH 51 (University Ave NW) and MSAS 128 (101st Ave NW)	Suburban	Mixed Use	Signal	26,291	137,929,240	X	Curb	0	None	45	30	Protected	LTTR / LTTR	6	Some	Marking Only	0	2	2	18	42	$ 8,156,000
237	51.005	CSAH	51	CSAH 51 (University Ave NW) and MSAS 148 (105th Ave NE)	Suburban	Residential	Signal	18,782	1,868,200	X	Curb	0	Present	45	30	Protected	LTTR / LTTR	6	Some	Marking Only	0	2	2	4	16	$ 5,168,000
238	51.006	CSAH	51	CSAH 51 (University Ave NW) and MSAS 104 (Egret Blvd NW)	Suburban	Mixed Use	Signal	21,913	60,361,542	X	Curb	0	Present	40	40	Protected	LTTR / LTTR	6	Some	Marking Only	0	2	4	4	32	$ 6,216,000
239	51.007	CSAH	51	CSAH 51 (University Ave NW) and MSAS 123 (Dogwood St NW)	Suburban	Residential	Thru-Stop	14,434	7,409,233	T	Curb	0	None	50	30	NA	TT / TTR	3	None	Sidewalk Only	0	0	0	0	0	$ -
240	51.008	CSAH	51	CSAH 51 (University Ave NW) and MSAS 109 (117th Ave NE)	Suburban	Residential	Signal	15,905	44,263,164	X	Curb	0	None	50	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	1	2	7	$ 866,000
241	51.009	CSAH	51	CSAH 51 (University Ave NW) and MSAS 102 (121st Ave NW)	Suburban	Residential	Signal	12,472	18,808,335	X	Curb	0	Present	50	30	Permitted/Protected	LTTR / LTTR	6	Some	None	0	0	0	4	10	$ 900,000
242	52.001	CSAH	52	CSAH 52 (95th Ave NE) and NB I-35W Ramps	Suburban	Commercial	Signal	18,629	71,334,654	Ramp	Curb	20	None	50	45	Protected	LTR / LTR	2	Some	Marking Only	0	0	4	2	8	$ 2,024,000
243	52.002	CSAH	52	CSAH 52 (95th Ave NE) and SB I-35W Ramps	Suburban	Residential	Signal	26,962	106,151,725	Ramp	Curb	10	None	50	45	Protected	TTR / LTT	1	Some	Marking Only	0	0	2	0	22	$ 1,156,000
244	52.003	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 107 (Naples St NE) / MSAS 131 (95th Ave NE)	Suburban	Residential	Signal	23,286	78,903,720	X	Curb	5	None	50	30	Protected	LTTR / LTTR	5	Some	Marking Only	0	0	0	6	34	$ 1,692,000
245	52.004	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 106 (101st Ave NE)	Suburban	Commercial	Signal	17,990	25,318,089	X	Curb	5	Present	50	40	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	8	4	20	$ 4,120,000
246	*52.005*	*CSAH*	*52*	*CSAH 52 (Flanders St NE) and MSAS 147 (105th Ave NE)*	*Suburban*	*Commercial*	*Signal*	*19,812*	*66,629,998*	*T*	*Curb*	*5*	*None*	*50*	*40*	*Protected*	*LTT / TTR*	*5*	*Some*	*Marking Only*	*0*	*0*	*16*	*0*	*68*	*$ 7,304,000*
247	*52.006*	*CSAH*	*52*	*CSAH 52 (Flanders St NE) and MSAS 133 (Tournament Players Pkwy)*	*Suburban*	*Residential*	*Thru-Stop*	*10,986*	*10,716,128*	*X*	*Curb*	*10*	*None*	*50*	*35*	*NA*	*LTTR / LTTR*	*6*	*Some*	*Sidewalk Only*	*0*	*0*	*0*	*2*	*3*	*$ 414,000*
248	52.007	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 143 (Lakes Pkwy NE) / MSAS 109 (119th Ave)	Suburban	Residential	Signal	15,050	50,965,984	X	Curb	0	None	50	35	Protected	LTTR / LTTR	6	Some	Marking Only	0	3	3	3	15	$ 7,050,000
249	52.008	CSAH	52	CR 52 (Radisson Rd NE) and MSAS 141 (129th Ave NE / Quail Creek Pkwy NE)	Suburban	Residential	Signal	9,261	13,835,851	X	Curb	0	None	55	30	Protected	LTTR / LTTR	6	Some	Marking Only	4	0	0	8	12	$ 15,256,000

Urban Intersection List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Intersection ID	Route System	Route No.	Intersection Description	Area Type	Context Zone	Traffic Control Device	Total Entering ADT [vpd]	Volume Cross Product [vpd^2]	Leg Configuration	Major Division Type	Alignment Skew [degrees]	Adjacent Development	Major Approach Speed Limit [mph]	Minor Approach Speed Limit [mph]	Major Approach Left Turn Lane Phasing	Major Approach Turn Lane Configuration	Max Number of Lanes Crossed	Presence of Sidewalk	Pedestrian Crossing Type	K	A	B	C	PDO	Crash Cost
250	54.001	CSAH	54	CR 81 (Ash St) and CSAH 54 (20th Ave S) / SB I-35W Ramps	Suburban	Commercial	Signal	11,165	28,370,394	Ramp	Undivided	0	None	40	47	Permitted/Protected	T / T	2	None	None	0	0	1	1	6	$ 668,000
251	54.002	CSAH	54	CSAH 54 (20th Ave N) and MSAS 146 (21st St)	Suburban	Residential	Thru-Stop	6,937	7,525,486	X	Undivided	0	None	55	30	NA	LTR / LT	4	Some	Marking Only	0	0	1	0	1	$ 398,000
252	54.003	CSAH	54	CSAH 54 (20th Ave N) and MSAS 148 (Watermark Way)	Small Town	Residential	Thru-Stop	3,180	156,500	T	Undivided	0	None	55	30	NA	TR / LT	3	Some	Marking Only	0	0	0	0	0	$ -
253	56.002	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 104 (Sunwood Dr NW)	Small Town	Commercial	Signal	13,274	41,115,400	X	Curb	0	Present	55	30	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	4	2	4	$ 1,952,000
254	56.003	CSAH	56	CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Suburban	Residential	Signal	10,703	26,520,072	X	Curb	0	Present	55	55	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	8	12	0	16	$ 18,448,000
255	*57.001*	*CSAH*	*57*	*US 10 / US 169 and CSAH 57 (Sunfish Lake Blvd NW)*	*Suburban*	*Commercial*	*Signal*	*53,240*	*251,520,000*	*X*	*Depressed*	*25*	*Present*	*60*	*45*	*Protected*	*LTTR / LTTR*	*6*	*Some*	*None*	*0*	*4*	*12*	*20*	*106*	*$ 16,868,000*
256	57.002	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and MSAS 118 (Mckinley St NW)	Suburban	Commercial	Thru-Stop	11,135	15,256,000	X	Curb	20	Present	45	30	NA	LTTR / LTTR	6	Some	Sidewalk Only	0	0	2	0	2	$ 796,000
257	57.003	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Suburban	Commercial	Signal	15,426	59,345,208	X	Curb	0	Present	45	50	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	4	8	4	28	52	$ 34,696,000
258	6.001	CSAH	6	MN 47 (University Ave NE) and CSAH 6 (Mississippi St NE)	Urban	Mixed Use	Signal	38,778	183,806,000	X	Curb	0	Present	50	35	Protected	LTTR / LTTR	6	All	Marking Only	4	12	8	20	44	$ 41,432,000
259	6.002	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 340 (5th St NE)	Suburban	Residential	Thru-Stop	7,203	7,063,472	T	Undivided	0	None	35	30	NA	TT / TT	4	Some	Marking Only	0	0	0	0	0	$ -
260	*6.003*	*CSAH*	*6*	*CSAH 6 (Mississippi St NE) and MSAS 312 (7th St NE)*	*Suburban*	*Residential*	*All-Way Stop*	*6,896*	*9,433,215*	*X*	*Undivided*	*0*	*None*	*35*	*30*	*NA*	*TT / TT*	*4*	*Some*	*Marking Only*	*0*	*0*	*3*	*1*	*1*	*$ 1,338,000*
261	6.004	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 316 (Monroe St NE)	Suburban	Residential	All-Way Stop	5,086	4,349,824	X	Undivided	0	None	35	30	NA	TT / TT	4	Some	Marking Only	0	0	0	1	1	$ 198,000
262	6.005	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 322 (Able St NE)	Suburban	Residential	Thru-Stop	4,338	1,359,320	X	Undivided	0	None	35	30	NA	TT / TT	4	Some	Marking Only	0	0	0	0	0	$ -
263	6.006	CSAH	6	MN 65 and CSAH 6 (Mississippi St NE)	Suburban	Residential	Signal	33,155	115,637,434	X	Depressed	0	None	55	35	Protected	LTTR / LTTR	4	Some	Marking Only	0	0	8	12	32	$ 5,776,000
264	*6.007*	*CSAH*	*6*	*CSAH 35 (Central Ave NE) and CSAH 6 / MSAS 304 (Mississippi St NE)*	*Suburban*	*Residential*	*All-Way Stop*	*8,560*	*17,853,276*	*X*	*Undivided*	*0*	*Present*	*40*	*35*	*NA*	*TR / TR*	*4*	*Some*	*Marking Only*	*0*	*0*	*1*	*1*	*5*	*$ 650,000*
265	6.008	CSAH	6	CSAH 35 (Central Ave NE) and CSAH 6 (Rice Creek Dr NE) / MSAS 302	Suburban	Mixed Use	All-Way Stop	10,366	26,852,300	X	Undivided	0	Present	35	35	NA	TR / TR	5	Some	Marking Only	0	0	0	0	3	$ 54,000
266	7.001	CSAH	7	CSAH 14 (Main St) and MSAS 156 (7th Ave)	Urban	Residential	Signal	22,020	117,893,124	X	Undivided	0	Present	30	35	Permitted/Protected	LTT / LTT	5	All	Marking Only	0	0	1	2	34	$ 1,352,000
267	7.002	CSAH	7	CSAH 7 (7th Ave) and MSAS 125 (Jackson St)	Suburban	Residential	Thru-Stop	13,177	10,787,100	X	Painted	0	Present	35	30	NA	TT / TT	4	None	Sidewalk Only	0	0	0	1	2	$ 216,000
268	7.003	CSAH	7	CSAH (7th Ave) and MSAS 120 (Harrison St)	Suburban	Residential	Thru-Stop	14,107	16,279,852	X	Undivided	0	None	30	10	NA	TT / TT	4	Some	Sidewalk Only	0	0	0	0	5	$ 90,000
269	7.004	CSAH	7	CSAH 7 (7th Ave) and EB MN 47 / US 10 Ramps	Suburban	Residential	Signal	21,156	70,420,484	Ramp	Curb	5	None	35	47	Permitted/Protected	TT / LTT	2	Some	Marking Only	0	0	0	10	18	$ 2,124,000
270	7.005	CSAH	7	CSAH 7 (7th Ave) and WB MN 47 / US 10 Ramps	Suburban	Commercial	Signal	34,464	281,220,599	Ramp	Curb	0	None	35	47	Permitted/Protected	LTT / TT	5	Some	Marking Only	0	0	8	14	56	$ 6,568,000
271	7.006	CSAH	7	CSAH 7 (7th Ave) and CSAH 30 (Pierce St)	Suburban	Commercial	Thru-Stop	22,218	21,642,137	T	Undivided	10	None	35	30	NA	LTT / TT	4	Some	Marking Only	0	0	4	7	28	$ 3,284,000
272	*7.007*	*CSAH*	*7*	*CSAH 7 (7th Ave) and MSAS 158 (North St / Buchanan St)*	*Suburban*	*Mixed Use*	*Signal*	*23,199*	*92,408,828*	*X*	*Curb*	*10*	*Present*	*35*	*30*	*Permitted/Protected*	*LTT / LTTR*	*6*	*Some*	*Marking Only*	*0*	*0*	*4*	*6*	*44*	*$ 3,392,000*
273	7.008	CSAH	7	CSAH 7 (7th Ave) and MSAS 137 (Johnson St)	Suburban	Residential	Thru-Stop	15,350	5,469,525	T	Undivided	0	None	35	30	NA	TT / TT	4	Some	Sidewalk Only	0	0	0	0	8	$ 144,000
274	7.009	CSAH	7	CSAH 7 (7th Ave) and CSAH 31 (Grant St)	Suburban	Residential	Signal	17,846	43,679,904	X	Undivided	0	None	35	30	Permitted	TT / TT	4	Some	Marking Only	0	0	2	1	10	$ 1,120,000
275	7.010	CSAH	7	CSAH 7 (7th Ave) and MSAS 143 (Sunny La)	Suburban	Residential	Thru-Stop	16,001	17,078,650	X	Undivided	0	None	40	10	NA	TT / TT	4	None	None	0	0	0	1	3	$ 234,000
276	7.011	CSAH	7	CSAH 7 (7th Ave) and MSAS 142 (38th Ave NW)	Suburban	Residential	Signal	16,682	42,083,232	X	Undivided	0	Present	40	35	Permitted	TT / TT	4	Some	Marking Only	0	0	5	3	14	$ 2,692,000
277	7.012	CSAH	7	CSAH 116 (Bunker Lake Blvd NW) and CSAH 7 (7th Ave N)	Suburban	Residential	Signal	30,253	225,956,592	X	Curb	0	Present	50	45	Protected	LLTTR / LTTR	7	All	Marking Only	0	0	4	12	72	$ 4,976,000
278	7.013	CSAH	7	CSAH 7 (7th Ave N) and MSAS 148 (Inca St NW)	Suburban	Residential	Signal	14,582	363,925	T	Curb	0	None	55	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	0	1	$ 18,000
279	7.014	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 120 (147th Ave NW)	Small Town	Residential	Thru-Stop	14,823	3,872,162	T	Undivided	0	None	55	35	NA	T / T	2	None	None	0	0	0	1	0	$ 180,000
280	7.015	CSAH	7	CSAH 7 (Rum River Blvd NW) and CSAH 20 (157th Ave NW)	Small Town	Residential	Signal	15,472	28,675,807	X	Undivided	0	Present	55	55	Protected	LTT / LTTR	5	Other	Marking Only	0	0	0	1	2	$ 216,000
281	7.016	CSAH	7	CSAH 7 (Rum River Blvd NW) and CR 58 (Valley Dr NW)	Suburban	Mixed Use	Thru-Stop	12,410	12,000,121	X	Undivided	0	None	55	50	NA	LTTR / LTT	6	None	None	0	0	0	0	2	$ 36,000
282	*7.021*	*CSAH*	*7*	*CSAH 22 (Viking Blvd NW) and CSAH 7 (Rum River Blvd NW)*	*Small Town*	*Natural*	*All-Way Yield*	*14,394*	*51,413,648*	*X*	*Curb*	*20*	*Present*	*55*	*55*	*NA*	*T / T*	*2*	*None*	*Marking Only*	*0*	*1*	*6*	*2*	*6*	*$ 4,448,000*
283	7.023	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 113 (217th Ave NW)	Small Town	Natural	Thru-Stop	6,528	560,280	T	Undivided	0	Present	55	35	NA	TB / TR	4	None	None	0	0	1	0	0	$ 380,000
284	7.024	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 140 (225th La NW)	Suburban	Residential	Thru-Stop	5,896	1,330,335	T	Undivided	0	Present	55	30	NA	TR / TR	3	None	None	0	0	0	0	0	$ -
285	7.025	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 144 (227th Ave NW)	Small Town	Residential	Thru-Stop	5,850	1,069,929	T	Undivided	0	Present	55	25	NA	TR / TB	4	Some	Marking Only	0	0	0	0	0	$ -
286	78.001	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 120 (111th Ave NW)	Suburban	Residential	Signal	11,958	15,534,425	T	Curb	0	None	40	40	Permitted/Protected	LTTR / LTT	6	All	Marking Only	0	0	0	2	10	$ 540,000
287	78.002	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 139 (113th Ave NW)	Suburban	Residential	Signal	14,034	26,542,593	X	Curb	0	None	40	30	Protected	LTTR / LTTR	6	Some	None	0	0	1	1	1	$ 578,000
288	78.003	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 153 (Raven St)	Suburban	Mixed Use	Thru-Stop	14,812	35,708,211	X	Curb	10	Present	40	30	NA	LTTR / TTR	5	Some	Marking Only	0	0	5	5	30	$ 3,340,000
289	78.004	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 102 (121st Ave NW)	Suburban	Mixed Use	Signal	27,806	96,069,766	X	Curb	25	Present	45	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	14	22	16	$ 9,568,000
290	78.005	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 112 (133rd Ave NW)	Suburban	Residential	Signal	26,338	58,523,150	X	Curb	0	None	50	40	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	2	4	$ 432,000
291	78.006	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 117 (Station Pkwy NW)	Suburban	Mixed Use	Thru-Stop	24,369	58,752,728	X	Curb	0	Present	50	35	NA	LTTR / LTTR	6	Some	Marking Only	0	0	0	0	12	$ 216,000
292	78.007	CSAH	78	CSAH 78 (Hanson Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Suburban	Commercial	Signal	33,103	265,426,712	X	Curb	0	Present	50	50	Protected	LLTTR / LLTTR	7	Some	None	0	4	4	4	28	$ 9,544,000
293	78.008	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 118 (Jay St NW)	Suburban	Residential	Signal	21,776	77,678,095	X	Curb	0	None	55	35	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	3	0	6	6	$ 6,288,000
294	78.009	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 16 / MSAS 110 (Andover Blvd NW)	Suburban	Residential	Signal	20,122	58,229,472	X	Curb	0	None	55	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	6	8	$ 1,224,000
295	78.010	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 18 (Crosstown Blvd NW)	Suburban	Commercial	Signal	21,083	106,778,082	X	Curb	10	Present	55	45	Permitted/Protected	LTTR / LTTR	5	Some	Marking Only	0	0	4	8	16	$ 3,248,000
296	78.011	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 149 (Bluebird St NW)	Suburban	Commercial	Thru-Stop	11,204	17,721,988	X	Curb	0	Present	55	30	NA	LTR / LTR	1	Some	Marking Only	0	4	4	8	16	$ 10,048,000
297	78.012	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 146 (155th Ln NW)	Small Town	Residential	Thru-Stop	10,464	10,841,468	X	Undivided	0	None	55	30	NA	TR / TR	3	Some	Marking Only	0	0	1	0	2	$ 416,000
298	8.001	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 3334 (Commerce La NE)	Small Town	Commercial	Thru-Stop	9,480	15,172,199	X	Undivided	10	Present	35	30	NA	TT / TT	4	Some	Marking Only	0	0	2	1	1	$ 958,000
299	8.002	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 341 (University Service Rd)	Suburban	Commercial	Thru-Stop	9,754	13,717,200	X	Painted	20	Present	35	30	NA	LTT / TT	5	Some	Marking Only	0	0	0	2	14	$ 612,000
300	8.003	CSAH	8	MN 47 (University Ave NE) and CSAH 8 (Osborne Rd NE)	Suburban	Commercial	Signal	39,741	247,712,000	X	Depressed	30	Present	55	35	Protected	LLTTR / LLTTR	6	Some	Marking Only	0	8	24	40	48	$ 30,784,000
301	8.004	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 105 (Terrace Rd NE)	Suburban	Mixed Use	Thru-Stop	8,083	4,831,450	T	Undivided	0	None	35	30	NA	TL / TR	3	Some	Marking Only	0	0	0	0	0	$ -
302	8.005	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 106 (Monroe St NE)	Suburban	Residential	Thru-Stop	7,898	3,456,345	T	Undivided	0	Present	35	30	NA	TL / TL	3	Some	RRFB	0	0	0	0	1	$ 18,000
303	8.006	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 110 (Able St NE)	Suburban	Residential	Thru-Stop	7,933	3,716,500	T	Undivided	0	None	35	30	NA	LT / T	3	Some	RRFB	0	0	1	0	2	$ 416,000
304	8.007	CSAH	8	MN 65 and CSAH 8 (Osborne Rd NE)	Suburban	Commercial	Signal	34,357	143,601,690	X	Depressed	0	Present	55	35	Protected	LLTTR / LTTR	5	Some	Marking Only	0	0	12	20	70	$ 9,420,000
305	8.008	CSAH	8	CSAH 35 (Central Ave NE) and CSAH 8 (Osborne Rd NE)	Suburban	Mixed Use	All-Way Stop	6,811	11,028,160	X	Undivided	0	Present	40	40	NA	LTR / LTR	4	Some	Marking Only	0	0	1	1	5	$ 650,000
306	8.009	CSAH	8	CSAH 35 (Central Ave NE) and CSAH 8 (73rd Ave NE) / MSAS 307	Suburban	Mixed Use	All-Way Stop	9,306	21,645,920	X	Undivided	0	Present	40	35	NA	LTR / LTR	4	Some	Marking Only	0	0	2	2	3	$ 1,174,000
307	8.010	CSAH	8	CSAH 8 (73rd Ave NE) / MSAS 234 (County Rd H2) and MSAS 242 (Stinson Blvd)	Suburban	Residential	Thru-Stop	4,147	900,910	T	Undivided	0	None	35	30	NA	T / T	2	Some	RRFB	0	0	0	0	1	$ 18,000
308	83.001	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 115 (Riverdale Dr NW)	Suburban	Commercial	Thru-Stop	7,610	13,279,000	X	Curb	0	Present	30	30	NA	LTR / LTR	5	Some	RRFB	0	2	2	0	2	$ 4,196,000
309	83.002	CSAH	83	CSAH 83 (Armstrong Blvd NW) and US 10 WB ramps	Small Town	Commercial	Signal	10,578	20,071,800	X	Curb	20	None	55	65	Protected	LTT / TTR	2	Some	Marking Only	0	0	4	2	6	$ 1,988,000
310	83.003	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 104 (Sunwood Dr NW)	Small Town	Commercial	Signal	12,682	37,114,200	X	Curb	0	Present	55	30	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	0	0	2	$ 36,000
311	83.004	CSAH	83	CSAH 83 (Armstrong Blvd NW) and CSAH 116 (Bunker Lake Blvd NW) / MSAS 121	Small Town	Residential	Signal	10,483	19,302,300	X	Curb	0	None	55	40	Protected	LLTTR / LLTTR	7	Some	Marking Only	0	0	0	8	4	$ 1,512,000
312	9.001	CSAH	9	CSAH 14 (Main St) and CSAH 9 / MSAS 121 (Round Lake Blvd NW)	Suburban	Commercial	Signal	38,427	363,143,826	X	Curb	0	Present	45	45	Permitted/Protected	LLTTT / LLTTR	5	Some	Marking Only	0	4	28	60	144	$ 30,832,000
313	9.002	CSAH	9	CSAH 9 (Round Lake Blvd NW) and EB US 10 / MN 47 RAMPS	Suburban	Commercial	Signal	31,396	116,124,979	Ramp	Curb	0	Present	45	47	Permitted/Protected	TTTTR / TTTL	2	Some	Marking Only	0	0	0	3	14	$ 792,000
314	9.003	CSAH	9	CSAH 9 (Round Lake Blvd NW) and WB US 10 / MN 47 RAMPS	Suburban	Commercial	Signal	39,791	250,182,228	Ramp	Curb	0	Present	45	47	NA	TTTR / TTTR	3	Some	Marking Only	0	0	0	3	23	$ 954,000
315	9.004	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 127 (Northdale Blvd NW)	Suburban	Commercial	Signal	41,230	326,174,625	X	Curb	0	Present	45	35	Protected	LLTTTR / LTTTR	7	Some	Marking Only	4	4	24	48	160	$ 41,040,000
316	9.005	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 149 (Riverdale Dr)	Suburban	Residential	Thru-Stop	32,361	93,704,390	X	Curb	5	Present	45	30	NA	TTTR / LTTTR	8	Some	Marking Only	0	0	0	6	4	$ 1,152,000
317	9.006	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 146 (Roosevelt St)	Suburban	Residential	Signal	31,877	79,597,726	X	Curb	0	None	45	30	Protected	LTTT / LTTT	7	Some	Marking Only	0	1	1	4	7	$ 2,926,000
318	9.007	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Suburban	Commercial	Signal	39,062	374,495,640	X	Curb	0	Present	45	45	Protected	LLTTR / LLTTR	7	Some	Marking Only	0	4	0	16	84	$ 11,192,000
319	9.008	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 121 (143rd Ave NW)	Suburban	Residential	Signal	15,064	11,235,999	T	Curb	0	None	45	30	Protected	LTT / LTTR	6	Some	Marking Only	0	0	0	0	4	$ 72,000
320	9.009	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 108 (S Coon Creek Dr)	Suburban	Residential	Thru-Stop	13,985	8,350,000	T	Curb	0	None	45	30	NA	TTR / LTT	5	Some	Marking Only	0	0	0	0	0	$ -
321	9.011	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 20 (161st Ave NW) / MSAS 106	Small Town	Natural	Signal	14,875	43,915,654	X	Undivided	0	None	55	35	Permitted/Protected	LTTR / LTT	6	Other	Marking Only	0	2	3	1	4	$ 4,792,000
322	9.012	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 116 (168th La NW)	Small Town	Residential	Thru-Stop	9,026	1,851,360	X	Undivided	0	None	55	35	NA	T / T	2	None	None	0	1	0	0	0	$ 1,700,000
323	9.016	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 136 (Orchid St NW)	Small Town	Residential	Thru-Stop	9,094	226,725	T	Undivided	0	None	55	30	NA	TR / TL	3	None	None	0	0	0	0	0	$ -
324	*9.021*	*CSAH*	*9*	*CSAH 9 (Lake George Blvd NW) and MSAS 109 (221st Ave NW)*	*Small Town*	*Residential*	*Thru-Stop*	*8,902*	*12,358,501*	*X*	*Undivided*	*0*	*None*	*55*	*55*	*NA*	*TR / T*	*3*	*None*	*None*	*0*	*0*	*1*	*0*	*2*	*$ 416,000*
325	9.023	CSAH	9	CSAH 24 (Bridge St NW) and CSAH 9 (Lake George Blvd NW) / MSAS 154 (Kerry St NW)	Small Town	Commercial	All-Way Yield	12,241	33,931,271	X	Curb	25	Present	30	55	NA	T / T	1	All	Signs & Markings	0	0	0	6	6	$ 1,188,000
326	108.001	CR	108	CR 108 (Osborne Rd NE) /MSAS 237 (County Rd I) and MSAS 353 (Stinson Blvd NE)	Suburban	Residential	Thru-Stop	3,487	809,250	T	Undivided	0	None	30	30	NA	T / T	2	Some	RRFB	0	0	0	0	1	$ 18,000
327	12.001	CR	12	CR 53 (Sunset Ave NE) and CSAH 12 (Apollo Dr)	Small Town	Residential	All-Way Yield	10,290	26,045,921	X	Curb	30	None	45	50	NA	T / T	1	All	Marking Only	0	0	4	0	16	$ 1,808,000
328	12.002	CR	12	CSAH 12 (Apollo Dr) and MSAS 103 (4th Ave)	Suburban	Commercial	Thru-Stop	3,536	1,086,640	T	Undivided	0	None	45	40	NA	T / T	2	None	None	0	0	1	0	2	$ 416,000
329	12.003	CR	12	CSAH 12 (Apollo Dr) / CR 12 and MSAS 138 (Lilac St)	Suburban	Commercial	All-Way Stop	9,766	23,650,968	X	Undivided	25	None	45	45	NA	TR / TR	3	None	None	0	0	0	2	4	$ 432,000
330	*132.001*	*CR*	*132*	*CR 13 (85th Ave NW) and MSAS 117 (Evergreen Blvd NW)*	*Suburban*	*Commercial*	*All-Way Yield*	*8,746*	*8,573,625*	*X*	*Curb*	*0*	*None*	*50*	*40*	*NA*	*T / T*	*2*	*Some*	*Sidewalk Only*	*0*	*2*	*1*	*4*	*7*	*$ 4,626,000*
331	132.002	CR	132	CR 13 (85th Ave NW) and MSAS 341 (W University Service Dr)	Suburban	Commercial	Signal	18,219	80,158,910	X	Curb	0	Present	50	30	Permitted/Protected	LTTR / LTTR	6	None	Marking Only	0	0	8	4	20	$ 4,120,000
332	132.003	CR	132	MN 47 (University Ave NE) and CR 13 (85th Ave NW)	Suburban	Commercial	Signal	40,952	297,738,000	X	Curb	10	Present	65	50	Protected	LTTTR / LTTR	6	Some	Marking Only	4	16	28	24	172	$ 58,856,000

Urban Intersection List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Intersection ID	Route System	Route No.	Intersection Description	Area Type	Context Zone	Traffic Control Device	Total Entering ADT [vpd]	Volume Cross Product [vpd^2]	Leg Configuration	Major Division Type	Alignment Skew [degrees]	Adjacent Development	Major Approach Speed Limit [mph]	Minor Approach Speed Limit [mph]	Major Approach Left Turn Lane Phasing	Major Approach Turn Lane Configuration	Max Number of Lanes Crossed	Presence of Sidewalk	Pedestrian Crossing Type	K	A	B	C	PDO	Crash Cost
333	16.001	CR	16	MSAS 101 (Prairie Rd NW) and CR 16 (Andover Blvd NW)	Small Town	Residential	All-Way Stop	7,296	12,823,488	X	Undivided	0	None	35	50	NA	T / T	2	Some	Sidewalk Only	0	0	0	2	1	$ 378,000
334	16.002	CR	16	CR 16 (Andover Blvd NW) and MSAS 114 (University Ave NE)	Small Town	Residential	Thru-Stop	3,813	2,252,942	X	Undivided	0	None	50	30	NA	TR / T	3	None	None	0	0	0	0	0	$ -
335	16.003	CR	16	CR 16 (Andover Blvd NW) and MSAS 102 (Jackson St NE)	Small Town	Residential	Thru-Stop	3,545	926,124	T	Undivided	10	None	50	40	NA	T / T	2	None	None	0	0	0	0	0	$ -
336	18.001	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 118 (Crosstown Dr NW)	Suburban	Residential	Thru-Stop	14,203	46,834,590	X	Undivided	25	None	40	30	NA	TR / TR	4	Some	Marking Only	0	0	2	0	7	$ 886,000
337	18.002	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 108 (S Coon Creek Dr)	Suburban	Residential	Thru-Stop	11,752	13,550,976	X	Undivided	10	None	40	30	NA	TR / TR	3	Some	Marking Only	0	0	1	0	2	$ 416,000
338	18.003	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 110 (Andover Blvd NW)	Suburban	Residential	Signal	11,968	18,436,032	X	Undivided	10	None	40	30	Protected	LTR / LTR	4	Some	Signs & Markings	0	0	1	0	1	$ 398,000
339	*18.004*	*CR*	*18*	*CR 18 (Crosstown Blvd NW) and MSAS 124 (Nightingale St NW)*	*Suburban*	*Commercial*	*Thru-Stop*	*10,416*	*12,561,408*	*T*	*Undivided*	*5*	*Present*	*45*	*55*	*NA*	*TB / TR*	*3*	*Some*	*Marking Only*	*0*	*0*	*1*	*1*	*0*	*$ 560,000*
340	18.005	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 139 (Tower Dr NW)	Suburban	Commercial	Thru-Stop	9,903	13,964,600	X	Undivided	0	Present	45	35	NA	LTR / LTR	4	Some	Marking Only	0	0	0	0	0	$ -
341	3.001	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 159 (Norway St NW)	Suburban	Residential	Thru-Stop	13,434	669,200	T	Curb	0	None	50	30	NA	TTR / TT	5	None	None	0	0	0	0	1	$ 18,000
342	3.002	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 126 (Old Coon Rapids Blvd NW)	Suburban	Residential	Thru-Stop	14,613	16,448,936	T	Curb	20	None	50	40	NA	LTT / TTR	3	None	None	0	0	4	4	8	$ 2,384,000
343	3.003	CR	3	CR 3 (Coon Rapids Blvd NW) and EB MN 610 Ramps	Suburban	Mixed Use	Uncontrolled	20,828	51,735,435	Ramp	Curb	5	Present	45	47	NA	LTT / RTT	5	Some	None	0	0	0	4	14	$ 972,000
344	3.004	CR	3	CR 3 (Coon Rapids Blvd NW) and WB MN 610 Ramps	Suburban	Commercial	Signal	23,409	64,872,764	T	Curb	5	Present	50	45	NA	TT / TT	3	Some	Marking Only	0	0	4	0	26	$ 1,988,000
345	3.005	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 118 (93rd Ave NW / Flintwood St NW)	Suburban	Commercial	Signal	26,883	129,672,900	X	Curb	15	Present	50	30	Protected	LTTR / LTTR	6	Some	Marking Only	0	0	9	18	33	$ 7,254,000
346	3.006	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 130 (Springbrook Dr NW)	Suburban	Residential	Signal	31,316	235,821,600	X	Curb	0	Present	50	30	Permitted/Protected	LTTR / LTTR	6	Some	Marking Only	0	0	9	6	48	$ 5,364,000
347	49.001	CR	49	CR 49 (North Rd) and MSAS 120 (Lever St NE)	Suburban	Residential	All-Way Stop	9,032	15,322,752	X	Undivided	0	None	25	30	NA	T / T	2	Some	Marking Only	0	0	2	0	2	$ 796,000
348	49.002	CR	49	CR 49 (North Rd) and CR 53 (Sunset Ave NE / Pointcross Dr)	Suburban	Residential	All-Way Stop	10,828	28,382,100	X	Undivided	40	Present	35	30	NA	T / T	2	Some	Sidewalk Only	0	0	0	0	6	$ 108,000
349	49.003	CR	49	CR 49 (North Rd) and MSAS 133	Suburban	Residential	Thru-Stop	6,156	1,000,163	T	Undivided	0	None	35	30	NA	T / T	2	Some	None	0	0	0	0	1	$ 18,000
350	53.001	CR	53	CR 53 (Sunset Ave NE) and MSAS 116 (Elm St)	Suburban	Residential	Thru-Stop	7,443	7,221,512	T	Undivided	15	None	35	35	NA	TR / T	3	Some	Sidewalk Only	0	0	1	0	4	$ 452,000
351	53.003	CR	53	CR 53 (Sunset Ave NE) and MSAS 135 (Century Tr)	Small Town	Residential	Thru-Stop	3,529	1,092,798	T	Undivided	0	None	55	30	NA	TR / T	3	Some	None	0	0	0	1	0	$ 180,000
352	57.001	CR	57	CR 57 (Sunfish Lake Blvd NW) and MSAS 104 (Sunwood Dr NW)	Small Town	Natural	Thru-Stop	7,099	8,148,960	X	Undivided	0	None	55	35	NA	LTR / LTR	4	Some	Sidewalk Only	0	1	6	3	3	$ 4,574,000
353	57.002	CR	57	CR 57 (Sunfish Lake Blvd NW) and MSAS 107 (153rd Ave NW)	Suburban	Residential	Signal	5,882	8,421,952	X	Curb	0	None	55	45	Protected	LTR / LTR	4	Some	Marking Only	0	0	0	0	0	$ -
354	58.004	CR	58	CR 58 (Tulip St NW) and MSAS 112 (173rd La NW)	Small Town	Residential	Thru-Stop	1,804	752,595	X	Undivided	0	None	50	30	NA	T / T	2	None	None	1	0	0	0	0	$ 3,400,000
355	59.001	CR	59	CR 59 (Verdin St NW) and MSAS 116 (168th La NW)	Small Town	Residential	Thru-Stop	2,966	467,266	T	Painted	0	None	55	35	NA	T / T	2	None	None	0	0	0	0	0	$ -
356	60.004	CR	60	MN 65 and CR 60 (Constance Blvd NW)	Small Town	Commercial	Signal	33,515	116,649,705	X	Undivided	5	Present	65	55	Protected	LTTR / LTTR	4	Other	Marking Only	0	0	12	14	48	$ 7,944,000
357	61.001	CR	61	CR 61 (153rd Ave NE) and CR 61 (Xylite St NE)	Small Town	Residential	All-Way Stop	2,259	1,216,478	X	Undivided	0	None	30	30	NA	T / T	2	None	None	0	0	0	0	0	$ -
358	74.001	CR	74	CR 74 (221st Ave NW) and MSAS 119 (Holly St NW)	Small Town	Residential	Thru-Stop	3,468	544,995	X	Undivided	0	None	55	35	NA	T / TR	3	None	None	0	0	0	0	0	$ -
359	81.001	CR	81	CR 81 (Ash St) and NB I-35W Ramps	Suburban	Residential	Signal	9,110	16,189,800	T	Undivided	5	None	40	47	NA	T / T	2	None	None	0	0	0	0	0	$ -
360	84.001	CR	84	CR 84 (22nd Ave S) and CR 81 (Ash St)	Suburban	Residential	All-Way Stop	9,175	19,501,350	T	Undivided	5	None	35	40	NA	T / T	3	None	None	0	0	0	1	4	$ 252,000
361	84.003	CR	84	CR 84 (22nd Ave S) and E Cedar St	Suburban	Commercial	Thru-Stop	6,579	4,366,670	T	Undivided	0	Present	55	30	NA	TR / TB	4	None	None	0	0	1	1	3	$ 614,000
																								Total Crashes		**11164**
																								Total Crash Cost		**$1,566,462,000**

Meeting Materials and Summaries

APPENDIX C

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS



1

Agenda

- Welcome & Introductions
- Project Team
- Project Goals and Recap
- Crash Data Overview
- Schedule and Approach
- Key Funding Sources
- Next Steps
- Adjourn

Questions? **Please ask at any time!**

2

2

Introductions

- MnDOT
- Consultants/Subconsultants
- Counties

HDR	SRF	Alliant	Kimley-Horn
• Dakota	• Cass	• Anoka	• Hubbard
• Chippewa	• Cottonwood	• Nicollet	• Kanabec
• Steele	• Isanti	• Renville	• Pennington

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Project Team



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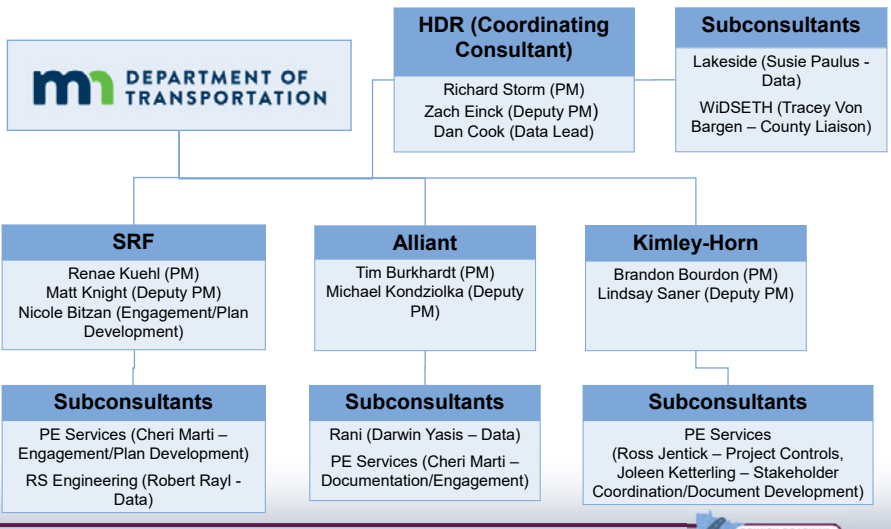
The Team

State Aid for Local Transportation
Girma Feyissa – Project Manager
Tom Prew

Office of Traffic Engineering
Mark Wagner
Derek Leuer

5

The Consultant Teams



6

Contact Information

Name	Phone	Email
Girma Feyissa (MnDOT Project Manager)	(651) 366-3818	Girma.Feyissa@state.mn.us
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Tim Burkhardt (Alliant County Contact)	(612) 767-9313	tburkhardt@alliant-inc.com
Brandon Bourdon (Kimley-Horn County Contact)	(651) 643-0421	Brandon.Bourdon@kimley-horn.com

COUNTY ROADWAY Safety Plan

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Project Goals and Recap



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CRSP Update Goals

- Produce Updated County Road Safety Plans
- Provide technical support for county implementation of HSIP-funded safety projects
- Focus on reducing Fatal and Incapacitating Injury crashes – build on prior results and continue to bend the trend line
- Tie in Safe Streets and Roads for All (SS4A) for selected counties



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What will the CRSP updated plans include?

- Review of county road segments, curves, and intersections
- Data-driven review of crashes on county roads over the last five years
- Summary of safety focus areas and crash types (e.g., lane departure)
- Engagement with county stakeholders
- List of recommended high priority safety strategies
- Prioritized list of locations that are most at risk for severe crashes
- Prioritized list of location-specific safety strategies to consider for county implementation

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CRSP History

2008 -2013 Initial CRSPs completed

2016 Updated CRSP Phase 1 begins
- 2020 Plans completed

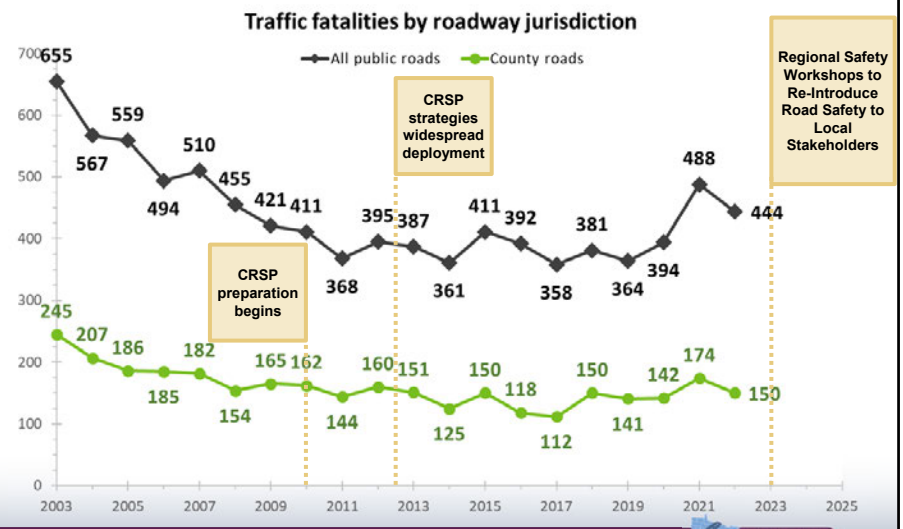
2018 Updated CRSP Phase 2 begins
- 2023 Plans Completed

2024 Updated CRSP Phase 3 begins

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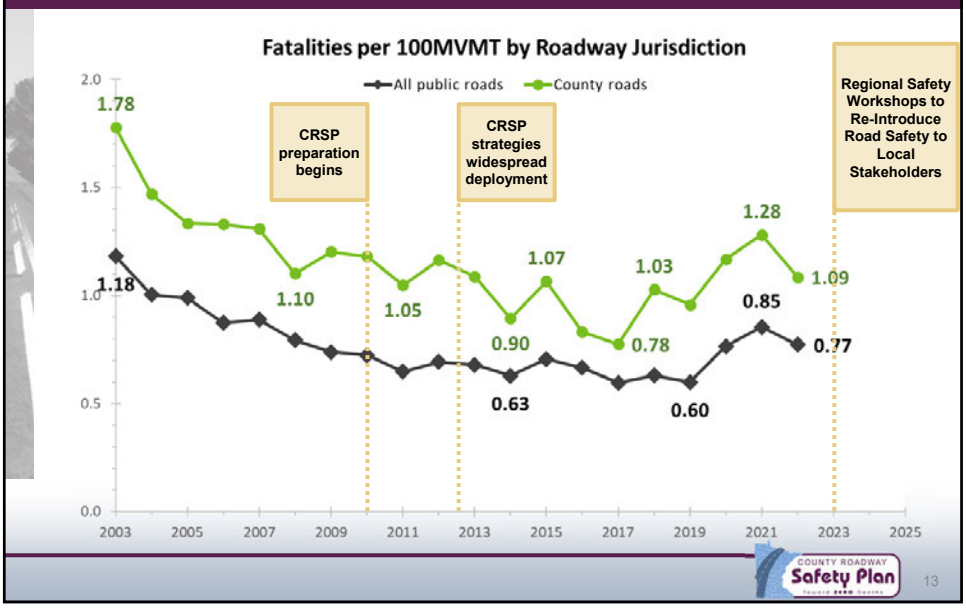
County Road Safety Progress



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County Road Safety Progress



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Crash Data Overview



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Crash Severity

K — **Killed:**
Fatal Injury: An injury received in a traffic crash that results in death within thirty (30) days of the crash.

A — **Awful:**
Incapacitating Injury - An injury, other than fatal, that prevents walking, driving, or performing other activities that were performed before the crash.

B — **Bloody:**
Nonincapacitating Injury - An injury, other than fatal or incapacitating, that is evident at the scene. Evidence includes known symptoms.

C — **Complaint:**
Possible Injury - Any injury that is not evident at the scene but that is claimed by the individual or suspected by the law enforce.

PD — **Property Damage:**
A crash that involves a motor vehicle in transport on a public traffic-way and results in at least $1,000.00 in property damage.

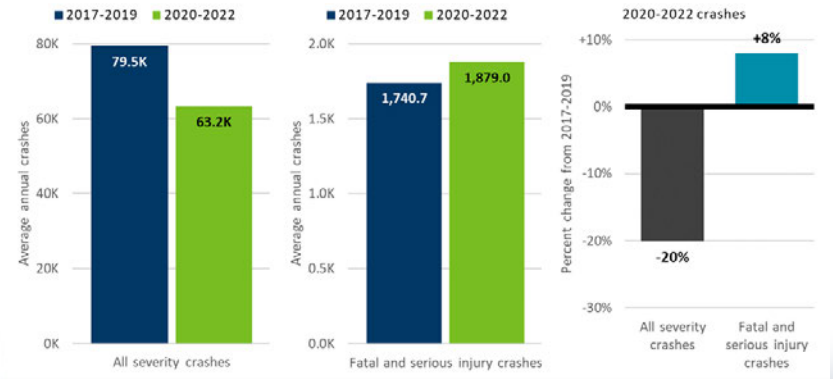
COUNTY ROADWAY Safety Plan

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Crash Data

- 2020-2022 statewide crash data trends
  - All motor vehicle crashes are down 20% while severe crashes up 8%
  - Traffic volumes are at or near pre-pandemic average levels



COUNTY ROADWAY Safety Plan

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Crash Data - All Public Roads

RURAL AREAS (i.e., outside city pop. 5000+)

Top five areas above Baseline	Severe crashes	Relative to baseline [↓]
Bicyclist	41	+41%
Pedestrian	122	+21%
Motorcyclist	529	+19%
Older driver	568	+18%
Impairment	866	+16%
All rural crashes	**2,730**	**+10%**

URBAN AREAS (i.e., inside city pop. 5000+)

Top five areas above Baseline	Severe crashes	Relative to baseline [↓]
Speed	675	+21%
Motorcyclist	466	+19%
Unbelted	298	+16%
Single vehicle ROR	635	+15%
Impairment	765	+13%
All urban crashes	**2,898**	**+6%**

2020-2022 fatal and serious injury crashes on ALL public roads; baseline = 2017-2019

COUNTY ROADWAY Safety Plan

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Crash Data - County System

RURAL AREAS (i.e., outside city pop. 5000+)

Top five areas above Baseline	Severe crashes	Relative to baseline [↓]
Bicyclist	23	+53%
Motorcyclist	326	+31%
Older driver	248	+23%
Head on	142	+20%
Speed	319	+19%
All rural crashes	**1,312**	**+12%**

URBAN AREAS (i.e., inside city pop. 5000+)

Top five areas above Baseline	Severe crashes	Relative to baseline [↓]
Unbelted	87	+30%
Bicyclist	52	+27%
Pedestrian	157	+16%
Younger driver	150	+14%
Motorcyclist	145	+13%
All urban crashes	**913**	**+8%**

2020-2022 fatal and serious injury crashes on County System; baseline = 2017-2019

COUNTY ROADWAY Safety Plan

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Minnesota Crash Focus Areas

Minnesota Statewide - Crash Focus Areas

2018 to 2022 fatal and serious injury crashes on all public roads

www.mndot.gov/trafficeng/safety/shsp/

		Minnesota Statewide				Greater Minnesota				Metro			
		All Systems		County System		All Systems		County System		All Systems		County System	
	Total Severe Crashes	**8,957**	**100%**	**3,535**	**100%**	**4,822**	**100%**	**1,999**	**100%**	**4,135**	**100%**	**1,536**	**100%**
Core Areas	Intersection	4,399	49%	1,681	48%	2,002	42%	738	37%	2,397	58%	943	61%
	Lane Departure	3,876	43%	1,668	47%	2,465	51%	1,150	58%	1,411	34%	518	34%
	Run-Off-Road	2,854	32%	1,229	35%	1,915	40%	940	47%	939	23%	289	19%
	Head-On	1,022	11%	439	12%	550	11%	210	11%	472	11%	229	15%
	Impaired	2,520	28%	1,046	30%	1,472	31%	674	34%	1,048	25%	372	24%
	Speed	2,092	23%	762	22%	1,137	24%	465	23%	955	23%	297	19%
	Unbelted	1,335	15%	506	14%	930	19%	373	19%	405	10%	133	9%
	Inattentive	748	8%	305	9%	418	9%	174	9%	330	8%	131	9%
Strategic	Older Driver	1,652	18%	653	18%	1,010	21%	370	19%	642	16%	283	18%
	Motorcycle	1,515	17%	718	20%	854	18%	443	22%	661	16%	275	18%
	Younger Driver	1,426	16%	559	16%	775	16%	311	16%	651	16%	248	16%
	Non-motorist	1,388	15%	409	12%	447	9%	110	6%	941	23%	299	19%
	Pedestrian	1,050	12%	297	8%	350	7%	79	4%	700	17%	218	14%
	Bicyclist	338	4%	112	3%	97	2%	31	2%	241	6%	81	5%
	Commercial Vehicles	778	9%	231	7%	530	11%	148	7%	243	6%	83	5%
	Work Zone	199	2%	54	2%	86	2%	20	1%	113	3%	34	2%
Connected	Unlicensed	1,811	20%	662	19%	865	18%	351	18%	946	23%	311	20%
	Trains	20	0%	5	0%	16	0%	3	0%	4	0%	2	0%
	Deer/Animal	188	2%	116	3%	161	3%	101	5%	27	1%	15	1%
	Winter Weather	1,022	11%	364	10%	631	13%	238	12%	391	9%	126	8%

a. Focus Area definitions consistent with the 2020-2024 Minnesota Strategic Highway Safety Plan unless otherwise noted.
b. County System via crash report attribute 'Route System' values CSAH (4) and County Road (7)
c. Head-On here includes sideswipe opposite direction (per SHSP) but omits Deer/Animal crashes.

COUNTY ROADWAY Safety Plan

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Minnesota Statewide Crash Tree - County Rural System

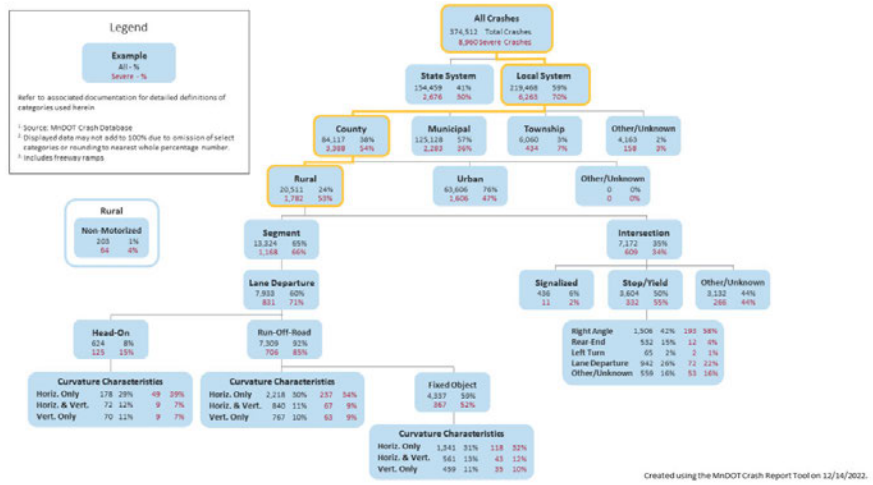


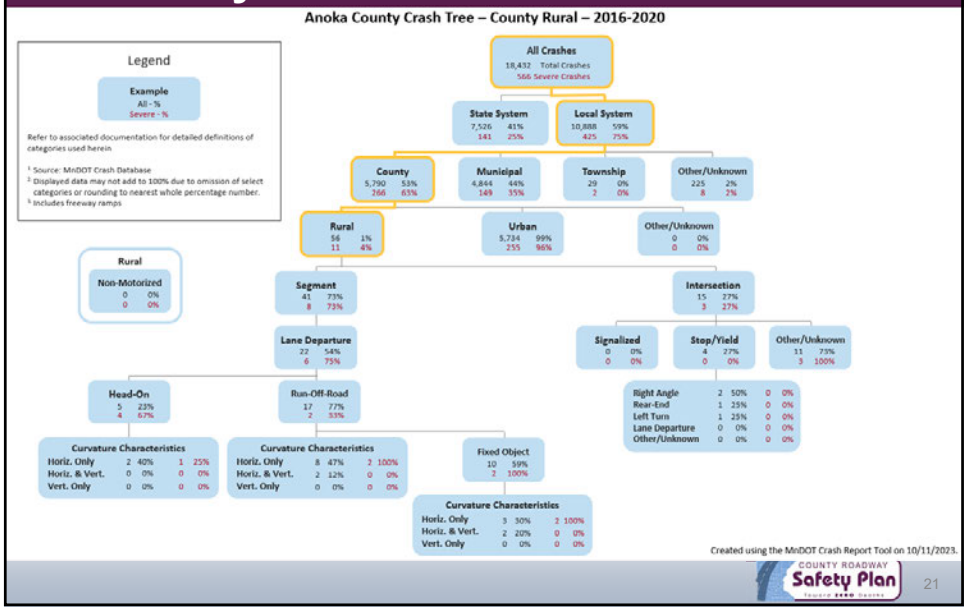
Figure 3-3. Minnesota Statewide Crash Tree - County Rural System (2016-2020)

COUNTY ROADWAY Safety Plan

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Anoka County Crash Tree – County Rural System



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Schedule and Approach



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Schedule

		2024												2025				
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Task	Description	M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17
3.1	Plan and conduct combined Kickoff Meeting with Dakota, Chippewa, and	Cnty KO➢																
3.2	Review existing County Roadway Safety																	
3.3	Data Gathering - Establish County Roadway Study Network																	
3.4	Select Safety Emphasis Areas																	
3.5	Prioritization of Roadways at Risk for																	
3.6	Conduct safety workshop																	
3.7	Identify safety projects																	
3.8	Develop HSIP Project Sheets																	
3.9	Publish safety plan																	
3.10	Publish shortened safety plan																	
3.11	Provide CRSP Analysis Data to SRF for Dashboard Development																	
3.12	Progress checkpoint meeting with county																	
3.12	County Coordination Meetings				M1➢		M2➢				M3➢		M4➢				M5➢	
3.13	Safe Streets and Roads for All (SS4A)																	
3.14	Deliver staff and county board																	

Ongoing County Activities

3-County Kickoff Meetings (soon)

Progress Checkpoint Meetings
- 5 meetings held throughout the project
- Review and receive input on deliverables

Monthly Update Emails

Safe Streets and Roads for All (SS4A)
- Will be discussed with individual consultant teams

Review Existing CR Safety Plans

First Steps

Review original CRSP and completed projects since the original plans.

Review and update comprehensive list of safety strategies (the Big Book of Ideas) for County use.

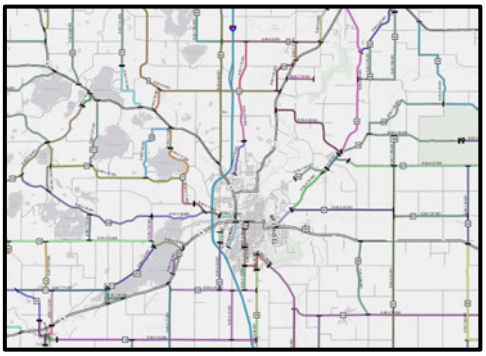


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Roadway Network Development

First Steps

Develop maps with identified segments, intersections, and curves for each county to review.



Example Map: Rice County

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Data Collection

First Steps

Collect data for each county's segments, curves, and intersections.

Street_Name	Surface_Type	Collect_Data	Aerial_Imagr	Street_View	StreetView_Date	Video_Log_Re	Redraw_Fla	Area_Type
Dundas Blvd/Armstrong Rd (Co Hwy 78)	Paved	No	NA	NA	NA	NA	NA	NA
Bagley Ave (Co Hwy 46)	Paved	Yes	5/31/2017	Yes	10/2015	No	No	Rural
Bagley Ave (Co Hwy 46)	Paved	Yes	5/31/2017	Yes	10/2015	No	No	Rural
Railway St/10th Ave/Independence A	Paved	No	NA	NA	NA	NA	NA	NA
Bagley Ave (Co Hwy 46)	Paved	Yes	5/31/2017	Yes	09/2014	No	No	Rural
CSAH 2/ 195th St. NE	Paved	Yes	4/28/2015	Yes	08/2009	Yes	No	Rural
Bagley Ave (Co Hwy 46)	Paved	Yes	5/31/2017	Yes	10/2015	No	No	Rural
Glynview Trail/Cabot Ave/240th St E	Paved	Yes	5/31/2017	Yes	09/2014	No	Yes	Rural
Acorn Trail/Base Line Rd (Co Hwy 76)	Paved	Yes	5/31/2017	Yes	07/2014	No	Yes	Rural
CSAH 40	Paved	No	NA	NA	NA	NA	NA	NA
CR 45 / 128th St	Paved	Yes	6/5/2017	No	NA	Yes	No	Rural
Dundas Blvd/Armstrong Rd (Co Hwy 78)	Paved	No	NA	NA	NA	NA	NA	NA
210th St W (Co Hwy 12)	Paved	Yes	5/31/2017	Yes	07/2014	No	No	Rural
Park Ave (Co Hwy 76)	Paved	Yes	5/31/2017	Yes	08/2014	No	No	Rural
CSAH 29	Paved	Yes	4/28/2015	No	NA	Yes	No	Rural
Co Hwy 22	Paved	Yes	7/18/2016	Yes	08/2009	Yes	No	Rural
CSAH 3	Paved	Yes	5/29/2015	Yes	09/2008	Yes	No	Rural
Bagley Ave (Co Hwy 46)	Paved	Yes	5/31/2017	Yes	10/2015	No	No	Rural
CSAH 40	Paved	No	NA	NA	NA	NA	NA	NA
Acorn Trail (Co Hwy 76)	Paved	Yes	5/31/2017	No	NA	Yes	No	Rural
CSAH 3	Paved	Yes	4/28/2015	Yes	08/2009	Yes	No	Rural
CSAH 4	Paved	Yes	4/28/2015	Yes	08/2009	Yes	No	Rural
Millersburg Blvd (Co Hwy 1)	Paved	Yes	5/31/2017	Yes	10/2015	No	No	Rural
CSAH 33	Paved	Yes	4/28/2015	Yes	07/2009	Yes	No	Rural
Cannon City Blvd (Co Hwy 20)	Paved	No	NA	NA	NA	NA	NA	NA
Bagley Ave (Co Hwy 46)	Paved	Yes	5/31/2017	Yes	09/2014	No	No	Rural
CSAH 5	Paved	Yes	4/28/2015	Yes	08/2009	Yes	No	Rural
Manning Ave N (Co Hwy 15)	Paved	Yes	4/28/2018	Yes	09/2013	No	No	Suburban
CR 102/ 180th Ave. NE	Paved	Yes	4/28/2015	Yes	07/2009	No	No	Rural
CSAH 10/ 113th Ave. NE	Paved	No	NA	NA	NA	NA	NA	NA
CSAH 2/ 195th St. NE	Paved	Yes	4/28/2015	Yes	08/2009	Yes	No	Rural
Bagley Ave (Co Hwy 46)	Paved	Yes	5/31/2017	Yes	10/2015	No	No	Rural

COUNTY ROADWAY Safety Plan

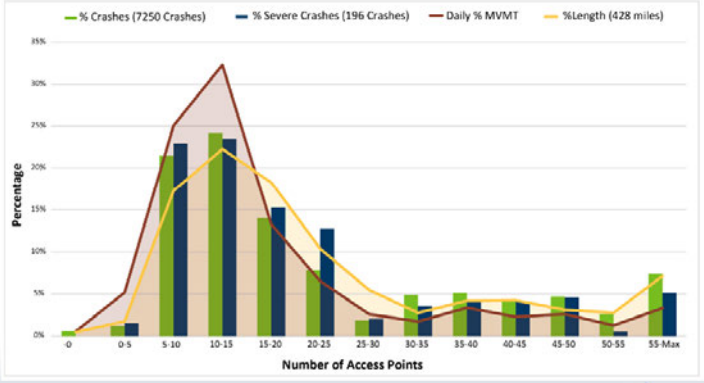
27

27

Future Work

Data Analysis (after data collection)

- Select safety emphasis areas
- Prioritize at-risk roadways



COUNTY ROADWAY Safety Plan

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Future Work

Outreach and Engagement

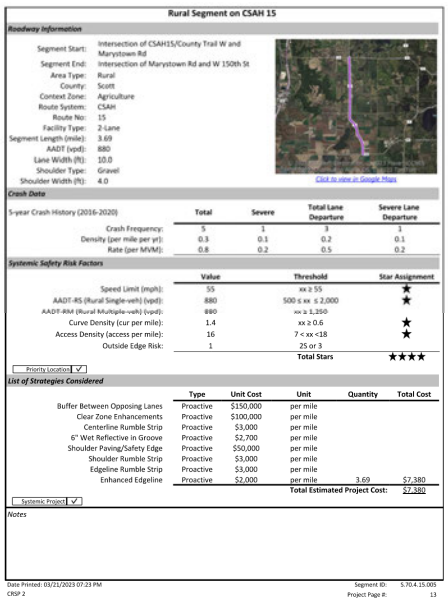
- County safety workshops (with same-day County Board presentation) (Summer 2024)
- Final County Staff and Board presentations (2025)



Future Work

County Road Safety Plans (late 2024 into 2025)

- Identify safety projects
- Develop HSIP Project Sheets
- Develop final county road safety plans



Rural Segment on CSAH 15

Roadway Information

Segment Start:	Intersection of CSAH15/County Trail W and Marystown Rd
Segment End:	Intersection of Marystown Rd and W 150th St
Area Type:	Rural
County:	Scott
Context Zone:	Agriculture
Route System:	CSAH
Route No:	15
Facility Type:	2-Lane
Segment Length (mile):	3.69
AADT (vpd):	880
Lane Width (ft):	10.0
Shoulder Type:	Gravel
Shoulder Width (ft):	4.0

Click to view in Google Maps

Crash Data

5-year Crash History (2016-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	5	1	3	1
Density (per mile per yr):	0.3	0.1	0.2	0.1
Rate (per MVM):	0.8	0.2	0.5	0.2

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	880	500 ≤ xx ≤ 2,000	★
AADT-RM (Rural Multiple-veh) (vpd):	880	xx ≥ 1,350	
Curve Density (cur per mile):	1.4	xx ≥ 0.6	★
Access Density (access per mile):	16	7 < xx <18	★
Outside Edge Risk:	1	25 or 3	
		Total Stars	★★★★

Priority Location ☑

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		
Clear Zone Enhancements	Proactive	$100,000	per mile		
Centerline Rumble Strip	Proactive	$3,000	per mile		
6" Wet Reflective in Groove	Proactive	$2,700	per mile		
Shoulder Paving/Safety Edge	Proactive	$50,000	per mile		
Shoulder Rumble Strip	Proactive	$3,000	per mile		
Edgeline Rumble Strip	Proactive	$3,000	per mile		
Enhanced Edgeline	Proactive	$2,000	per mile	3.69	$7,380
			Total Estimated Project Cost:		$7,380

Systemic Project ☑

Notes

Date Printed: 03/21/2023 07:23 PM
CRSP 2

Segment ID: S.T04.15.005
Project Page #: 13

Key Funding Sources



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Highway Safety Improvement Program

How projects are likely to be selected in future local HSIP solicitations (all based on funding availability)

- **Objective Project funding considerations**
  - Planning (Identified in Safety Plan)
  - Partnership (multiple counties/agencies encouraged)
  - Cost per site (the lower the better)
  - Systemic Approach (more than 1 site)
  - Letter of Support (all within jurisdiction, or letter of support/financial backing of partners is a plus)
  - Prior Planning (with SALT)
  - Partnership with MPO's
- **Subjective funding considerations**

COUNTY ROADWAY Safety Plan

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Summary of CRSP Safety Projects

County HSIP Funding Project Overview

HSIP Approved 2008-2022	No. of projects	HSIP Funding
Segments		
Edgeline Improvement	9	$1,781,000
Shoulder Improvement	121	$34,280,000
Signing	3	$126,000
Miscellaneous Improvements	1	$630,000
Rumble Strip	39	$3,523,000
Striping	317	$37,199,000
Guardrail	2	$220,000
Rumble StripE	33	$3,882,000
Lane Reassignment	1	$245,000
Geometrics	1	$931,000
Clear Zone	3	$399,000
Total Segments	530	$83.2 million
Curves		
Chevrons	63	$3,292,000
Geometrics	2	$636,000
Shoulder Improvement	6	$1,498,000
High Friction Surface Treatment	2	$952,000
Guardrail	1	$130,000
Total Curves	75	$6.5 million

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Summary of CRSP Safety Projects

County HSIP Funding Project Overview

HSIP Approved 2008-2022	No. of projects	HSIP Funding
Intersections		
Geometrics	28	$14,230,000
Lighting	63	$6,315,000
Signing	38	$2,679,000
Roundabout	22	$17,273,000
Miscellaneous Improvements	26	$13,938,000
Signal System	30	$6,775,000
RCI	4	$2,143,000
RIWC	12	$2,236,000
Pavement Markings	2	$274,000
Total Intersections	226	$65.9 million
Totals	**831**	**$155.7 million**

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SS4A – Additional Funding Source

Federal Grant Safety Program

- Counties, cities, towns, transit agencies, MPOs, tribal governments
- Funded at $5B over 5 years ($3B still available)

Grant Types

- Planning and Demonstration Grants
- Implementation Grants

Implementation Grants

- **Low-cost roadway safety treatments system-wide** (left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors)
- Transforming a roadway corridor on a High-Injury Network into a Complete Street.
- Supporting the development of bikeway networks with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- Carrying out speed management strategies
- Creating safe routes to school and public transit services
- Conducting education campaigns to accompany new or innovative infrastructure

More Information: www.transportation.gov/grants/SS4A

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Other Funding Sources

Funding Program	Source	Amount	Intent
Local Road Improvement Program (LRIP)	State	Varies	General State Aid fund for local agencies to improve various transportation infrastructure
Active Transportation Greater MN Grants	State	$13.2 M /Year	Pedestrian and Bike Infrastructure Improvements (sidewalks, trails, crossings)
Safe Routes to Schools	State	$10 M /Year	Infrastructure Improvements on planned Safe Routes to School locations (sidewalks, traffic control, crossing improvements, etc)
State Park Road Account	State	$4 M / Year	Funding to local governments to improve roads which provide access to state parks, state campgrounds, etc.
Tribal Transportation Program Safety Fund	Federal	$23 M /Year (Federally)	Safety Improvements on Tribal Lands, or adjacent/related tribal improvements

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Other Funding Sources

Funding Program	Source	Amount	Intent
Transportation and Economic Development (TED)	State	Varies	Improve Transportation Facilities (Statewide) that will provide economic development
Freight Solicitation	Federal	~$20+ Million /Year	Improve connections and freight mobility on the Freight Network
Railroad Crossing Elimination Program	Federal	$573 M / Year (Federally)	Removal, Grade Separation, or improvements to railroad/roadway crossings
Road Surface Transportation Grant Program	Federal	$300 M /Year (Federally)	Provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area

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Next Steps



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What's Next?

Smaller 3-county kickoff meetings (soon)

Counties to review network maps

Data collection

SS4A Coordination (for select counties)



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What We'll Need from You

Approximately 20-30 hours over the next 18 months

- Kickoff call (1 hour)
- Progress update meetings (5 hours)
- Provide data and background information (2-5 hours)
- Provide input and review workshop materials, advertise and encourage attendance (2-5 hours)
- Attend workshop (6 hours)
- Review and provide comments for workshop minutes (1-2 hours)
- Review and provide comments for draft safety plans (2-4 hours)

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Questions?

- Girma Feyissa – MnDOT State Aid for Local Transportation
  Girma.Feyissa@state.mn.us (651) 366-3818
- Mark Wagner – MnDOT Office of Traffic Engineering
  mark.wagner@state.mn.us (651) 234-7011
- Richard Storm – HDR (Coordinating Consultant)
  Richard.Storm@hdrinc.com (763) 591-5480

THANK YOU!

COUNTY ROADWAY Safety Plan

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Workshop Materials

APPENDIX D

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Workshop Agenda

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

ANOKA COUNTY SAFETY WORKSHOP

Workshop Date	9/17/2024
Meeting Time	9:00 am – 1:00 pm
Location	Anoka County Transportation Division Lac-Qui-Parle Room 1440 Bunker Lake Blvd NW Andover, MN 55304

WORKSHOP AGENDA

Time	Topic	Participants
8:45	**Registration and Refreshments**	
9:00	**Why are we Here? Welcome, Introductions, and Workshop Goals** • Develop a shared understanding of the Comprehensive Safety Action Plan (CSAP) and the County's approach to infrastructure roadway safety • Solicit and share safety stakeholder perspectives to reduce severe crashes in the County • Collaboratively explore infrastructure strategies for inclusion in the plan **Agenda Overview**	Alliant Team, MnDOT, Anoka County
9:30	**Overview: Safe Streets for All (SS4A) and Comprehensive Safety Action Plan (CSAP)** • Overview of SS4A/CSAP **Discussion:** *What is important to advance road safety in the county?* • What is the Problem: Minnesota Crash Trends • Safety Planning Foundation: The Systemic Proactive Approach and SS4A Requirements	MnDOT, Alliant Team, Attendees
10:15	**Minnesota TZD and the FHWA Safe System Approach**	MnDOT
10:35	Break (10 minutes)	
10:45	**Safety Planning Details: Part 1** • Focus Areas, Crash Data, and Crash Trees • Risk Factors • SS4A Additional Items	Alliant Team

11:15	**Safety Planning Details: Part 2**
	• Infrastructure Safety Strategies Presentation & Discussion
	  ➢ Background
	  ➢ Rural Strategies
	  ➢ Urban Strategies
		Alliant Team

12:00	Break for Lunch (30 Minutes)	
12:30	**Bringing it All Together: The Impact of Safety Planning** **Discussion:** *As we prepare the safety plan, are there specific locations in the County that you are concerned about?*	Alliant Team, Anoka County, Attendees
12:50	**Wrap Up: Next Steps + Workshop Evaluation**	Alliant Team
1:00	**Adjourn**	

Meeting Summary

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Date	9/17/2024
Time	9:00 am – 1:00 pm
Subject	**Workshop: Anoka County Comprehensive Safety Action Plan (CSAP)**
Location	Anoka County Transportation Division Lac-Qui-Parle Room 1440 Bunker Lake Blvd NW Andover, MN 55304

ATTENDEES

Attendees

☒ Jerry Auge - Anoka County
☒ Jason Baumunk - City of Andover
☒ David Berkowitz - City of Andover
☒ Jorge Bernal - Anoka County
☒ Christopher Bower - MnDOT/North Area
☒ Julie Braastad - Anoka County Commissioner
☒ Chris Carney -Anoka County (Attorney's Office)
☒ Tom Collins - Ham Lake / RFC Engineering
☒ Scot Edgeworth - MnDOT TZD
☒ Joe Feriancek - City of Ramsey
☒ Sarah Greene - City of Coon Rapids
☒ Ashley Hansen - MnDOT
☒ Mark Hansen - City of Coon Rapids
☒ BJ Ison - Anoka-Hennepin Schools
☒ Erik Johnston - Columbia Heights Police Department
☒ Sulmaan Khan - City of Columbia Heights
☒ James Kosluchar - City of Fridley
☒ Brent Larson - City of Blaine
☒ Joe MacPherson - Anoka County Transportation Division
☒ Matt Look - East Bethel
☒ John Olson – Linwood Township
☒ Sean Thiel - Anoka County Highway Department
☒ Kate Thunstrom - City of St. Francis
☒ Julie Jeppson – Anoka County Commissioner

MnDOT and Consultant Team

☒ Girma Feyissa – MnDOT - Local Roads Traffic Safety Engineer
☒ Tim Burkhardt – Alliant Engineering – Project Manager
☒ Mike Kondziolka – Alliant Engineering – Traffic Engineer
☒ Cheri Marti – PE Services - Driver Behavior Specialist

MEETING NOTES

Please see the PowerPoint presentation from the workshop for further information on topics below.

Why are we Here? Welcome and Introductions – Joe Macpherson, Girma Feyissa, Tim Burkhardt

- Joe Macpherson and Girma Feyissa welcomed the group and thanked them for attending.
- Tim Burkhardt reviewed the workshop goals, reviewed the agenda, and the materials in the participant folders.

Overview: Safe Streets for All (SS4A) and Comprehensive Safety Action Plan (CSAP – Girma Feyissa

- Girma provided an overview of the Comprehensive Safety Action Plan and SS4A process, its history, and purpose. This included a video summarizing the systemic safety approach.

Discussion: What is important to advance roadway safety in the County? Updates – Cheri Marti (Facilitator)

- Cheri facilitated the group discussion of the question above.
- Scott E – focus on what is affecting the person behind the wheel, not just the roadway. Traffic safety culture, human factors. Example is school bus stop arm camera-why people do what they do. Need forgiving system + equip drivers with better opportunities to survive a crash. Cheri- our culture is resistant to interfering with the individual in the privacy of their vehicle.
- Joe – Using example of firearms safety training - "scared straight" approach gets attention, videos get through to young people. Speed is #1 concern he hears. Cheri - we have moved away from fear in traffic safety communications, but is that as effective? ? Some kids wait until they are 18 to drive and bypass driver's ed requirement for those under 18.
- BJ – Agrees with above. Focus on education for new drivers; student safety is his key focus. Every road has students living on it. We are relying more on smaller vehicles to transport kids -not as safe as big yellow school bus. Bus riders are also pedestrians and he gets calls from parents who don't think bus stops are safe.
- Scott – Referenced Minnesota's "Impact Teen Driver" program which features driving risks and parental involvement.
- Capt. Johnston – Columbia Heights is very urban. For example, 49th Avenue runs in front of 4 schools – it is not designed for all that traffic. It's very hard to change behavior through enforcement; need to look at infrastructure. Cheri – yes. all the disciplines for safety need to work together. People are recognizing the dangers of and uniting around addressing speed in innovative ways.
- Joe- County has been adding shoulders -law enforcement needs a place to pull over. Does narrowing roads cause enforcement problems?
- - Capt. Johnston - It's a realistic problem- maybe we can have some places with more space; ok to delay the stop a little bit -but not on a long road. Cheri - reminder that narrowing the road helps reduce speeds and may reduce need for enforcement.
- Chris Carney - We do have laws in place for offenders, but that is reactive - we need to be proactive too. Can we have kids do distracted driving demos behind the wheel? Has noticed for impaired/drugged driving there is a positive culture shift to using Uber/safe rides.
- Cheri- With the introduction of legal marijuana around the country, we are starting to get data on increased enforcement arrests for impaired drivers with 2 or more substances in their blood

- Matt Look – For pilots, their riskiest time is at 500 hours of training – when they start to get comfortable but still don't have enough training. Funding is most important to him. Suggests we are reactive to traffic growth, not providing the needed capacity, notes competing agendas that prevent this.
- Cheri – Noted the new Advisory Council on Traffic Safety (ACTS) is charged with making recommendations and has the ear of the legislature (Scott E noted their next meeting is October 9). They are advisory but charged with making recs to the legislature and includes agency leadership.
- Jim K – As an example, an ACTS subcommittee is working on automated enforcement. As a county, we need to get comfortable with this, it is going to come. Discussion – many other states use automated enforcement; it is a proven safety technique.
- Jerry - All these comments hitting home, as a 20-year Anoka County resident. Broadway is a wide road with consistent enforcement -regulars don't speed. Lexington Ave in Ham Lake – rural, narrow, no enforcement (no space) – like a freeway. Need to strike a balance.
- Capt. Johnston - It's all about driver perception, if it is comfortable to speed or not.
- Jim- need to recognize multimodal needs in certain locations.
- David B - As you expand capacity, you make it more convenient for more people to drive. There are 4 cars for every kid that plays in a soccer game, similar with schools.
- Matt – There is a flip side too. As it gets congested, people seek out alternate routes, end up traveling on city streets that weren't designed for increased capacity. . People will try to beat the system (driving 55 mph in a 30 mph zone).
- Joe – With fatalities, so much depends on driver behavior - education is a key. In many cases, there is not much the roadway could have done; rather, something wrong with driver behavior.
- Cheri – We need consistent, societal messages. We done this with recycling, seatbelts, impaired driving, smoking - we see that behavior has changed. With driving, these risks are seen as acceptable – very different from aviation where we accept very little risk.
- Dana – Gave the example of using your blinker – it's not for you, it's for others.
- Matt Look- Asked about equity (listed as one of the SS4A requirements). Indicated this is an example of requirements or agendas that don't seem appropriate for this context. Tim explained that addressing equity is a requirement for many federal funding programs and that the project team was well-prepared to address it.
- Jim – Said that HSIP is a nice streamlined funding program. Girma added that HSIP does not consider equity and it is not a required element for SS4A either.

Overview: County Road Safety Plan Updates – Tim Burkhardt

- Following the discussion, Tim provided an overview of crash history and trends in Minnesota as well as in Renville County. He also provided an overview of the CSAP process, including key steps, workflow and benefits and the required components for SS4A funding.

Safe System Approach – Girma Feyissa

- Girma provided an overview of the Safe System Approach (see PowerPoint slides).
- Jerry Auge: noted that County % has stayed relatively flat while state decreases; township % has increased.

- Brent L: likely because city crashes have stayed the same while State and County crashes have gone down, so it shows a greater proportion of crashes comparatively.
- Conversation that we've picked a lot of the low-hanging fruit. What are we willing to do that's beyond the basics?
- Joe M.: when K crashes come through, the county reviews the details. They've noticed a big trend in driving behaviors. Motorcycles passing turning vehicles and getting hit.
    - We love to design infrastructure solutions, but it's largely behavioral.
- Matt L.: Equity (#5) seems to not get funding priority.
    - HSIP doesn't evaluate equity for funding.
    - SS4A has it as 1/8 criteria (not a heavy weight)
    - Misconception of Equity - low-income areas show higher rate of fatalities. (not just ethnicity.)
    - Matt noted we bucket funding into categories and limit dollars to that don't address the real issues that are currently happening. Example of special funding going to electric charging infrastructure rather than Safe Routes to School.
        1. Joe noted that on the funding side, County is up against a lot of challenges. They often need to apply for funding for their #7 priority instead of their top
- Joe M.: There are so many things that need to be worked through for a project now. It takes 2-3 years to complete a project. Why does it cost so much and take so long to do a $0.5M project? It's too laborious and takes too long.
    - Jim K. - HSIP program does a good job at streamlining the process for funding. Also a program for safety rural road zones ($2M of funding). 1-page application. Coon rapids got a project. Could be infrastructure, enforcement, education, etc. Was a fast track and mostly a test, but council is planning on continuing that this year. Look for that in the spring.

Safety Planning Details (Part 1) – Mike Kondziolka

- Mike explained what crash focus areas are and the idea of overrepresentation and that this one thing the team looks for in understanding crash concerns. He walked through the rural and urban crash trees for Anoka County.
- Mike described what risk factors are and how they are identified on roadway segments, intersections, and curves. They systemic process assigns a star to a location for each identified risk.

Safety Planning Details (Part 2) – Mike Kondziolka

Mike walked through featured traffic safety strategies for rural segments, curves, and intersections as well as urban segments and intersections for Anoka's consideration for its Comprehensive Safety Action Plan. Bringing it All Together: The Impact of Safety Planning – Tim Burkhardt

- As a summary to the purpose and value of the CSAP process, Tim presented slides describing funding and implementation, including the emphasis of the CSAP on strategies that can cover large areas at relatively low cost (such as edgelines, lighting, chevrons). Tim also presented a summary of HSIP funding in Minnesota and in Renville County as well as a slide on the may other competitive safety funding sources.

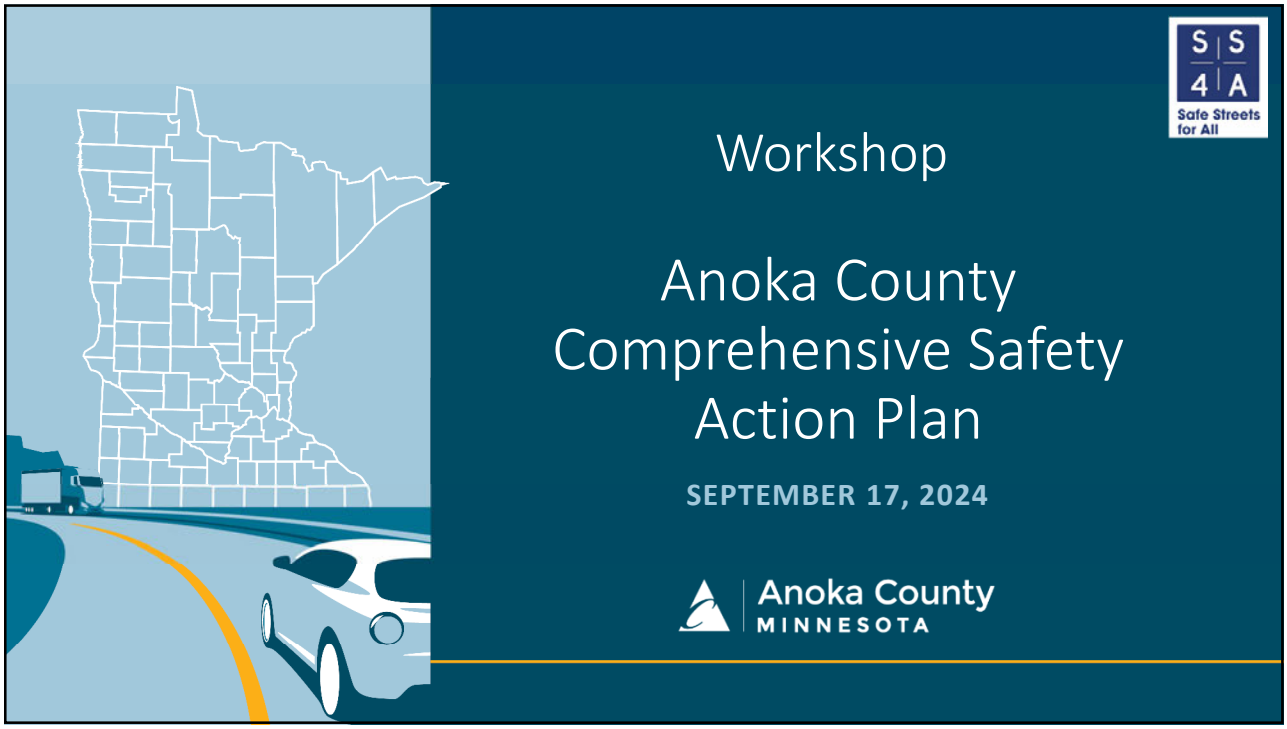
Discussion: Locations of Interest or Concern – Cheri Marti (Facilitator)

- Cheri facilitated the discussion of locations of interest, indicating that in addition to the proactive process there is room in the safety plan for reactive projects. The discussion can also help to validate the proactive projects.
- David B (Andover) - Crosstown Blvd and Crosstown Drive by the fire station. Also, Community Center access gong NB - Hanson and Bluebird St.
- Coon Rapids – Northdale Blvd (CR 11) between Hanson and University. S-curve, transitions to residential to the east, unmarked trail crossing also.
- Commissioner Braastad - CSAH 52 from 116 to Bunker by the airport - curvy, especially the southern part, lack of signing and lighting
- Capt. Johnston - CSAH 4/49th Ave. – there are 4 schools. This is an issue on both sides of TH 65 - school board has brought it up. Westside (middle school traffic) is more of an issue than the east
- Jerry – Lexington Avenue in Ham Lake – there is a study underway but would still like this to be identified in the plan.
- Jim - Osborne Rd & W University Service Drive – issue include angle, elevation/deflection, thru/left from service road – limited sight distance. Emergency services vehicles won't use it, it is so unsafe.
- Mark Hansen - Has the County looked at using leading pedestrian interval (LPI) on county roads? Sean – not yet; we are aware but just haven't used them yet.
- Commissioner Braastad - Bunker Lk Blvd and Hwy. 65- closed again today due to a crash
- David Berkowitz -Andover Blvd and Prairie Rd (MSAS)
- Tom Collins (Ham Lake) – CR 16 west of Hwy 65 for a mile – curves, bad site distance.
- Kate T. - CR28 and Bridge (3-way road, middle school traffic); Rum River Blvd (CR 72) and 235th – ped/bike issues, high speeds, more crossings
- TH 47 – tight S curve at 179th (CR 27)
- Jim K- Asked about the new crash reporting change – PDO crashes don't need to be reported to law enforcement anymore. Does County need to consider in plan?
- Ben Nelson, City of Anoka (provide the following input via email, not able to attend workshop)

    - The only item of safety that has not brought to the attention of the county is the Post Office off 7th Avenue. There are concerns from the resident to the north of the Post Office about turning traffic to NB 7th Avenue, they are only looking for traffic from the south. The resident has voiced to the city there have been times when they are leaving their driveway a vehicle from the Post Office almost hits them since they are only looking south and not to the north. Not sure if there is anything that can be done and/or it this is a private issue, just thought I would let you know about the concern.
    - Speeding/cruising along CSAH 31 (5th Ave/E River Rd) – Anoka County supported the city's work zone safety grant and the city received funds to add signage for this concern
    - Yellow flashing light for the signal at Castle Field Blvd on CSAH 116 – this has been identified and part of the County's CSAH 116 & CSAH 9 Overlay & Signal Evaluations
    - Another speed concern along E Main Street from the change of 45 MPH to 35 MPH entering Anoka from Coon Rapids – enforcement issue that Anoka PD is addressing

Wrap-up and Next Steps – Tim Burkhardt

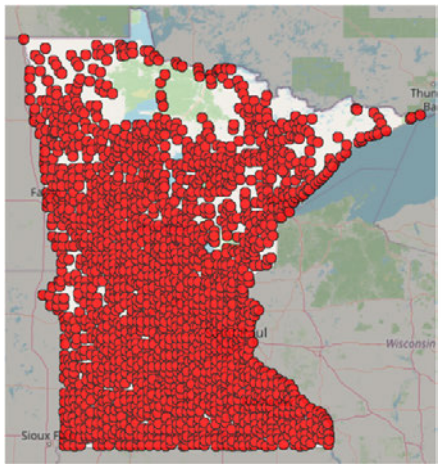
- Tim shared a slide showing the team's next steps to prepare the safety plan, including conducting the risk assessment and prioritizing locations for projects. The plan should be complete by early 2025. Tim also shared a slide regarding legal protections that are in place for agencies o with respect to publishing safety plans.
- and Girma Feyissa thanked the participants for coming. Tim asked people to complete the evaluation form.
- The meeting was adjourned at 1:00 p.m.



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Why are we Here?

18,430



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Zero is Possible!

ATP 6 Highlights

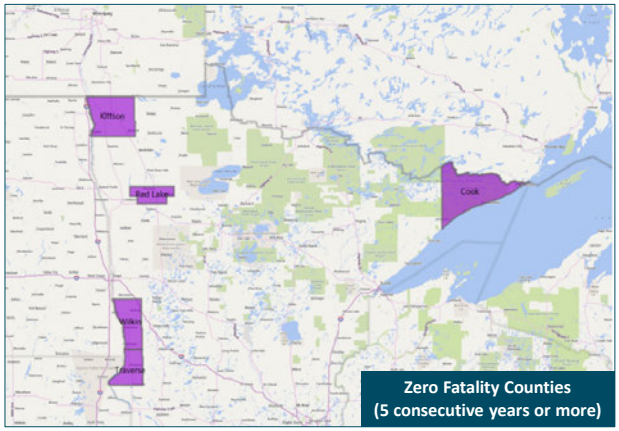
- Kasson & Stewartville
  - 12 years with no fatalities (2012-2023)
- Northfield
  - 10 years with no fatalities (2012-2021)

ATP 7 Highlights

- North Mankato
  - 9 years with no fatalities (2015-2023)
- Brown County
  - 3 years with no fatalities (2020-2022)

ATP 8 Highlights

- Willmar
  - 4 years with no fatalities (2015-2018)
- Murray County
  - 4 years with no fatalities (2017-2020)



Zero Fatality Counties (5 consecutive years or more)

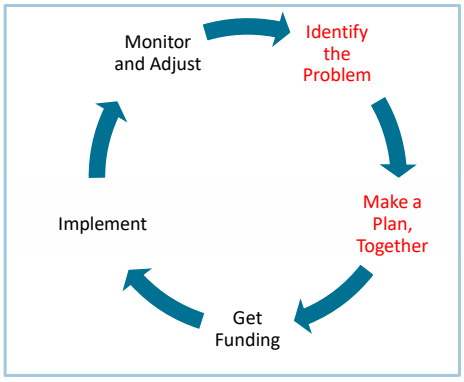
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

3

The Time is Now

Workshop Goals

- Develop a shared understanding of the **Comprehensive Safety Action Plan (CSAP)** and the County's approach to infrastructure roadway safety
- Solicit and share safety stakeholder perspectives to reduce severe crashes in the County
- Collaboratively explore infrastructure strategies for inclusion in the safety plan



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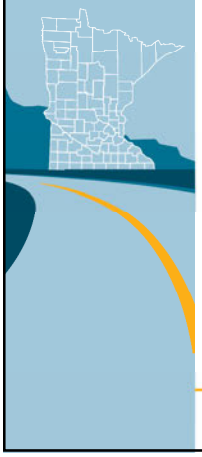
Agenda (see folder for details)



- Why are we Here? Welcome, Introductions, and Goals
- Overview: Comprehensive Safety Action Plan (CSAP)
  - **Discussion #1: What is important to you?**
- What is the Problem: Minnesota Crash Trends
- Safety Planning Foundation: The Proactive Approach and SS4A Requirements
- Minnesota TZD and the Safe System Approach
- Safety Planning Details
- Bringing it all Together: The Impact of Safety Planning
- Site Location Discussion
  - **Discussion #2: Locations of concern or interest**
- Wrap-up and Adjourn

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

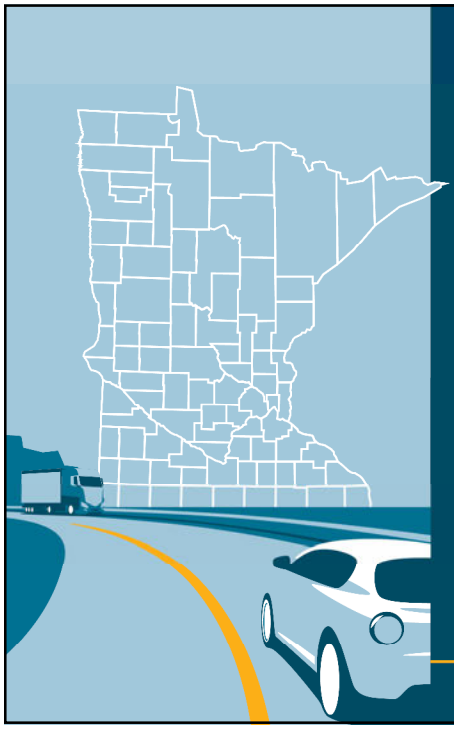
What's in the Folder?



- Agenda
- PPT Slides
- County Rural Crash Tree
- County Urban Crash Tree
- Statewide/County Focus Area Tables
- Funding Sources
- Big Book of Ideas

- County Road Safety Plan (CRSP) One-pager
- SS4A Fact Sheet
- SS4A Action Plan Components
- Research/Strategy One-pagers
- Data-Driven Safety Analysis (DDSA) One-pager (FHWA)
- MN TZD Overview
- Safe System Approach

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

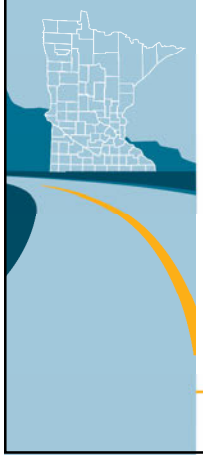


Overview

Safe Streets for All (SS4A) and Comprehensive Safety Action Plan (CSAP)

7

What is Safe Streets for All (SS4A)?



- **Safe Streets for All** (**SS4A**) federal grant
- Fiscal years 2022-2026
- Open to local and Tribal initiatives
- Focus on preventing roadway deaths and serious injuries
- Eligible activities
  - **Planning and Demonstration Grants** – Develop Comprehensive Safety Action Plans (**CSAP**)
  - **Implementation Grants** - Implementing roadway safety strategies and projects identified in an eligible, CSAP. Provides up to $25 million in implementation grants to local agencies.


Safe Streets and Roads for All (SS4A) Program Facts

SS4A grants are already making an impact nationwide

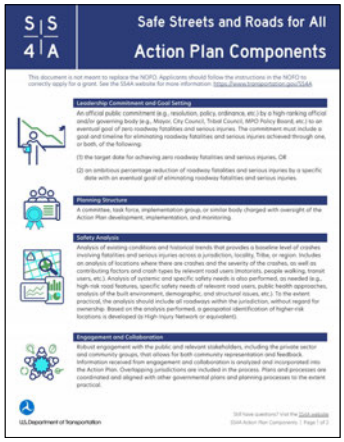
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TOWARD ZERO DEATHS

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What is a Comprehensive Safety Action Plan (CSAP)?

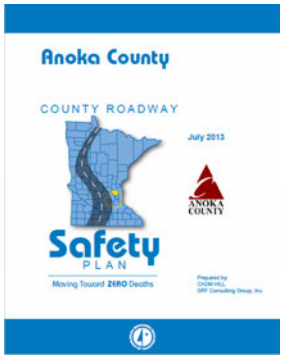
- Basic building block to improve roadway safety (Action Plan)
- Focus on reducing fatal and serious injury crashes
- Identifies priority, location-specific safety concerns and suggested priority infrastructure improvements.
  - County segments, curves, and intersections
  - Locations that are most at risk
  - Proven safety strategies
  - Incorporates community engagement and Equity



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

What is a Comprehensive Safety Action Plan (CSAP)?

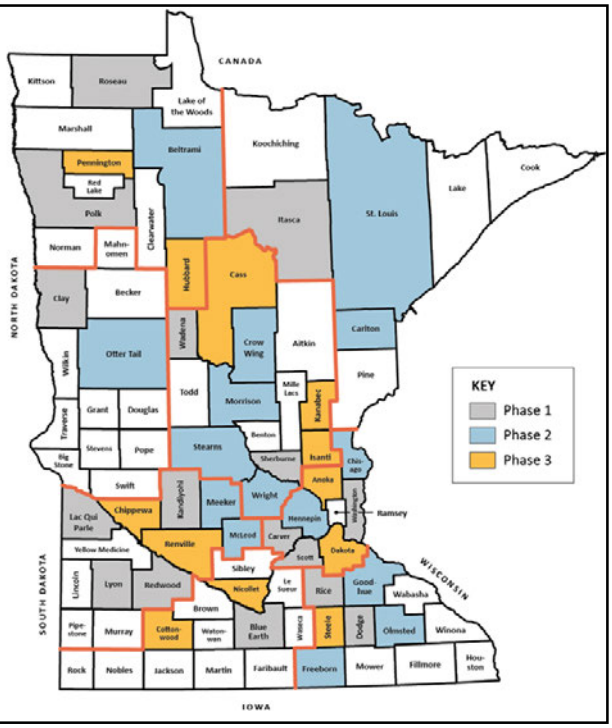
- Update the 2013 County Road Safety Plan (CRSP)
- Uses a proactive approach
- Identifies priority location-specific safety concerns and suggested priority infrastructure improvements
  - County segments, curves, and intersections
  - Locations that are most at risk
  - Proven safety strategies
- In 2014, initial CRSP plans created for all 87 MN counties in partnership with MnDOT and the Federal Highway Administration
- Goal: continue to advance safety on county roadways



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TOWARD ZERO DEATHS

CRSP Update - Phase 3 (12 Counties)

- As part of the Phase 3 safety plan updates, Anoka County is preparing an SS4A Action Plan (CSAP)



Data-Driven Safety Analysis: Minnesota Case Study Video



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TOWARD ZERO DEATHS

Why the Need for County Roadway Safety Plans?

- 67% of severe crashes (fatality or serious injury) occur on local roadways; most severe are on county roads.
- Local agencies are responsible for more than 90% of the state's roadway miles.
- The majority of roadway safety investments have been made on the state system.



"It takes effort and intention on the part of all of us to achieve Minnesota's goal of zero fatalities. Local agencies play a critical role in this effort, and we are asking each of you to be a safety champion."

Ted Schoenecker - Assistant Division Director, MnDOT State Aid and Statewide Radio Communications

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TOWARD ZERO DEATHS

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What is the Goal of County Road Safety Plans?

To support the statewide initiative of moving Minnesota Toward Zero Deaths (TZD) Program through continued reduction of fatalities and serious injuries on county roadways.

- Minnesota TZD Program:
  - Even one traffic death is unacceptable
  - Interdisciplinary approach: Engineering, Enforcement, Education, Emergency medical and trauma services
  - Partnership with community safety stakeholders
- Aligns with the Minnesota Strategic Highway Safety Plan (SHSP)
- Support TZD Goal of fewer than 225 fatalities and 980 serious injuries by 2025
- Utilizes the **Safe System Approach** principles

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Unlocking HSIP Funding

- Every Year, Minnesota receives ~$37 Million Federal Highway safety funding
- Highway Safety Improvements Program (HSIP)
- Minnesota shares HSIP funding with the local agencies (about 50%)
- Cost participation with 90/10 split



Summary

Overarching Goal

- Reduce fatal and serious injury crashes on County roadways

Project Goals

- Develop Comprehensive Safety Action Plan
- Enable delivery of safety projects
- Access federal and state safety funds
  - Safety plans help the county become successful in competitive process

Your Thoughts...



What is important to advance road safety in the county?

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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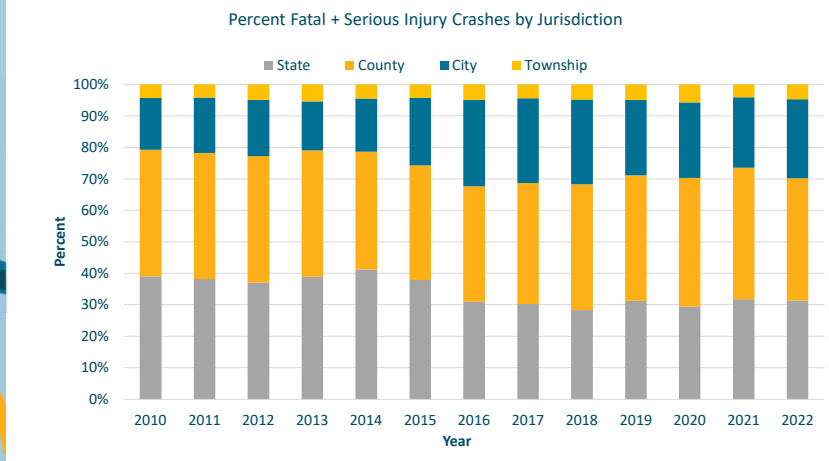


What is the Problem?

Minnesota Crash Trends

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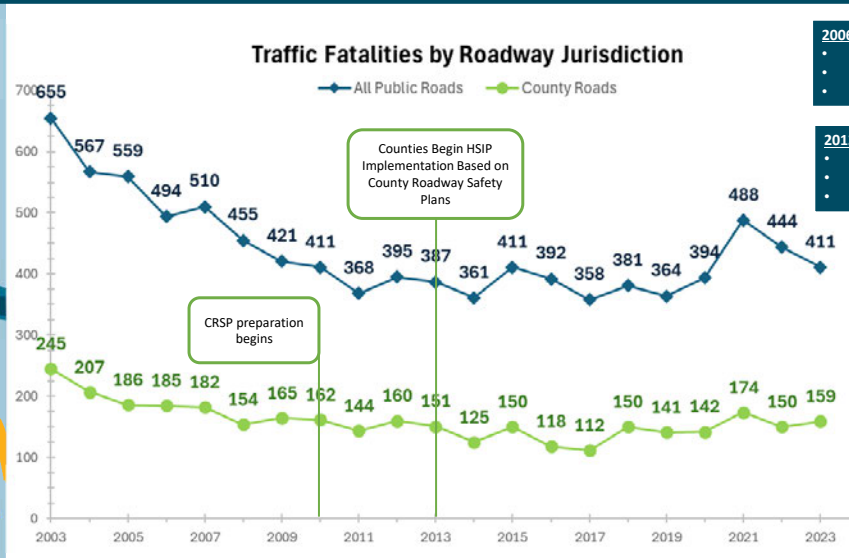
Statewide Historical Trends



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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What are the Initial Results of County Road Safety Improvements?



2006 – 2017 Trends
- State Total - Down 19%
- State System - Down 19%
- County System - Down 33%

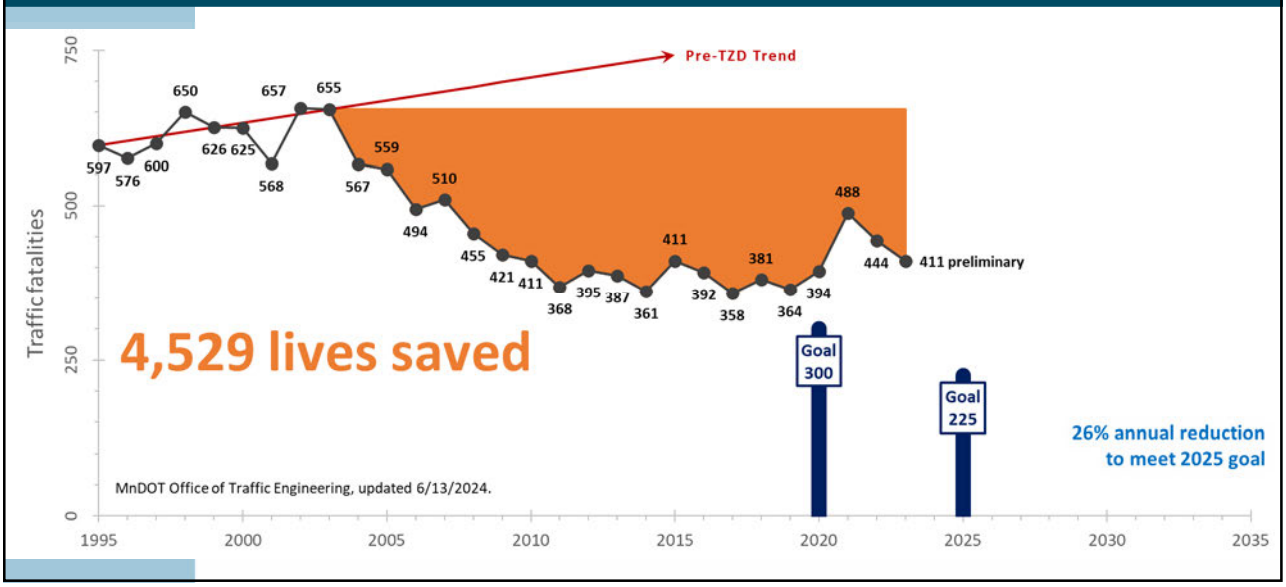
2012 – 2017 Trends
- State Total - No Change
- State System - Down 3%
- County System - Down 22%

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TOWARD ZERO DEATHS

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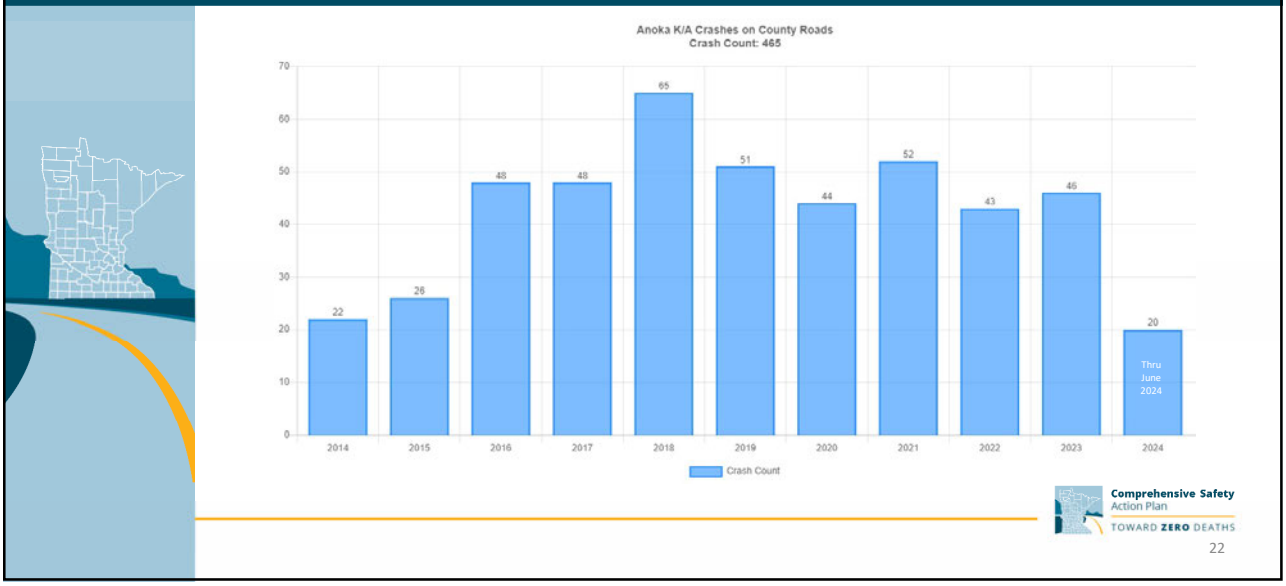
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MN Roadway Fatalities



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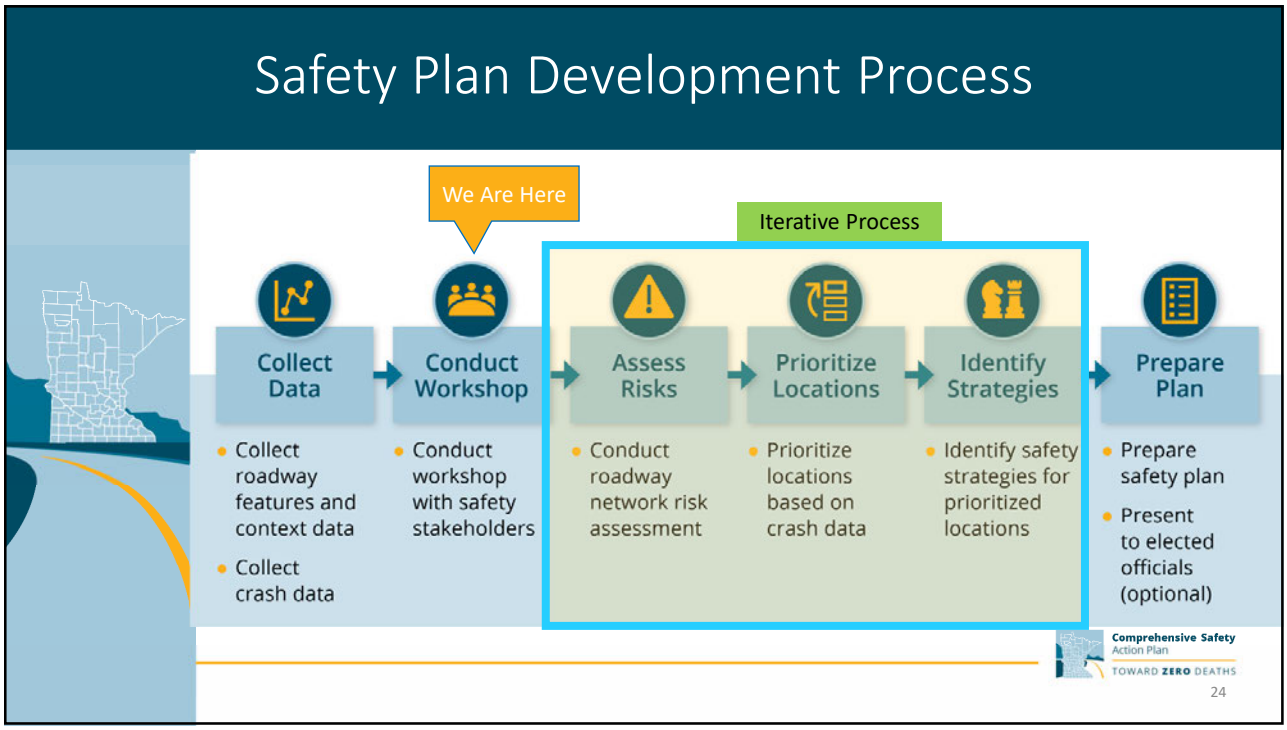
Anoka County – Fatal & Serious Injury Crashes (on County Roads Only)



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Safety Planning Foundation
The Proactive Approach

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Safety Plan Development Process
We Are Here
Iterative Process
Collect Data
Collect roadway features and context data
Collect crash data
Conduct Workshop
Conduct workshop with safety stakeholders
Assess Risks
Conduct roadway network risk assessment
Prioritize Locations
Prioritize locations based on crash data
Identify Strategies
Identify safety strategies for prioritized locations
Prepare Plan
Prepare safety plan
Present to elected officials (optional)
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS
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Why the Systemic Approach?

- It works
- It leads to implementation
- It allows agencies to *proactively* deploy safety projects at at-risk locations

With the systemic process, the answer to *"How many people have to die before you do something?"* is zero!

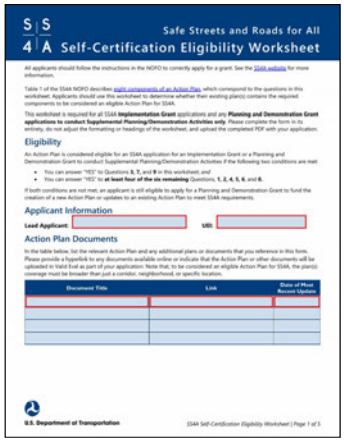
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Safe Streets for All (SS4A) Plan Components

Action Plan Components

1. Leadership Commitment and Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement and Collaboration
5. Equity
6. Policy and Process Changes
7. Strategy and Project Selections
8. Progress and Transparency

…. and Complete the Self Certification Documentation


Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

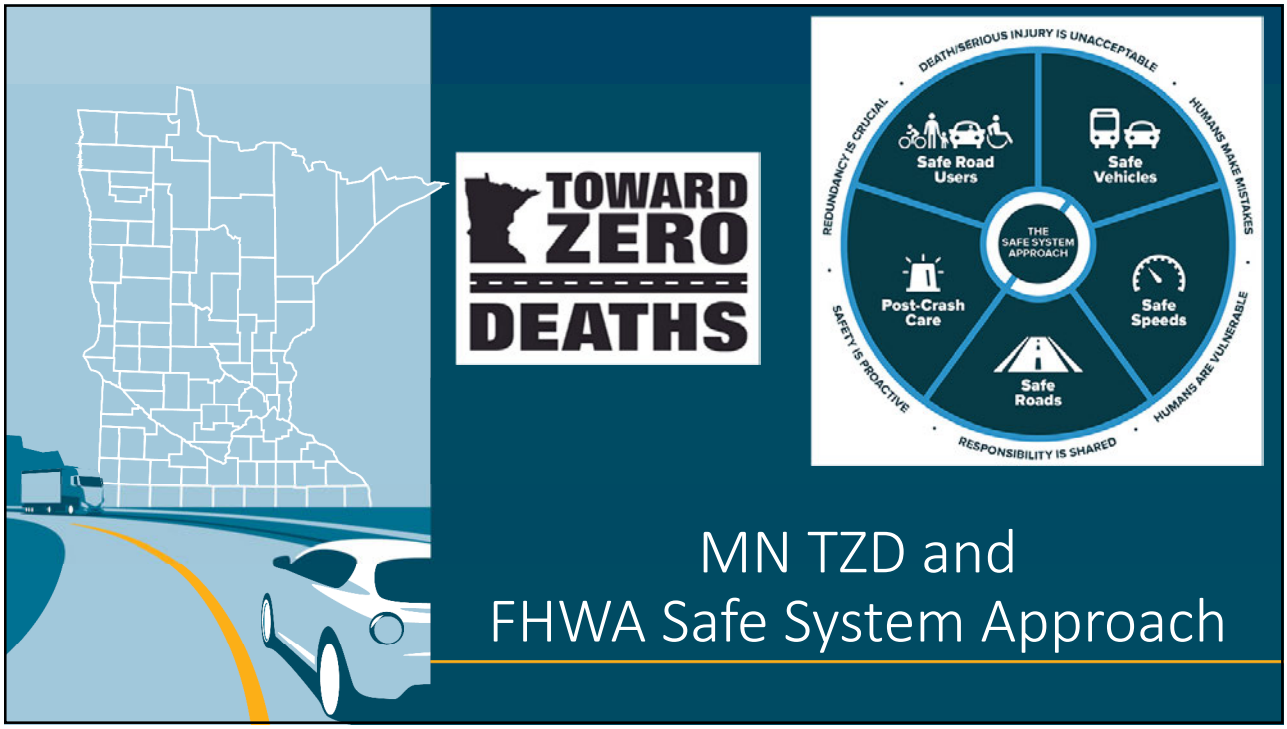
Eligibility

Applicant Information

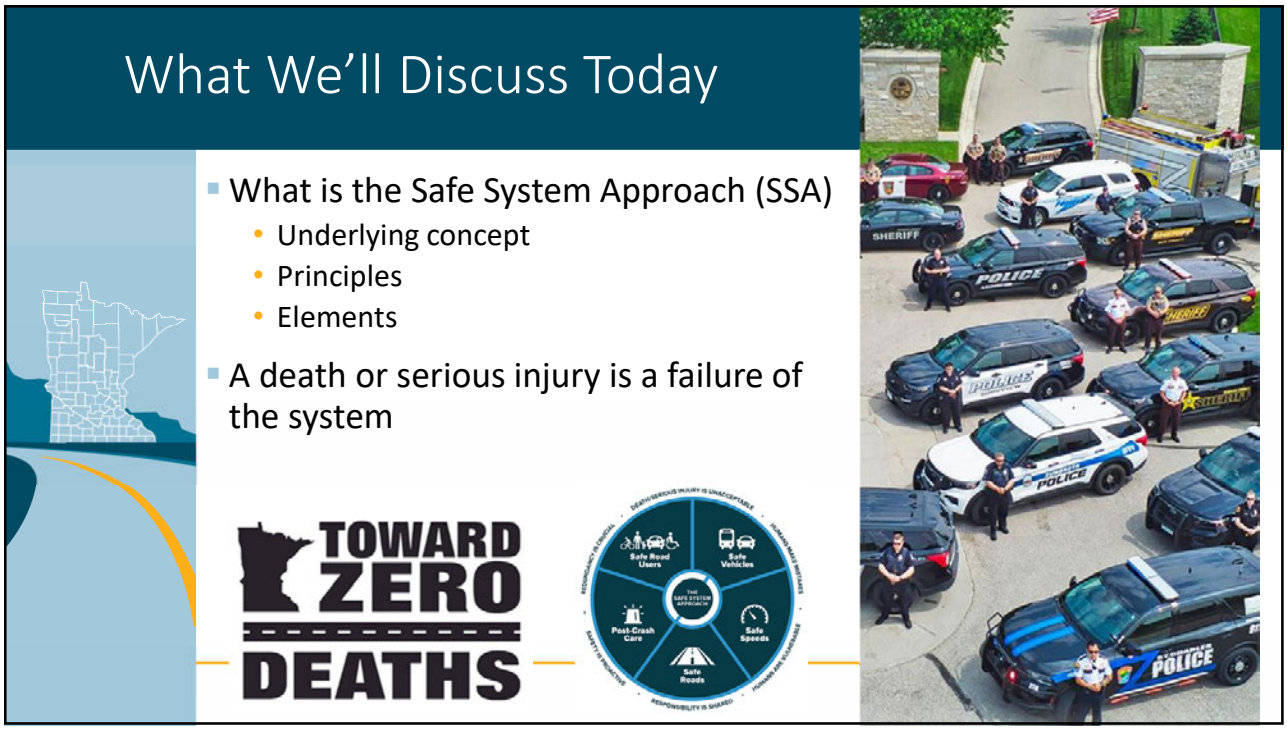
Action Plan Documents

U.S. Department of Transportation

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS


TOWARD ZERO DEATHS
DEATH/SERIOUS INJURY IS UNACCEPTABLE
HUMANS MAKE MISTAKES
HUMANS ARE VULNERABLE
RESPONSIBILITY IS SHARED
SAFETY IS PROACTIVE
REDUNDANCY IS CRUCIAL
Safe Road Users
Safe Vehicles
Safe Speeds
Safe Roads
Post-Crash Care
THE SAFE SYSTEM APPROACH
MN TZD and
FHWA Safe System Approach

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What We'll Discuss Today
What is the Safe System Approach (SSA)
Underlying concept
Principles
Elements
A death or serious injury is a failure of the system
TOWARD ZERO DEATHS
POLICE
SHERIFF

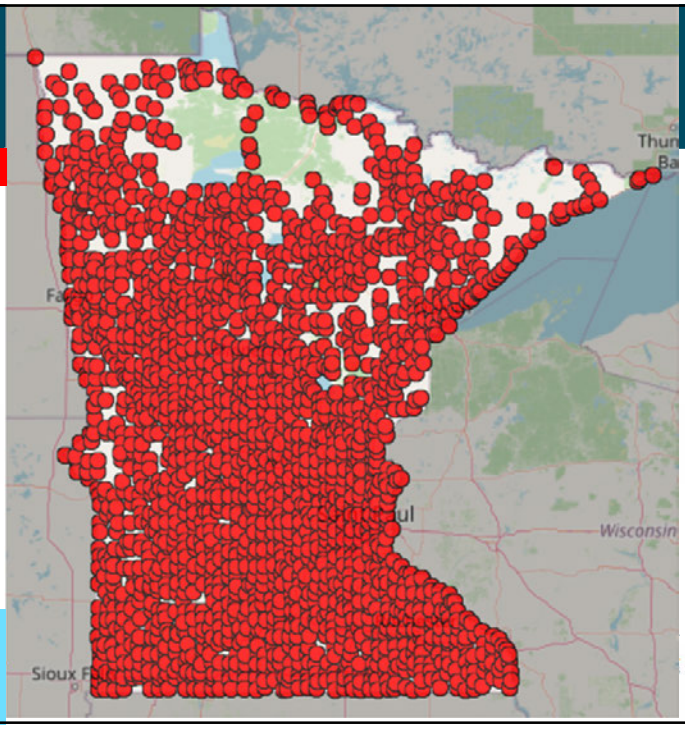
29

The Problem 2014-2024

18,430 lives lost or changed



10 year fatal and serious injury crashes



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TZD and Safe System



TZD

- State's cornerstone traffic safety program.
- Create a culture where Fatal and serious injury crashes are unacceptable.
- Implement effective strategies proactively.
- Work with partners in Enforcement, Education, Engineering, EMT, and Everyone.

Safe System Approach

- US DOT guiding paradigm to address roadway safety.
- Mindset that it is unacceptable to allow deaths and serious injuries to occur on the roads.
- requires a culture that places safety first and foremost in road system investment decisions.
- Humans make mistakes and are vulnerable.
- Shared responsibility.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Source: FHWA

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Not Just Numbers…

As of Augst 9th, **252 (preliminarily) people have died on Minnesota roadways**, compared with 216 at the same time last year.

A 17% increase over last year

Here are just a few:

- A 77-year-old unbelted male SUV driver and his 65-year-old unbelted female passenger died after a collision at the intersection of two county roads where the other pickup truck in the crash ran a stop sign.
- A 16-year-old male driver slid off a county road, crossed the centerline into a ditch and hit a tree. He died five days later from injuries sustained in the crash.
- An 11-year-old male pedestrian was struck and killed by a bus while standing or walking in the travel lane of a county highway.
- A 22-year-old male and a 19-year-old female were killed in a crash where their vehicle left the roadway and crashed into multiple trees.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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A New Paradigm

The Safe System approach aims to eliminate fatal and serious injuries for all road users by:

Accommodating human mistakes



Keeping impacts on the human body at tolerable levels

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Source: FHWA

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THE 6 SAFE SYSTEM PRINCIPLES



- Death/serious injury is unacceptable
- Humans make mistakes
- Responsibility is shared
- Safety is proactive
- Humans are vulnerable
- Redundancy is crucial

Source: FHWA

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THE 5 SAFE SYSTEM ELEMENTS



- Safe road users
- Safe roads
- Safe vehicles
- Post-crash care
- Safe speeds

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Source: FHWA

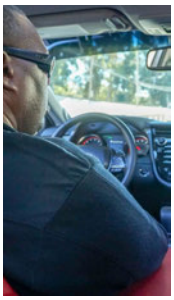
35

THE 5 SAFE SYSTEM ELEMENTS

Safe Road Users


Walk


Bike


Drive



Transit


Other

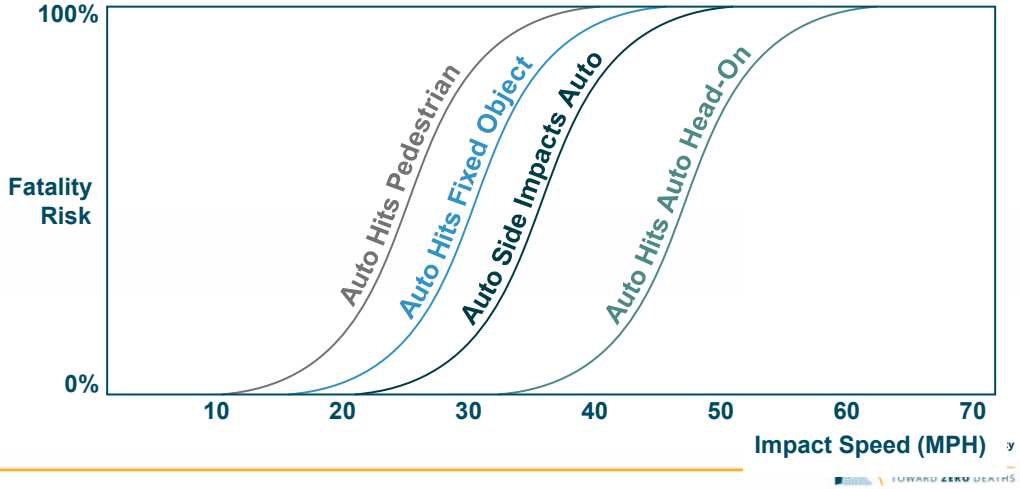
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Source: FHWA

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THE 5 SAFE SYSTEM ELEMENTS

Safe Speeds



Source: FHWA

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THE 5 SAFE SYSTEM ELEMENTS

Safe Speeds: Treatments that Minimize Injuries

Speed through Typical Intersection



Speed through Safe System Intersection



I-35 and Highway 33 in Cloquet

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THE 5 SAFE SYSTEM ELEMENTS

Safe Roads

Safe roads are designed and operated to:

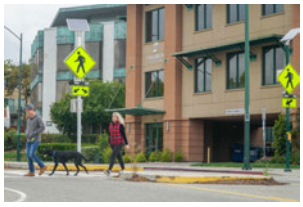
1. Prevent crashes among all users



Separating users in space



Separating users in time



Increasing attentiveness and awareness

Source: FHWA

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THE 5 SAFE SYSTEM ELEMENTS

Safe Roads

Safe roads are designed and operated to:

2. Keep impacts on the human body at tolerable levels



Managing speed



Managing crash angles



Managing crash energy distribution

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Source: FHWA

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THE 5 SAFE SYSTEM ELEMENTS

Safe Roads

Safe roads include all aspects of the roadway system:

Design | **Construction** | **Maintenance** | **Operation**

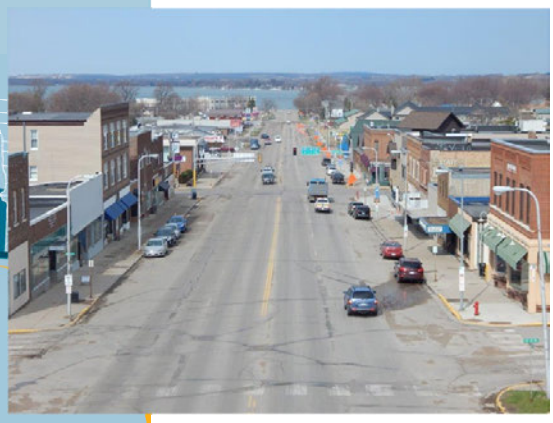
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Source: FHWA

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THE 5 SAFE SYSTEM ELEMENTS

Safe Roads: Safe Roads Through Complete Streets





Highway 28, Glenwood, MN

Separate users in space

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Source: FHWA

THE 5 SAFE SYSTEM ELEMENTS

Safe Roads: Safe Speeds and Safe Roads



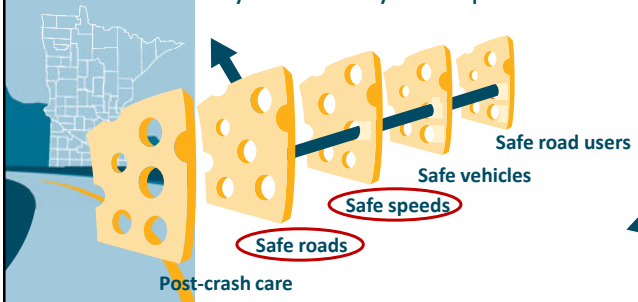
Highway 19, New Prague, MN

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

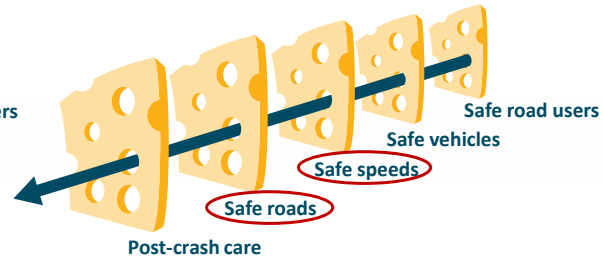
Source: FHWA

The 5 Safe System Elements Create *Redundancy*

The "Swiss Cheese Model" of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Source: FHWA

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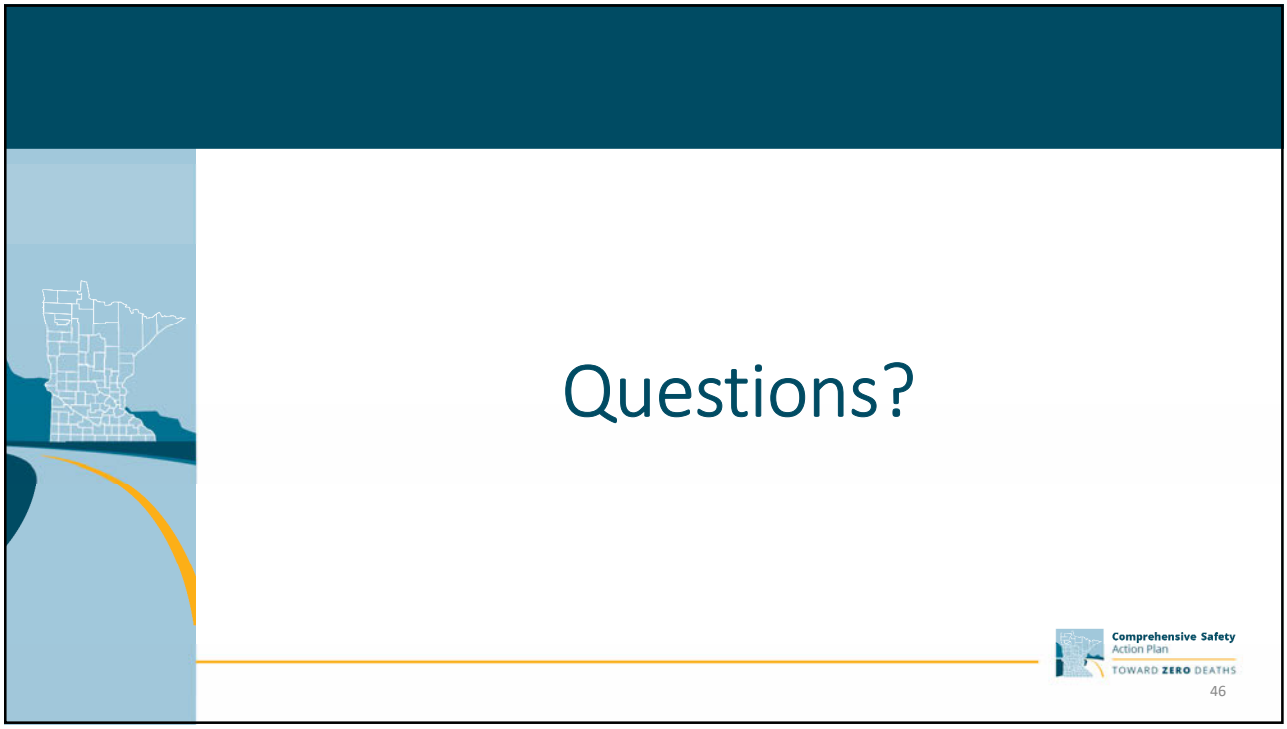
Summary

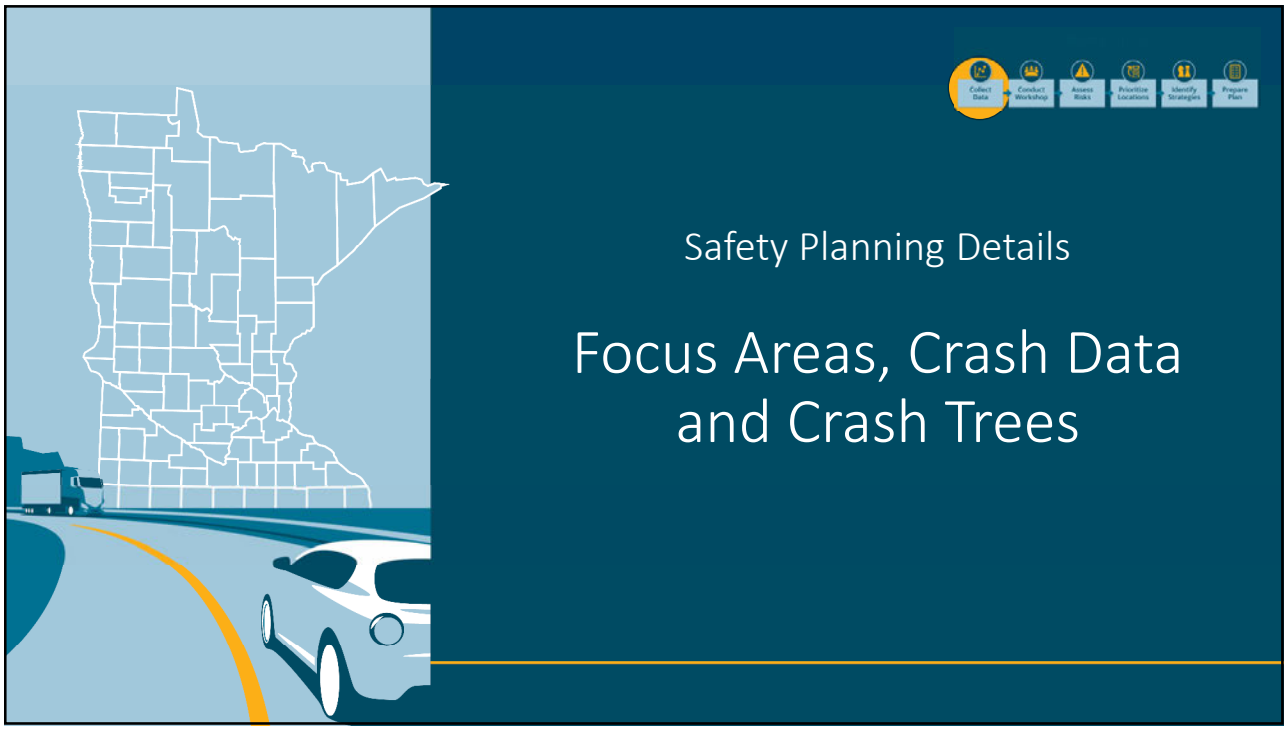
TRADITIONAL APPROACH		SAFE SYSTEM APPROACH
Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks
Vehicle centric	→	All road users

Action Plan
TOWARD ZERO DEATHS

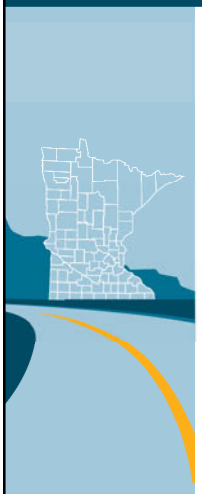
Source: FHWA

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Questions?
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS
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Collect Data
Conduct Workshop
Assess Risks
Prioritize Locations
Identify Strategies
Prepare Plan
Safety Planning Details
Focus Areas, Crash Data and Crash Trees

MnDOT (2020-2024) Strategic Highway Safety Plan

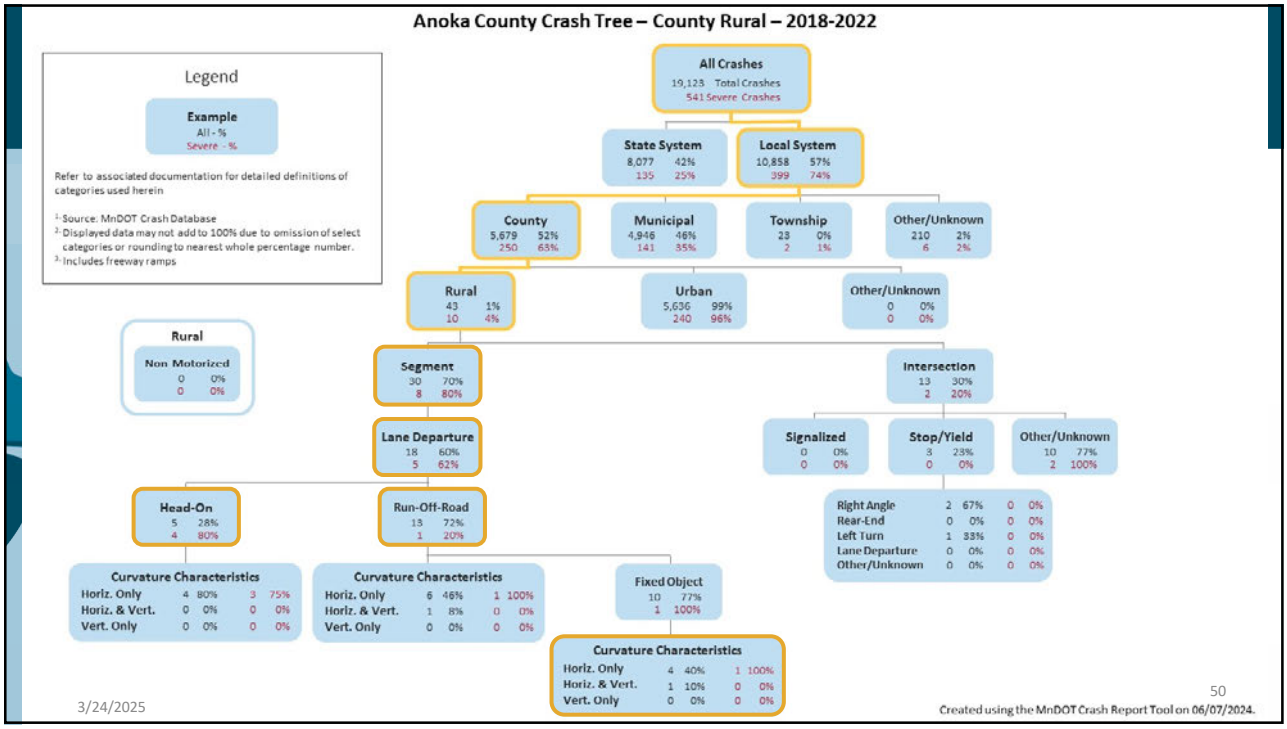




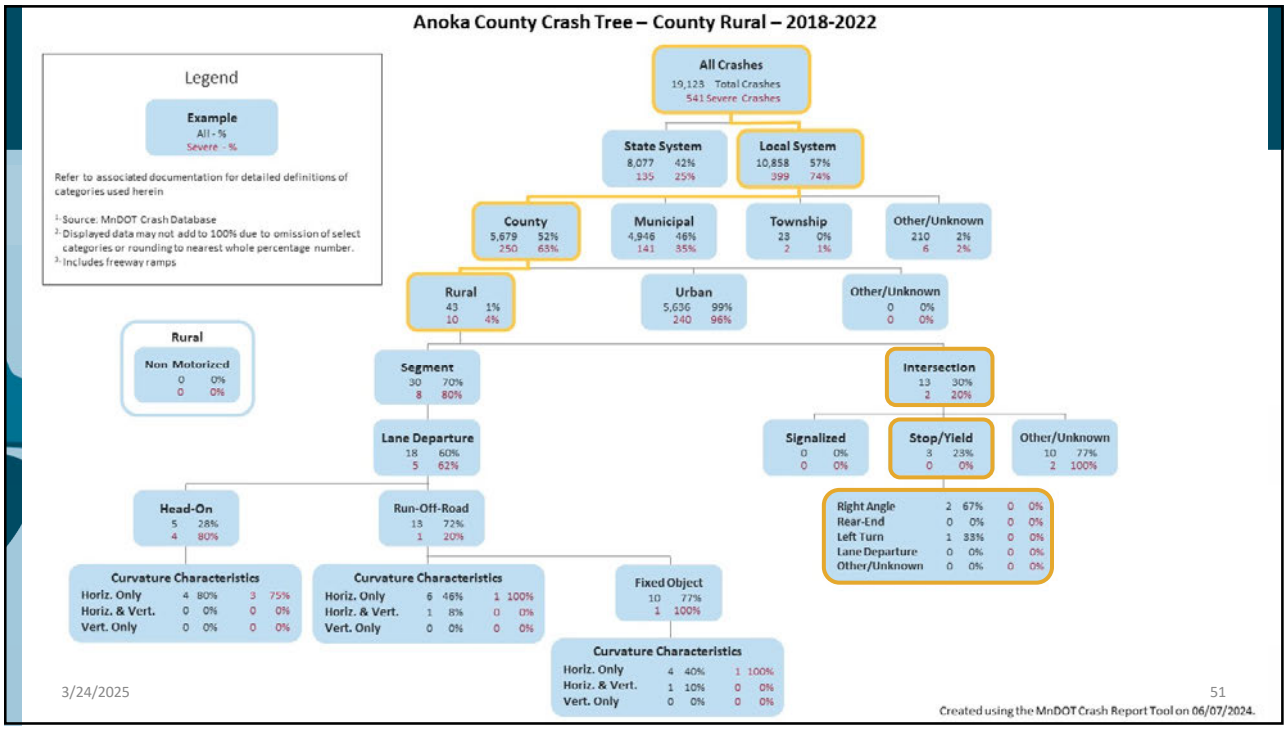
Focus Areas and County Crash Data

		Anoka County				ATP M			
		All Systems		County System		All Systems		County System	
	Total Severe Crashes	545	100%	252	100%	4124	100%	1479	100%
Core Areas	Intersection	309	57%	143	57%	2389	58%	908	61%
Core Areas	Lane Departure	217	40%	116	46%	1409	34%	503	34%
Core Areas	*Run-Off-Road*	132	24%	55	22%	937	23%	279	19%
Core Areas	*Head-On*	85	16%	61	24%	472	11%	224	15%
Core Areas	Impaired	127	23%	52	21%	1004	24%	353	24%
Core Areas	Speed	107	20%	43	17%	938	23%	282	19%
Core Areas	Unbelted	50	9%	21	8%	406	10%	129	9%
Core Areas	Inattentive	52	10%	26	10%	327	8%	130	9%
Strategic	Older Driver	99	18%	53	21%	640	16%	272	18%
Strategic	Motorcycle	120	22%	53	21%	661	16%	266	18%
Strategic	Younger Driver	97	18%	48	19%	650	16%	242	16%
Strategic	Non-motorist	77	14%	23	9%	933	23%	282	19%
Strategic	*Pedestrian*	57	10%	15	6%	697	17%	208	14%
Strategic	*Bicyclist*	20	4%	8	3%	236	6%	74	5%
Strategic	Commercial Vehicles	26	5%	8	3%	253	6%	83	6%
Strategic	Work Zone	17	3%	7	3%	113	3%	32	2%
Connected	Unlicensed	87	16%	46	18%	948	23%	297	20%
Connected	Trains	0	0%	0	0%	3	0%	1	0%
Connected	Deer/Animal	6	1%	5	2%	26	1%	14	1%
Connected	Winter Weather	48	9%	16	6%	389	9%	122	8%

A 20-year-old male driver, exceeding the speed limit on a county road, ran off the road to the left through an intersection into a ditch and rolled the vehicle. He died at the scene. Alcohol use is suspected.


Anoka County Crash Tree – County Rural – 2018-2022
Legend
Example
All - %
Severe - %
Refer to associated documentation for detailed definitions of categories used herein
1- Source: MnDOT Crash Database
2- Displayed data may not add to 100% due to omission of select categories or rounding to nearest whole percentage number.
3- Includes freeway ramps
All Crashes
19,123 Total Crashes
541 Severe Crashes
State System
8,077 42%
135 25%
Local System
10,858 57%
399 74%
County
5,679 52%
250 63%
Municipal
4,946 46%
141 35%
Township
23 0%
2 1%
Other/Unknown
210 2%
6 2%
Rural
43 1%
10 4%
Urban
5,636 99%
240 96%
Other/Unknown
0 0%
0 0%
Rural
Non Motorized
0 0%
0 0%
Segment
30 70%
8 80%
Intersection
13 30%
2 20%
Lane Departure
18 60%
5 62%
Signalized
0 0%
0 0%
Stop/Yield
3 23%
0 0%
Other/Unknown
10 77%
2 100%
Head-On
5 28%
4 80%
Run-Off-Road
13 72%
1 20%
Right Angle 2 67% 0 0%
Rear-End 0 0% 0 0%
Left Turn 1 33% 0 0%
Lane Departure 0 0% 0 0%
Other/Unknown 0 0% 0 0%
Curvature Characteristics
Horiz. Only 4 80% 3 75%
Horiz. & Vert. 0 0% 0 0%
Vert. Only 0 0% 0 0%
Curvature Characteristics
Horiz. Only 6 46% 1 100%
Horiz. & Vert. 1 8% 0 0%
Vert. Only 0 0% 0 0%
Fixed Object
10 77%
1 100%
Curvature Characteristics
Horiz. Only 4 40% 1 100%
Horiz. & Vert. 1 10% 0 0%
Vert. Only 0 0% 0 0%
3/24/2025
50
Created using the MnDOT Crash Report Tool on 06/07/2024.

50


Anoka County Crash Tree – County Rural – 2018-2022
Legend
Example
All - %
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Vert. Only 0 0% 0 0%
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Horiz. & Vert. 1 10% 0 0%
Vert. Only 0 0% 0 0%
3/24/2025
51
Created using the MnDOT Crash Report Tool on 06/07/2024.

51

Anoka County Crash Tree: Rural Network Key Takeaways

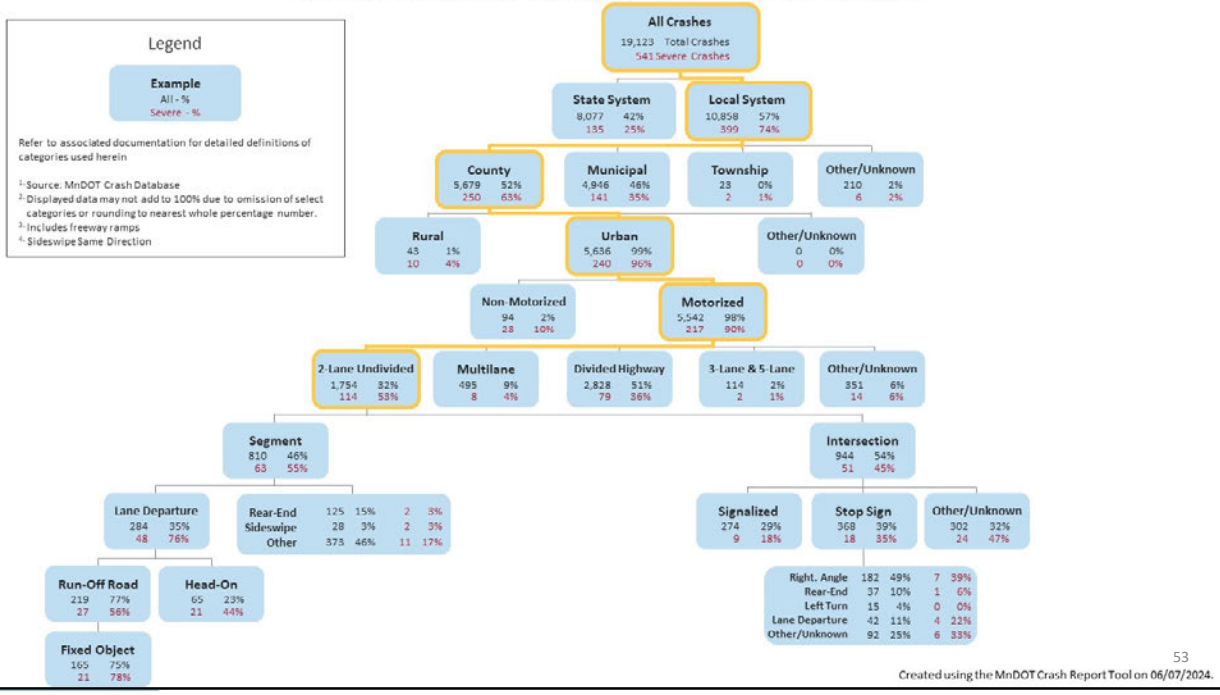


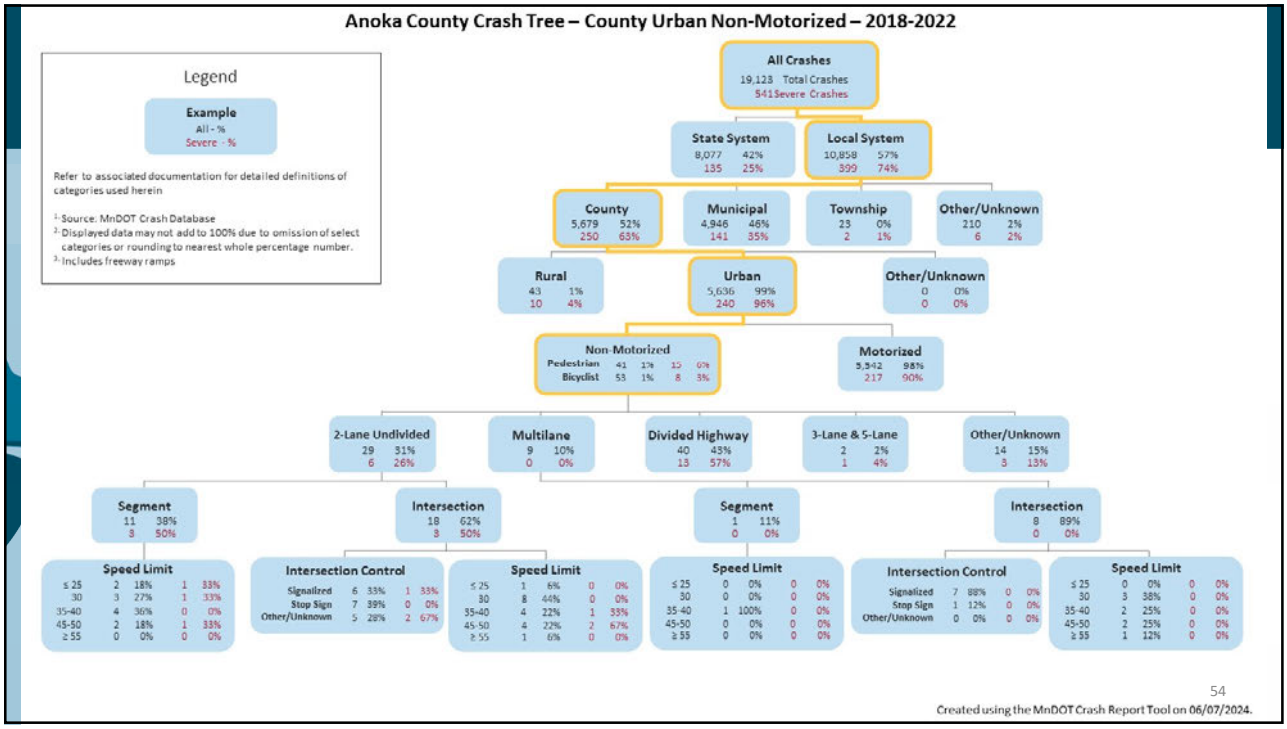
- Rural roadways comprise only 4% of total severe crashes on County system
- Of these:
  - 80% are on segments or curves
    - Focus on head-on crashes on curves
  - 20% occur at intersections

3/24/2025

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Anoka County Crash Tree – County Urban 2-Lane Undivided – 2018-2022





Anoka County Crash Tree: Urban Network Key Takeaways



- Focus on supporting safety initiatives on local systems especially on *county* roadways
- Primary focus on *urban* county roadways
  - Primary focus is on lane departure and intersection crashes along two-lane undivided roadways
- Non-motorized crashes:
  - 57% on divided highways
  - 26% on 2-lane undivided highways

3/24/2025

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TOWARD ZERO DEATHS



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Risk Factor Identification





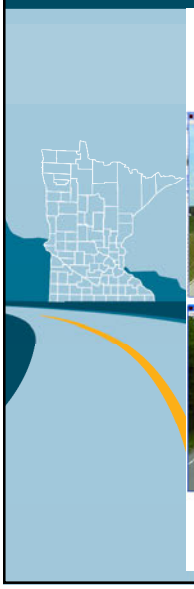
Crash Type: Roadway departure crashes on rural two-lane highways
Risk Factors: Average daily traffic volumes, curve density, access density, etc.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Risk Factor Identification





Segments:

- Density of Road Departure
- Traffic Volume
- Curve Density
- Access Density
- Edge Risk Assessment

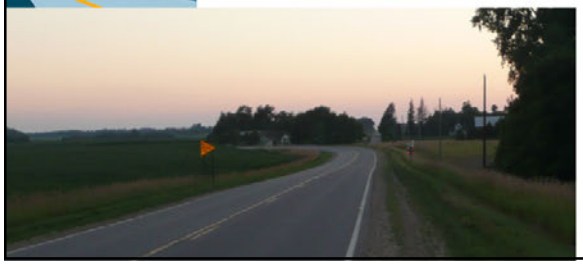
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Risk Factor Identification



Curves:

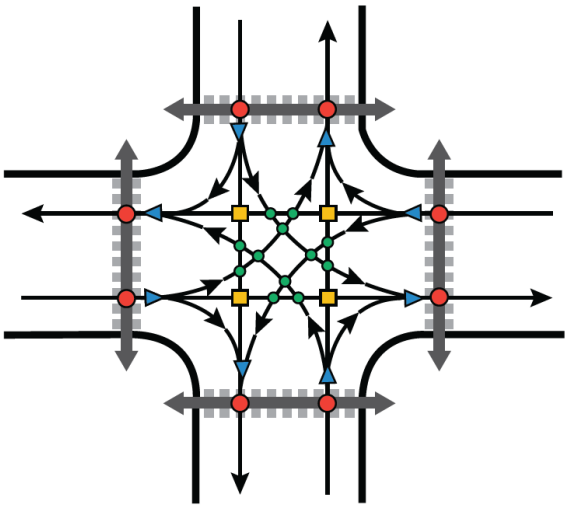
- Traffic Volume Range
- Critical Curve Radius
- Severe Crash on Curve
- Intersection on Curve
- Visual Trap on Curve







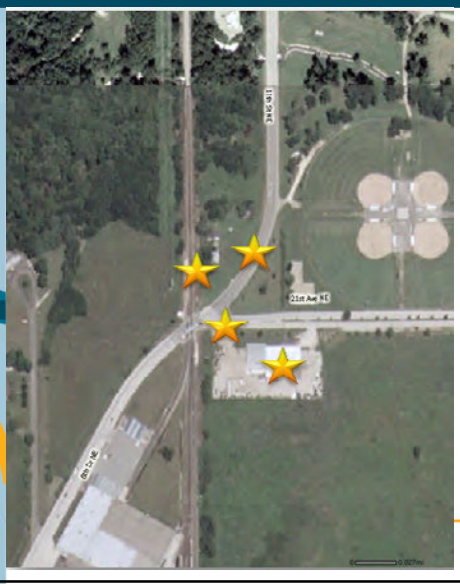
Risk Factor Identification



- Crossing
- Turning
- Merge/Diverge
- Pedestrian

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Risk Factor Identification



Intersections

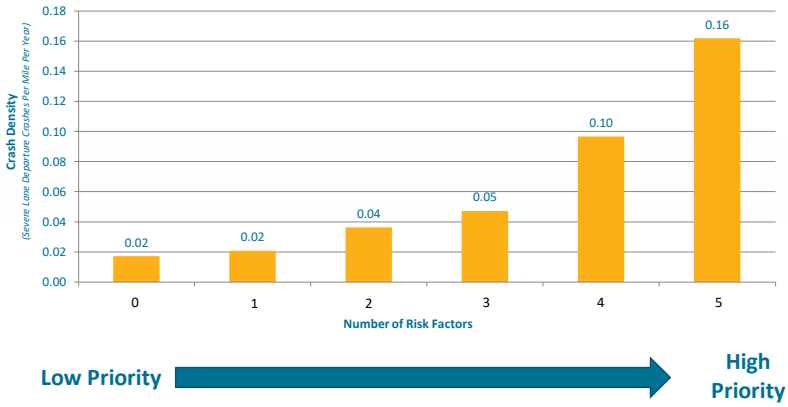
- Skewed approach
- On/near curve
- Volume
- Proximity to railroad crossing
- Proximity to last STOP sign
- Intersection related crashes
- Commercial development

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Systemic Safety Approach Works!



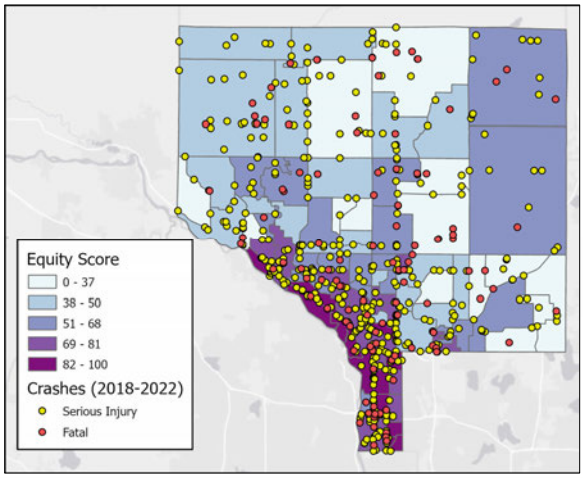
***Higher* priority segments have *higher* crash densities**



Low Priority → **High Priority**

Additional SS4A Components

SS4A Equity Considerations: Assessment



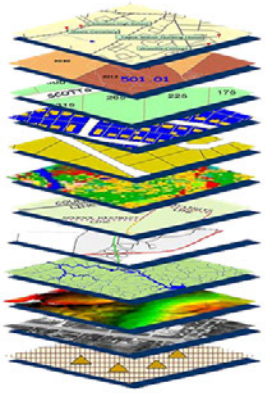
- Equity factors of **Race**, **Ethnicity**, **Age**, **Poverty**, and **Disability** were aggregated to create an equity score for each census tract
  - Indicators of vulnerable populations
- Crash data (2018-2022) was overlaid to show the relationship between crash incidence and equity
  - Spatial association

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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SS4A Equity Considerations: Actions

- Once risk-based safety locations and projects are identified:
  - Overlay equity data with proposed projects
  - Assign each project an equity score based on census tract characteristics
  - Use scoring to understand which projects may especially benefit vulnerable communities
  - Consider equity benefits when prioritizing and implementing projects
- Also consider county-nominated safety projects



Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

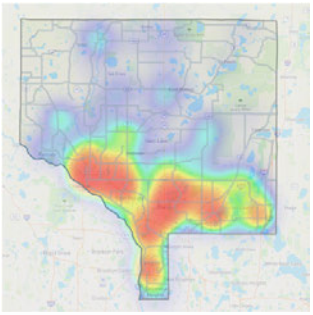
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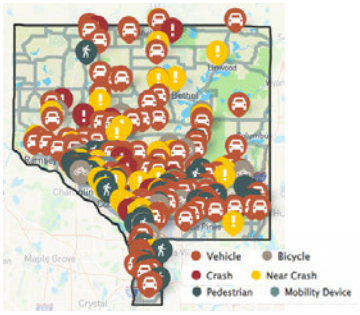
SS4A Public and Stakeholder Engagement



- SS4A Safety Task Force
  - Multidisciplinary
  - 4 meetings
- General Public
  - Website
  - Survey
  - Comment map

Results through 9/13/24
- 2,243 total visits
- 1,775 unique visitors
- 346 map comments
- 639 survey responses





Take the survey! (closes 9/30)

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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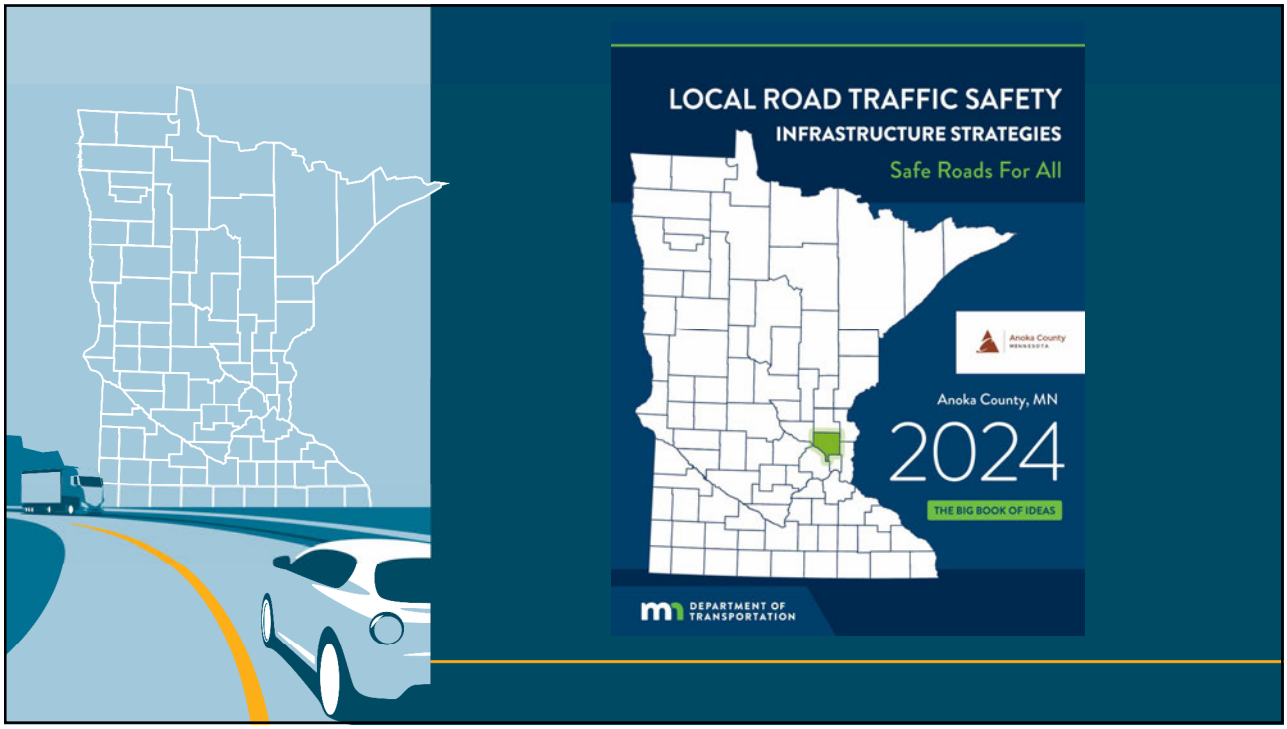




Safety Planning Details

Infrastructure Safety Strategies

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What's Inside?



- Strategies by facility type
  - Rural segments, curves, intersections
  - Urban segments and intersections
  - Interchange types
- Strategy details
  - Cost estimation
  - CRFs & any notes on applicability
  - Vulnerable road user icons



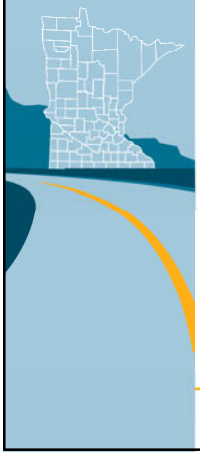
Rural Curves

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Clear zone maintenance/enhancements	$ to $$$	22%	Increase distance to roadside features from 3.3 feet to 16.7 feet, all crash severities & types
		44%	Increase distance to roadside features from 16.7 feet to 30 feet, all crash severities & types
Vegetation management		–	
Appropriate right-of-way width		–	
Right-of-way fencing		–	
High Friction Surface Treatment (HFST)	$$$$$	62%	Curves. All crash severities & types
		86%	Curves. All crash severities & types, wet roads
Reconstruct (TT to a single T intersection)	$$$$ to $$$$$	–	
Roadside barrier / guardrail	$$$	51%	KABC run off road crashes
Pave shoulders / Shoulder widening (up to 2')	$$$$	6%	ABC crashes, all crash types
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
Chevrons	$	25%	All crash severities, nighttime non-intersection crashes
Delineators	$	28%	All crash severities, non-intersection crashes
Dynamic curve signing	$$$	44%	All crash severities & types
Lighting	$$$	73%	Fatal crashes on curves, nighttime crashes
Retroreflective strips on sign posts	$	–	
Upgraded signs / oversized regulatory signs	$	–	
6" or 8" pavement markings	–	–	

Cost Estimate Thresholds (Per Curve)	
$	Less than $5,000
$$	$5,000 to $20,000
$$$	$20,000 to $40,000
$$$$	$40,000 to $80,000
$$$$$	$80,000 or more

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Strategy Effectiveness Considerations



- According to NHTSA, **driver error** causes 94% of crashes.
  - "Big Four Behaviors" → speeding, seatbelt non-use, alcohol, and distraction
- It's our responsibility to provide a transportation system that's safe and **accommodating of mistakes**.
- Largest impact comes from systemic deployment of **highly effective & low-cost strategies**.
  - Crash reductions of 20%+ often considered highly effective
- Based on data
  - National or Minnesota-specific **crash reduction data**

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

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Rural Strategies

Rural Strategies - Segments

Strategies	Cost	CRF	Notes
1 SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Access management	$$ to $$$$	Up to 50%	All crash severities & types
Buffers between opposing lanes / median barriers	$$$$	43%	All crash types, fatal crashes
		30%	All crash types, injury crashes
Separation of head-to-head traffic at high speeds		–	
High-tension cable barrier		42%	KABC median crashes
Build expressways with no left turn or crossover movements[1]	$$$$$	–	
Clear zone maintenance / enhancements	$ to $$$$	22%	Increase distance to roadside features from 3.3 feet to 16.7 feet, all crash severities & types
		44%	Increase distance to roadside features from 16.7 feet to 30 feet, all crash severities & types
Vegetation management		–	
Appropriate right-of-way width		–	
Right-of-way fencing		–	
Ditch/embankment/side slope improvements (including slope flattening)	$$$$$	14%	KABC rollover
2+1 barrier (or tube) roadway	$$$$$	47%	All crash severities & types
Non-recoverable inslope protection	$$$$	35%	KABC
Passing lanes	$$$$$	32%	All crash severities & types
Safety edge	$ to $$	24%	Run off road crashes, all severities
Separated bike trail/path	$$$$	–	
Shoulder paving (2', 4', 6') / Shoulder widening (up to 2')	$$$ to $$$$$	17%-31%	KABC, 2-lane arterial



Nativeengineering.files.wordpress.com



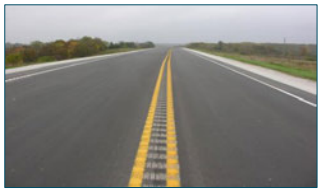


Source: Maine Turnpike Authority

Cost Estimate Thresholds (Per Mile)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $350,000
$$$$$	$350,000 or more

Rural Strategies - Segments

Strategies	Cost	CRF	Notes
4 SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
Shoulder/edgeline rumble strip	$	32%	KA SVROR on rural 2-lane roads
Sinusoidal "mumble" strip included		–	
Upgrade signs / oversized regulatory signs	$	–	
Centerline rumble strip	$	36%	KA SVROR on rural 2-lane roads
Sinusoidal "mumble" strip included		–	
Enhanced edgeline (6" & 8")	$	18%	All crash types & severities, prior condition = 4" edge line
Plowable centerline reflective markers	$	33%	All crash severities, nighttime crashes





Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

Cost Estimate Thresholds (Per Mile)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $350,000
$$$$$	$350,000 or more

Rural Strategies - Segments

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
Shoulder/edgeline rumble strip	$	32%	KA SVROR on rural 2-lane roads
Sinusoidal "mumble" strip included		–	
Upgrade signs / oversized regulatory signs	$	–	
Centerline rumble strip	$	36%	KA SVROR on rural 2-lane roads
Sinusoidal "mumble" strip included		–	
Enhanced edgeline (6" & 8")	$	18%	All crash types & severities, prior condition = 4" edge line
Plowable centerline reflective markers	$	33%	All crash severities, nighttime crashes



FHWA & Texas Transportation Institute (https://highways.dot.gov/safety/proven-safety-countermeasures/wider-edge-lines)

Cost Estimate Thresholds (Per Mile)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $350,000
$$$$$	$350,000 or more

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Rural Strategies - Curves

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Clear zone maintenance/enhancements	$ to $$$	22%	Increase distance to roadside features from 3.3 feet to 16.7 feet, all crash severities & types
		44%	Increase distance to roadside features from 16.7 feet to 30 feet, all crash severities & types
Vegetation management		–	
Appropriate right-of-way width		–	
Right-of-way fencing		–	
High Friction Surface Treatment (HFST)	$$$$	62%	Curves, All crash severities & types
		86%	Curves, All crash severities & types, wet roads
Reconstruct [TT to a single T intersection]	$$$$ to $$$$$	–	
Roadside barrier / guardrail	$$$	51%	KABC run off road crashes
Pave shoulders / Shoulder widening (up to 2')	$$$$	6%	ABC crashes, all crash types
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
Chevrons	$	25%	All crash severities, nighttime non-intersection crashes
Delineators	$	28%	All crash severities, non-intersection crashes
Dynamic curve signing	$$$	44%	All crash severities & types
Lighting	$$$	73%	Fatal crashes on curves, nighttime crashes
Retroreflective strips on sign posts	$	–	
Upgraded signs / oversized regulatory signs	$	–	
6" or 8" pavement markings	–	–	



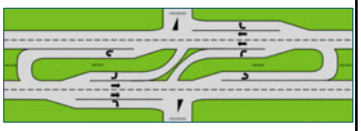
Low-Cost Traffic Engineering Improvements: A Primer (FHWA, FHWA-OP-03-078)

Cost Estimate Thresholds (Per Curve)	
$	Less than $5,000
$$	$5,000 to $20,000
$$$	$20,000 to $40,000
$$$$	$40,000 to $80,000
$$$$$	$80,000 or more

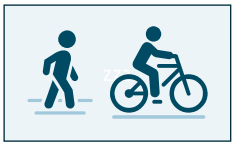
75

Rural Strategies - Intersections

Strategies	Cost	CRF	Notes
1 SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
High Friction Surface Treatment (HFST) and/or continuous pavement friction measurement	$$$$	62%	All crash severities & types
		86%	All crash severities & types, wet roads
J-Turn / Restricted Crossing U-Turn (RCUT) intersection	$$$$$	35%	All crash severities & types
		71%	KABC crashes, all crash types
Roundabout	$$$$$	51%	KABC crashes, all crash types
		69%	KAB crashes, all crash types
Median acceleration lanes (MALs)	$$$$	40%	All crash severities, rear end crashes
Offset T-intersection	$$$ to $$$$$	–	
Remove skew / realign intersections	$$$ to $$$$$	Up to 30%	All crash severities & types
Remove left turn or crossover movements on expressways	$$$	–	
Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)	$	–	
Turn lanes (Including offset and channelized)	$$$ to $$$$	17%	All crash severities & types
		12%	All crash severities & types, signalized intersections
		34%	Angle crashes, all severities
		27%	KABC crashes, all crash types
		44%	All crash severities & types



J-Turn Intersection Layout
MnDOT Traffic Safety Evaluation at RCIs in MN



Cost Estimate Thresholds (Per Intersection)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $200,000
$$$$$	$200,000 or more

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Rural Strategies - Intersections

Strategies	Cost	CRF	Notes
1 SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
High Friction Surface Treatment (HFST) and/or continuous pavement friction measurement	$$$$	62%	All crash severities & types
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Offset T-intersection	$$$ to $$$$$	–	
Remove skew / realign intersections	$$$ to $$$$$	Up to 30%	All crash severities & types
Remove left turn or crossover movements on expressways	$$$	–	
Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)	$	–	
Turn lanes (Including offset and channelized)	$$$ to $$$$	17%	All crash severities & types
		12%	All crash severities & types, signalized intersections
		34%	Angle crashes, all severities
		27%	KABC crashes, all crash types
		44%	All crash severities & types



MnDOT's 2017 Study of Traffic Safety at Roundabouts in MN (https://www.dot.state.mn.us/roundabouts/safety.html)

Cost Estimate Thresholds (Per Intersection)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $200,000
$$$$$	$200,000 or more

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Rural Strategies - Intersections

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
High Friction Surface Treatment (HFST) and/or continuous pavement friction measurement	$$$$	62%	All crash severities & types
		86%	All crash severities & types, wet roads
J-Turn / Restricted Crossing U-Turn (RCUT) intersection	$$$$$	35%	All crash severities & types
		71%	KABC crashes, all crash types
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		69%	KAB crashes, all crash types
Median acceleration lanes (MALs)	$$$$	40%	All crash severities, rear end crashes
Offset T-intersection	$$$ to $$$$$	–	
Remove skew / realign intersections	$$$ to $$$$$	Up to 30%	All crash severities & types
Remove left turn or crossover movements on expressways	$$$	–	
Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)	$	–	
Turn lanes (Including offset and channelized)	$$$ to $$$$	17%	All crash severities & types
		12%	All crash severities & types, signalized intersections
		34%	Angle crashes, all severities
		27%	KABC crashes, all crash types
		44%	All crash severities & types



Before



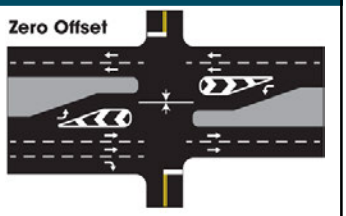
After



Cost Estimate Thresholds (Per Intersection)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $200,000
$$$$$	$200,000 or more

Rural Strategies - Intersections

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Turn lanes (Including offset and channelized)	$$$ to $$$$	17%	All crash severities & types
		12%	All crash severities & types, signalized intersections
		34%	Angle crashes, all severities
		27%	KABC crashes, all crash types
		44%	All crash severities & types

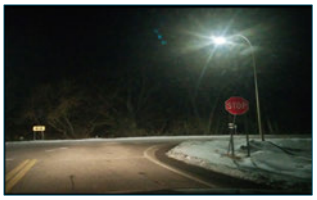


Dedicated Left- and Right-Turn Lanes at Intersection (FHWA, FHWA-SA-21-041)

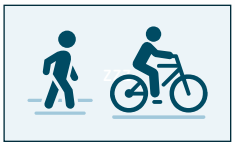
Cost Estimate Thresholds (Per Intersection)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $200,000
$$$$$	$200,000 or more

Rural Strategies - Intersections

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
LED stop signs / flashing beacon stop signs	$	42%	Replace standard stop sign with Flashing LED stop sign. All crash severities, angle crashes
		16%	Provide flashing beacons at stop controlled intersection. All crash severities, angle crashes
Streetlights (and approaches)	$$ to $$$	33%	Angle crashes, all severities
Transverse rumble strips	$	29%	KABC crashes, all crash types
		20-40%	All crash severities & types
Upgrade signs and pavement markings	$	25%	All crash severities & types, stop controlled intersections
Doubled-up, oversized warning signs, stop signs		–	
Retroreflective strips on sign posts		–	
Enhanced pavement markings, stop bar		–	
Oversized regulatory signs		–	



MnDOT / FHWA

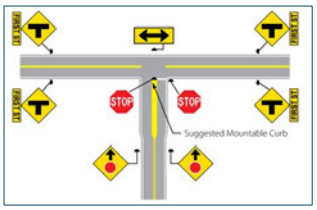


Cost Estimate Thresholds (Per Intersection)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $200,000
$$$$$	$200,000 or more

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Rural Strategies - Intersections

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
LED stop signs / flashing beacon stop signs	$	42%	Replace standard stop sign with Flashing LED stop sign. All crash severities, angle crashes
		16%	Provide flashing beacons at stop controlled intersection. All crash severities, angle crashes
Streetlights (and approaches)	$$ to $$$	33%	Angle crashes, all severities
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		20-40%	All crash severities & types
Upgrade signs and pavement markings	$	25%	All crash severities & types, stop controlled intersections
Doubled-up, oversized warning signs, stop signs		–	
Retroreflective strips on sign posts		–	
Enhanced pavement markings, stop bar		–	
Oversized regulatory signs		–	



Intersection Safety: A Manual for Local Rural Road Owners (FHWA, FHWA-SA-11-08)

Cost Estimate Thresholds (Per Intersection)	
$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $200,000
$$$$$	$200,000 or more

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Urban Strategies

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Urban Strategies - Segments

Strategies	Cost	CRF	Notes
1 SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Access management	$$$$$	44%	All crash severities & types
Bicycles		–	
Shared use path	$$$$	–	
Side path		–	
Shared roadway		–	
Divided roadway	$$$$	39%	KABC crashes, all crash types
Median pedestrian improvements (flat median with pedestrian cut-throughs preferrable)	$$$	9%	KABC crashes, all crash types
		86%	Fatal vehicle/bike and vehicle/ped crashes
Mid-block crosswalks	–	–	
Ped refuge island / median island (including offset X-crosswalk)	$$	9%	KABC crashes, all crash types
		86%	Fatal vehicle/bike and vehicle/ped crashes
Evaluate alternative crossing location	$	10%	All crash severities, vehicle/ped crashes
Grade-separated pedestrian underpass/overpass	$$$$$	–	
Pedestrian barriers to prevent mid-block crossing	$$$	46%	KABC crashes, all crash types
Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)	$	–	
Road Modernization (3- & 5-Lane Conversions)	$$ to $$$	47%	All crash severities & types
Sidewalks	$$$$	40%	All crash severities, vehicle/ped crashes
Wrong way driving detection	$$ to $$$	–	







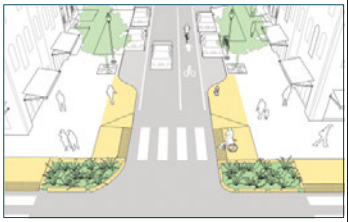
FHWA (https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration)

Cost Estimate Thresholds (Per Mile)	
$	Less than $15,000
$$	$15,000 to $50,000
$$$	$50,000 to $125,000
$$$$	$125,000 to $400,000
$$$$$	$400,000 or more

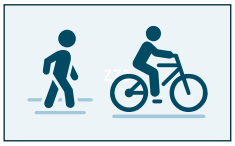
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Urban Strategies - Segments

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 2: Reduce Vehicle Speeds			
Traffic calming design	–	–	
Reduced lane width	$$ to $$$	Up to 43%	KABC crashes, all crash types
Horizontal chicanes	$$	–	
Center median	$$$$	39%	KABC crashes, all crash types
Gateway treatments at bookends of community to keep driver speeds low within a specific zone	$$ to $$$$$	–	
Urbanization (make it feel urban to encourage walking and reduce speeds through close peripheral building lines)	$$$$$	–	



NACTO (https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/gateway/)



Cost Estimate Thresholds (Per Mile)	
$	Less than $15,000
$$	$15,000 to $50,000
$$$	$50,000 to $125,000
$$$$	$125,000 to $400,000
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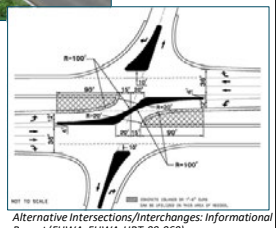
84

Urban Strategies - Intersections

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
J-Turn	$$$$	22%	KABC crashes, all crash types
Roundabout	$$$$$	51%	Injury crashes, all crash types
Turn lanes (offset, channelized)	$$$	34%	Angle crashes, all severities
		44%	All crash severities & types
¾ Intersection	$$$$	64%	All crashes, angle crashes



NACTO (https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/median-refuge-island/)



Alternative Intersections/Interchanges: Informational Report (FHWA, FHWA-HRT-09-060)



Cost Estimate Thresholds (Per Intersection)	
$	Less than $10,000
$$	$10,000 to $50,000
$$$	$50,000 to $100,000
$$$$	$100,000 to $400,000
$$$$$	$400,000 or more

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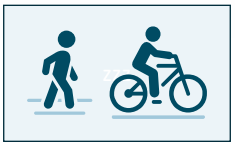
Urban Strategies - Intersections

All-Way Stop Control (AWSC)

- **Effectiveness:** 68% reduction* of all crash types & severities.
- **Cost Estimate (per intersection):** Less than $9,000 - $30,000
- **Where and why are these used:**
  - Rural or urban intersections.
  - Compared to TWSC, eliminates the need for drivers to identify a safe gap to enter the intersection.
  - Cost-effective treatment.



MN GO (https://minnesotago.org/cost-effectiveness/bca/)



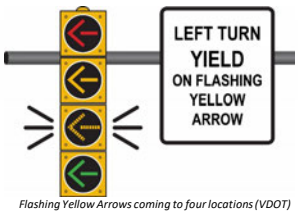
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Urban Strategies - Intersections

Strategies	Cost	CRF	Notes
SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 3: Manage Conflicts in Time			
Appropriately timed yellow change intervals	$	Up to 36%	All crash severities, rear end crashes
Confirmation lights	$	71%	All crash severities, disobeyed signal crashes
Flashing yellow arrow (FYA)	$$$	37%	All crash severities, left turn crashes
High-intensity activated crosswalk beacon (HAWK) / pedestrian hybrid beacon (PHB)	$$$	43%	All crash severities, vehicle/ped crashes
Leading pedestrian intervals	$	59%	All crash severities, vehicle/ped crashes
Pedestrian countdown timers (visual and audible)	$$	9%	All crash severities, vehicle/ped crashes



MnDOT 2015 Traffic Safety Fundamentals Handbook



Flashing Yellow Arrows coming to four locations (VDOT)

Cost Estimate Thresholds (Per Intersection)	
$	Less than $10,000
$$	$10,000 to $50,000
$$$	$50,000 to $100,000
$$$$	$100,000 to $400,000
$$$$$	$400,000 or more

Urban Strategies – Intersections (Ped/Bike)

Strategies	Cost	CRF	Notes
❶ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Sidewalks	$$$$	40%	All crash severities, vehicle/ped crashes
❷ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 2: Reduce Vehicle Speeds			
Corridor signal timing to reduce high-speed flow	$	11%	Injury crashes, all crash types
Curb extensions / curb bump-outs	$$$	30%	All crash severities & types
Traffic calming design	$$$$$	–	
Reduced lane width		Up to 43%	KABC crashes, all crash types
Urbanization (street trees, pedestrian-scaled lighting, boulevard, curb, curb extensions, narrow corner radii, and shoulders)		–	
❸ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 3: Manage Conflicts in Time			
High-intensity activated crosswalk beacon (HAWK) / pedestrian hybrid beacon (PHB)	$$$	43%	All crash severities, vehicle/ped crashes
Leading pedestrian intervals	$	59%	All crash severities, vehicle/ped crashes
Pedestrian countdown timers (visual and audible)	$$	9%	All crash severities, vehicle/ped crashes
Pedestrian safety zones to apply pedestrian countermeasures at targeted locations of high-pedestrian traffic or equity concerns	$$	–	
Protected intersection	$$$ to $$$$$	–	
Rectangular rapid flashing beacon (RRFB)	$$	69%	All crash severities, vehicle/ped crashes



NACTO (https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/)



Rectangular Rapid Flashing Beacons (RRFB) (FHWA, FHWA-SQ-21-053)



Bike Walk Twin Cities

Cost Estimate Thresholds (Per Intersection)	
$	Less than $10,000
$$	$10,000 to $50,000
$$$	$50,000 to $100,000
$$$$	$100,000 to $400,000
$$$$$	$400,000 or more

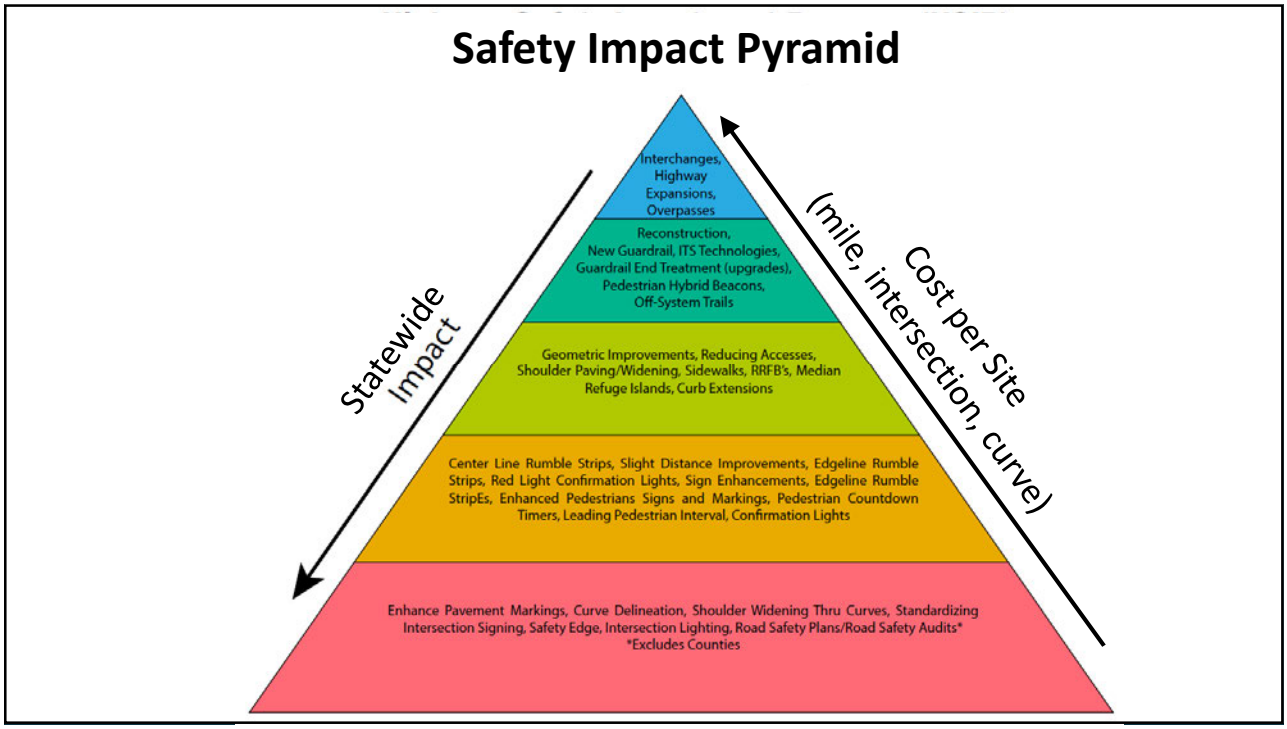
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Bringing it all Together: The Impact of Safety Planning

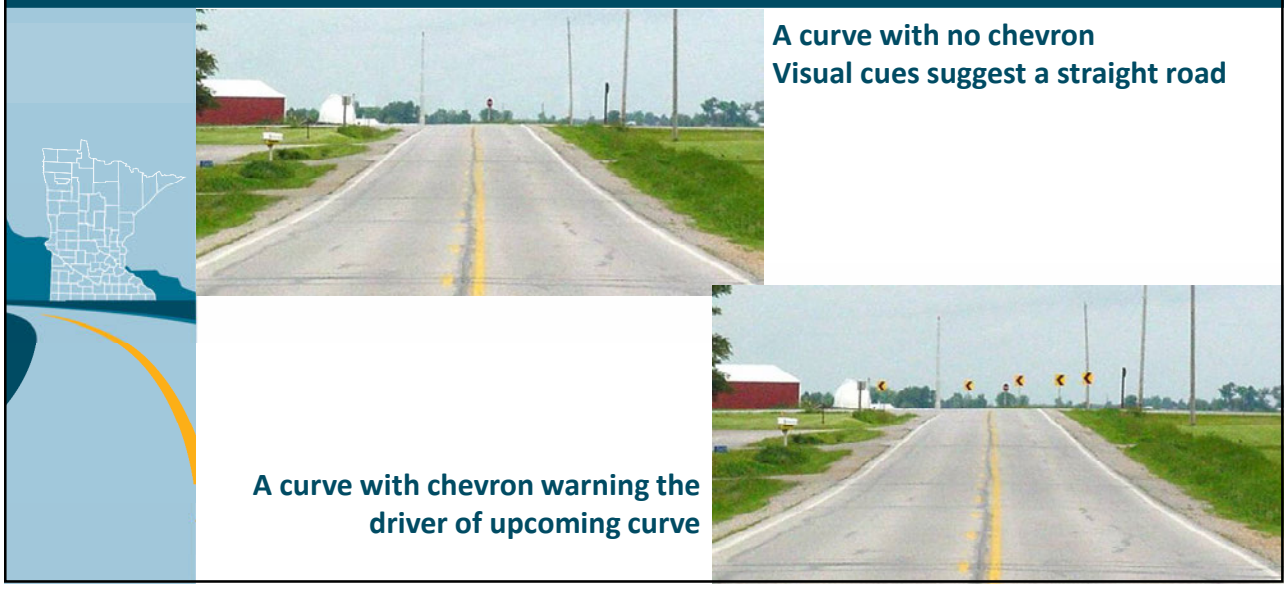
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Safety Impact Pyramid



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Low Cost – High Impact Example

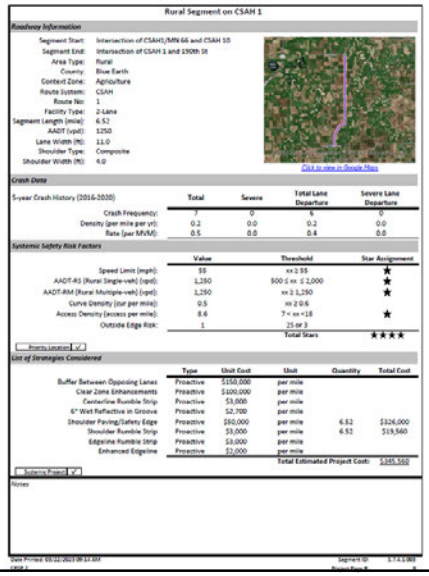


A curve with no chevron
Visual cues suggest a straight road

A curve with chevron warning the driver of upcoming curve

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Project Form & Impact of Having a Safety Plan



Over a 4-year period:

- **Over 85% of Minnesota counties** secured HSIP funding for at least one project.
- More than **$157 million of HSIP funds** were directed to supporting the implementation of safety projects on the county system.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Statewide Local HSIP Projects

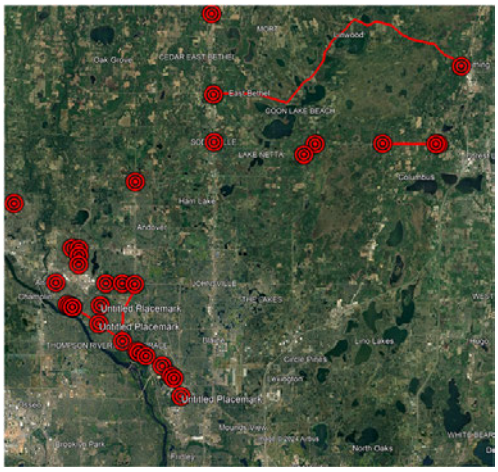
HSIP Approved 2008-2023	No. of projects	HSIP Funding
Segments		
Edgeline Improvement	9	$1,781,000.00
Shoulder Improvement	123	$34,746,000.00
Signing	3	$126,000.00
Miscellaneous Improvements	1	$630,000.00
Rumble Strip	37	$3,051,000.00
Striping	321	$37,994,000.00
Guardrail	2	$220,000.00
Rumble StripE	33	$3,882,000.00
Lane Reassignment	1	$245,000.00
Geometrics	1	$931,000.00
Clear Zone	3	$399,000.00
Total Segments	*534*	*$84.0 million*
Intersections		
Geometrics	28	$14,230,000.00
Lighting	64	$6,547,000.00
Signing	38	$2,679,000.00
Roundabout	24	$18,038,000.00
Miscellaneous Improvements	26	$13,938,000.00
Signal System	30	$6,775,000.00
RCI	4	$2,143,000.00
RICWS	12	$2,236,000.00
Pavement Markings	1	$57,000.00
Total Intersections	*229*	*$66.9 million*
Curves		
Chevrons	64	$3,376,000.00
Geometrics	2	$636,000.00
Shoulder Improvement	6	$1,498,000.00
High Friction Surface Treatment	2	$952,000.00
Guardrail	1	$130,000.00
Total Curves	76	*$6.6 million*
Totals	***839***	***$157.5 million***

$157.5M

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Anoka County HSIP Awards

Anoka HSIP 2009-2023		
Project Description	**No. of Projects**	**Project Costs**
Segments		
Shoulder Improvements	1	$990,000.00
Striping	2	$483,000.00
Total Segments	4	$1.47 million
Intersections		
Geometrics	2	$1,551,000.00
Miscellaneous	12	*$6,661,000.000*
Roundabout	1	*$1,046,000.00*
Signal System	6	*$659,000.00*
Total Intersections	21	9.92 million
Total Projects	25	$11.4 million



In addition to HSIP, Anoka County has implemented many other safety projects identified in the CRSP using local and other funding sources.

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Other Competitive Funding Sources (see handout)



PROGRAM	SOURCE	INTENT
• Highway Safety Improvement Program (HSIP) • Safe Streets for All (SS4A) • Tribal Transportation Program Safety Fund • Railroad Crossing Elimination Program • RAISE Grants • MEGA/INFRA • Rural Surface Transportation Grant Program • *Others…*	Federal	• Deduction of fatal and serious injury crashes • Traffic safety on Tribal Lands • Improvement of freight connections and mobility • Wildlife crossings (bridges or tunnels) • Environmental sustainability and quality of life for communities • Construction of large infrastructure projects
• Corridors of Commerce (CoC) • Transportation & Economic Development (TED) • Active Transportation Greater MN Grants • Safe Routes to Schools • State Park Road Account • *Others…*	State	• Economic growth and development • Improvements to local transportation infrastructure • Multimodal improvements, including Safe Routes to School • Access to state parks, state campgrounds, etc.

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Site Location Discussion

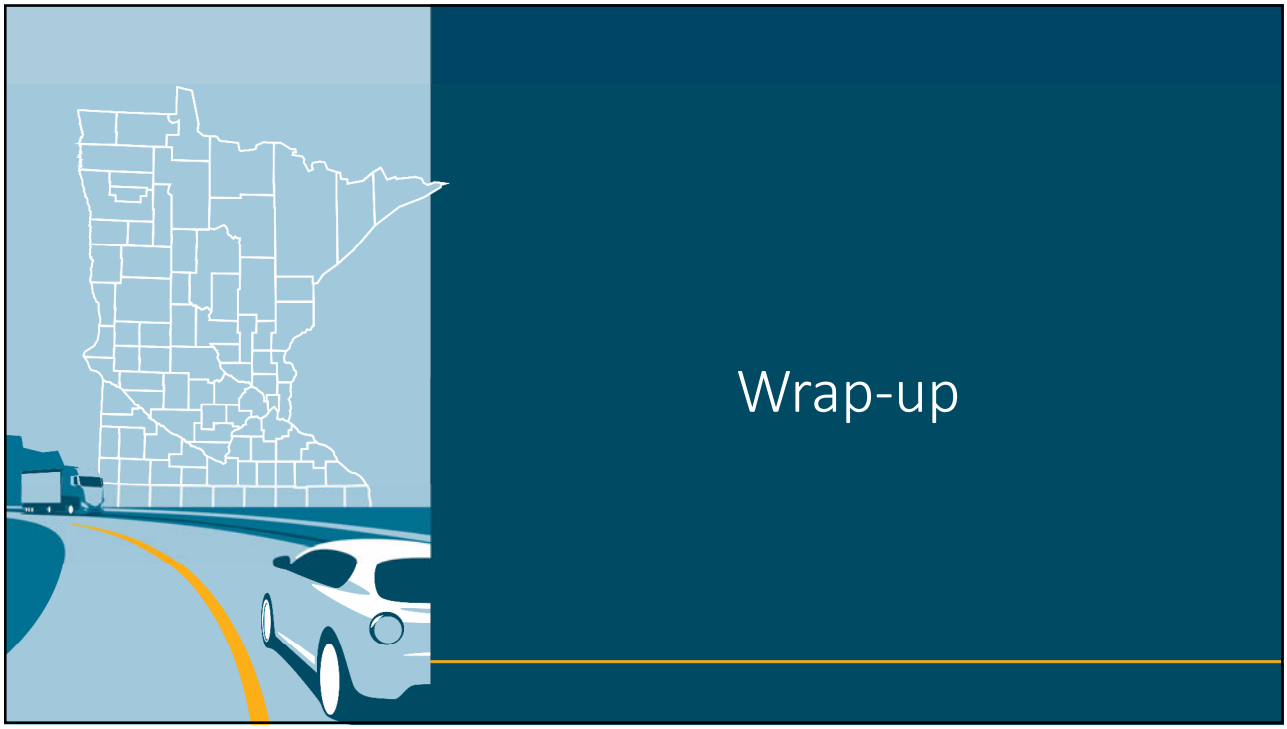


As we prepare the safety plan, are there specific locations in the County that you are concerned about?

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Next Steps



Safety Plan Next Steps

- Complete systemic roadway risk-factors and high-crash data analyses
- Develop safety recommendations for priority crash locations
- Develop Draft Comprehensive Safety Action Plan

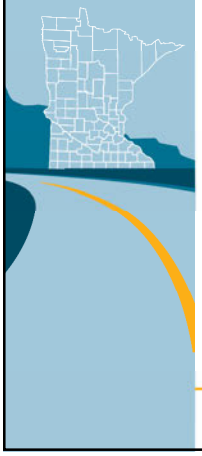


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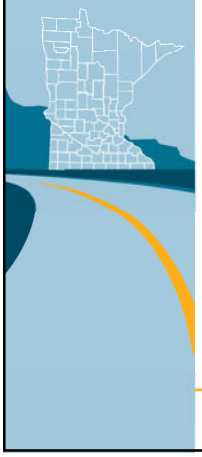
A Note on Safety Plans and Legal Concerns



- County road safety plans are public documents and will be accessible to legitimate transportation agencies. Additionally, SS4A plans will be available publicly.
- To reduce potential to legal claims:
  - Federal law (23 U.S.C. Section 409) established that information generated as part of the statewide safety planning process is considered privileged and unavailable to the public.
  - Minnesota tort law provides for discretionary immunity for decisions made by agency officials when there is documentation of the decision and evidence of consideration of social, economic, and political issues.
  - Minnesota tort law also provides for official immunity for decisions made by agency staff where there is written documentation of the thought process supporting project development and implementation.

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

Thank You



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Please complete the workshop evaluation form!

Comprehensive Safety Action Plan
TOWARD ZERO DEATHS

LOCAL ROAD TRAFFIC SAFETY

INFRASTRUCTURE STRATEGIES

Safe Roads For All



Anoka County
MINNESOTA

Anoka County, MN

2024

THE BIG BOOK OF IDEAS

DEPARTMENT OF TRANSPORTATION

Last Updated: April 2024

Strategies

Introduction

The purpose of this document is to provide a comprehensive list of road safety countermeasures and strategies that can be applied to Minnesota roads. State and Local engineers can choose a countermeasure below based on the type of location they want to improve. The crash reduction factor (CRF) of each countermeasure and estimated cost provided will also to help aid decision making. Icons are shown next to a countermeasure if the countermeasure addresses pedestrians, bicyclists, or equity.

Countermeasure Icons:



This icon indicates that the countermeasure addresses Pedestrian Safety



This icon indicates that the countermeasure addresses Bicycle Safety



This icon indicates that the countermeasure addresses Equity Safety

How to use

- Find the road facility type that applies in the table of contents. There is a list of safety strategies for each facility type with several countermeasures included.
- Every strategy includes a cost estimation represented by dollar sign icons and convey the relative price of each strategy. A legend is provided for each facility type to show the relative range of costs by number of dollar signs.
- Crash Reduction Factors (CRFs) are provided for each strategy (if available) to estimate the proportion of crashes that could be reduced if the strategy is implemented. The adjacent notes show what types of crashes the CRF applies to.
    - Example: A CRF of 20% that applies to KABC (fatal or injury crashes) and single vehicle run off road (SVROR) crashes indicates that the total number of injury run off road crashes would be reduced by 20% if the associated strategy were implemented.
    - For more information on a specific strategy CRF and accompanying Crash Modification Factor (CMF), please use the contact information on the following page.
- The FHWA Safe System Roadway Design Hierarchy (RDH) tier that each strategy most closely falls under is also denoted in the table of contents. Tier 1 strategies should be prioritized whenever feasible, as the four tiers are arranged from most (Tier 1) to least (Tier 4) aligned with the Safe System principles. For any strategy that falls under multiple tiers, it was categorized with the lowest (most aligned with the Safe System principles) tier.
    - **Tier 1:** Remove Severe Conflicts
    - **Tier 2:** Reduce Vehicle Speeds
    - **Tier 3:** Manage Conflicts in Time
    - **Tier 4:** Increase Attentiveness and Awareness

Contact Information

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Severity Key

K = Fatal
A = Serious Injury
B = Minor Injury
C = Possible Injury
O = Property Damage Only (PDO)

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Rural Segments

Strategies	Cost	CRF	Notes
❶ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Access management	$$ to $$$$	Up to 50%	All crash severities & types
Buffers between opposing lanes / median barriers	$$$$	43%	All crash types, fatal crashes
		30%	All crash types, injury crashes
Separation of head-to-head traffic at high speeds		–	
High-tension cable barrier		42%	KABC median crashes
Build expressways with no left turn or crossover movements[1]	$$$$$	–	
Clear zone maintenance / enhancements	$ to $$$$	22%	Increase distance to roadside features from 3.3 feet to 16.7 feet, all crash severities & types
		44%	Increase distance to roadside features from 16.7 feet to 30 feet, all crash severities & types
Vegetation management		–	
Appropriate right-of-way width		–	
Right-of-way fencing		–	
Ditch/embankment/side slope improvements (including slope flattening)	$$$$$	14%	KABC rollover
2+1 barrier (or tube) roadway	$$$$$	47%	All crash severities & types
Non-recoverable inslope protection	$$$$	35%	KABC
Passing lanes	$$$$$	32%	All crash severities & types
Safety edge	$ to $$	24%	Run off road crashes, all severities
Separated bike trail/path	$$$$	–	
Shoulder paving (2', 4', 6') / Shoulder widening (up to 2')	$$$ to $$$$$	17%-31%	KABC, 2-lane arterial
❷ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 2: Reduce Vehicle Speeds			
Speed safety cameras	$$ to $$$	22%	All crash types, fatal & injury crashes
❹ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
Shoulder/edgeline rumble strip	$	32%	KA SVROR on rural 2-lane roads
Sinusoidal "mumble" strip included		–	
Upgrade signs / oversized regulatory signs	$	–	
Centerline rumble strip	$	36%	KA SVROR on rural 2-lane roads
Sinusoidal "mumble" strip included		–	
Enhanced edgeline (6" & 8")	$	18%	All crash types & severities, prior condition = 4" edge line
Plowable centerline reflective markers	$	33%	All crash severities, nighttime crashes

Cost Estimate Thresholds (Per Mile)

$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $350,000
$$$$$	$350,000 or more

[1] Anoka County RCIs must be unsignalized.

Access management



Before



After

Access management reduces conflict points by consolidating access points.

Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

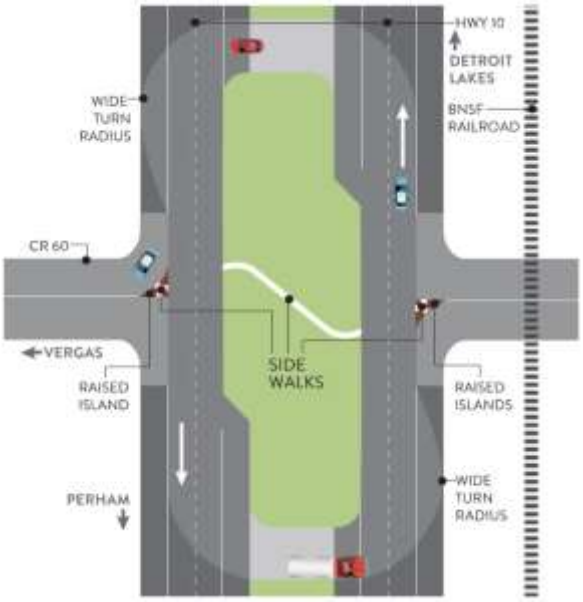
Buffers between opposing lanes / median barriers (Including high-tension cable barrier)



Buffers between opposing lanes by adding space between head-on traffic, sometimes with barriers such as concrete barrier, high-tension cable barrier, or delineators for extra separation.

TH 14 in District 7, MnDOT Presentation @ 2014 TZD Conference

Build expressways with no left turn or crossover movements



Intersections such as Median U-turns and Reduced Conflict Intersections decrease the amount of conflict points caused by traditional left turns. Anoka County RCIs must be unsignalized.

MnDOT Hwy 10 – Reduced Conflict Intersection (RCI)

Centerline rumble strips



Centerline rumble strips are a series of short, milled sections along the centerline to audibly alert drivers when they cross the centerline.

Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

Sinusoidal “mumble” strips



Sinusoidal rumble strips are installed in a waved pattern to decrease noise pollution.

highways.dot.gov

Clear zone maintenance / enhancements (vegetation management, appropriate right-of-way width and right-of-way fencing)



A properly maintained clear zone allows for safe sight distance for drivers and increases the likelihood a vehicle that departed a road can safely recover.

Nativeengineering.files.wordpress.com

Ditch/embankment/side slope improvements (including slope flattening)



Improved embankments and slopes increase the likelihood a vehicle that departed the roadway can safely recover.

Roadex.org

Enhanced edge line (6” & 8”)



Enhanced edge lines are wider than standard edge lines (4”) to increase visibility.

Low-Cost Treatments for Horizontal Curve Safety *(FHWA, FHWA-SA-07-002)*

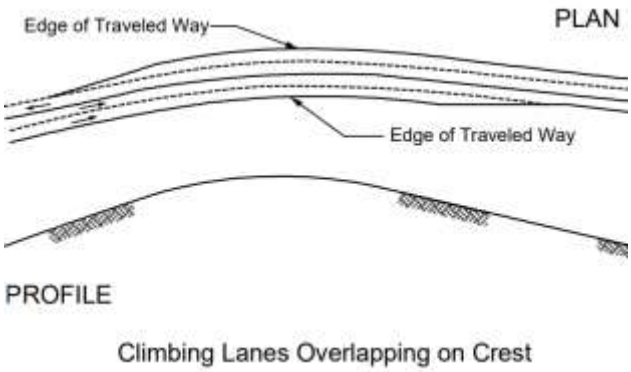
Non-recoverable in slope protection



Non-recoverable roadway slopes are slopes that a driver would not be able to regain control of their vehicle until the bottom. Protection for non-recoverable slope could include guard rail or barrier.

MoDOT Engineering Policy Guide, 606.1 Guardrail

Passing lanes



Climbing Lanes Overlapping on Crest

Passing lanes are short segments on two lane roads where there is an extra lane that give traffic time to pass slower traffic without going into the oncoming traffic lane. Generally, these lanes are installed on the uphill side of a vertical curve or on flat segments with alternating passing lanes for a 2+1 lane configuration.

North Carolina DOT, Passing Lane Discussion

Plowable centerline reflective markers



Plowable centerline reflective markers increase centerline visibility for nighttime drivers.

3M Raised Pavement Markers

Safety Edge[SM]



Safety Edge[SM] create a sloped transition at the edge of the pavement to reduce the sudden vertical drop off.

FHWA Public Roads (Sept/Oct 2014; Vol. 78 No. 2)

Separated bike trail/path



Separated bike trails/paths are off road bike trails to separate bikes from vehicular traffic.

Bikethebyways.org/lakes-to-locks-passage/rouses-point-keeseville/

Shoulder paving (2', 4', 6') / Shoulder Widening (up to 2')



Paved shoulders improved drivers' ability to recover when they cross the edge line.

Mntransportationresearch.wordpress.com

Shoulder/edge line rumble strip



Center and edge line rumble strips are a series of short, milled sections along the shoulder or edge line to alert drivers when they cross the shoulder or edge line.

Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

Speed safety cameras



Speed safety cameras detect speeding and capture photo or video evidence of vehicles that pass a set speed threshold.

Visionzeronetwork.org

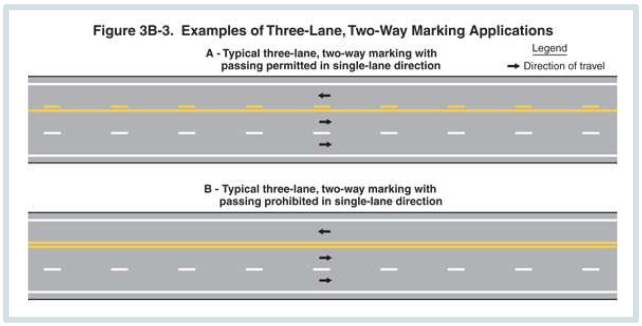
Upgrade signs / oversized regulatory signs



Upgraded signs make sure sizes are up to standard and have proper reflectivity. Oversized regulatory signs are signs bigger than standard MUTCD requirements due to various conditions such as speed or volume.

Minnesota CRSP

2+1 barrier (or tube) roadway



2+1 roads are three-lane roads that consist of two lanes in each direction and have alternating passing lanes on each side.

2009 MUTCD

Rural Curves

Strategies	Cost	CRF	Notes
❶ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Clear zone maintenance/enhancements	$ to $$$	22%	Increase distance to roadside features from 3.3 feet to 16.7 feet, all crash severities & types
		44%	Increase distance to roadside features from 16.7 feet to 30 feet, all crash severities & types
Vegetation management		–	
Appropriate right-of-way width		–	
Right-of-way fencing		–	
High Friction Surface Treatment (HFST)	$$$$$	62%	Curves. All crash severities & types
		86%	Curves. All crash severities & types, wet roads
Reconstruct [TT to a single T intersection]	$$$$ to $$$$$	–	
Roadside barrier / guardrail	$$$	51%	KABC run off road crashes
Pave shoulders / Shoulder widening (up to 2')	$$$$	6%	ABC crashes, all crash types
❹ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
Chevrons	$	25%	All crash severities, nighttime non-intersection crashes
Delineators	$	28%	All crash severities, non-intersection crashes
Dynamic curve signing	$$$	44%	All crash severities & types
Lighting	$$$	73%	Fatal crashes on curves, nighttime crashes
Retroreflective strips on sign posts	$	–	
Upgraded signs / oversized regulatory signs	$	–	
6" or 8" pavement markings	–	–	

Cost Estimate Thresholds (Per Curve)

$	Less than $5,000
$$	$5,000 to $20,000
$$$	$20,000 to $40,000
$$$$	$40,000 to $80,000
$$$$$	$80,000 or more

Chevrons



Chevron signs are used along curves to alert drivers of the curve in the road.

Low-Cost Traffic Engineering Improvements: A Primer *(FHWA, FHWA-OP-03-078)*

Clear zone maintenance / enhancements (vegetation management, appropriate right-of-way width and right-of-way fencing)



A properly maintained clear zone allows for safe sight distance for drivers and increases the likelihood a vehicle that departed a road can safely recover.

nativeengineering.files.wordpress.com

Delineators



Delineators are small signs used to direct vehicles and alert drivers of roadside hazards.

Low-Cost Treatments for Horizontal Curve Safety *(FHWA, FHWA-SA-07-002)*

Dynamic curve signing



Dynamic curve signing is blinking chevron signs used along curves to inform drivers of the upcoming curve in the road.

TAPCO: https://www.tapconet.com/product/blinkerchevron-dynamic-curve-warning-system

High friction surface treatment (HFST)



High friction surface treatment is a pavement treatment that helps drivers maintain friction and therefor have better control of their vehicle.

Minnesota LTAP Technology Exchange (Fall 2014, Vo. 22 No. 4)

Lighting



Lighting is used either corridor wide or at intersections to improve visibility during dark conditions.

Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

Reconstruct (TT to a single T intersection)



Reconstructing two T intersections into a single T Intersections decrease the number of conflict points.

MnDOT 2015 Traffic Safety Fundamentals Handbook

Retroreflective strips on sign posts



Retroreflective strips on sign posts are used to draw more attention to a sign especially at nighttime.

safety.fhwa.dot.gov/hsip/hrrr/manual/sec48.cfm

Roadside barrier / guardrail



Roadside barrier and guardrails are placed on roadway shoulders to keep vehicles from departing the roadway.

MnDOT Facility Design Guide 10C-28

Shoulder paving (2’, 4’, 6’) / Shoulder widening (up to 2’)



paved shoulders improved drivers’ ability to recover when they cross the edge line.

mntransportationresearch.wordpress.com

Upgrade signs / oversized regulatory signs



Upgraded signs make sure sizes are up to standard and have proper reflectivity. Oversized regulatory signs are signs bigger than standard MUTCD requirements due to various conditions such as speed or volume.

Minnesota CRSP

6” or 8” pavement markings



Enhanced edge lines are wider than standard edge lines (4”) to increase visibility.

Low-Cost Treatments for Horizontal Curve Safety *(FHWA, FHWA-SA-07-002)*

Rural Intersections

Strategies	Cost	CRF	Notes
❶ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
High Friction Surface Treatment (HFST) and/or continuous pavement friction measurement	$$$$	62%	All crash severities & types
		86%	All crash severities & types, wet roads
J-Turn / Restricted Crossing U-Turn (RCUT) intersection	$$$$$	35%	All crash severities & types
		71%	KABC crashes, all crash types
Roundabout	$$$$$	51%	KABC crashes, all crash types
		69%	KAB crashes, all crash types
Median acceleration lanes (MALs)	$$$$	40%	All crash severities, rear end crashes
Offset T-intersection	$$$ to $$$$$	–	
Remove skew / realign intersections	$$$ to $$$$$	Up to 30%	All crash severities & types
Remove left turn or crossover movements on expressways	$$$	–	
Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)	$	–	
Turn lanes (Including offset and channelized)	$$$ to $$$$	17%	All crash severities & types
		12%	All crash severities & types, signalized intersections
		34%	Angle crashes, all severities
		27%	KABC crashes, all crash types
		44%	All crash severities & types
❷ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 2: Reduce Vehicle Speeds			
Lane constrictor intersections	$$	32%	All crash severities & types
❸ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 3: Manage Conflicts in Time			
All-way stop/yield	$ to $$	68%	All crash severities & types
Continuous green T	$$$$	15%	KABC crashes, all crash types
❹ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
LED stop signs / flashing beacon stop signs	$	42%	Replace standard stop sign with Flashing LED stop sign. All crash severities, angle crashes
		16%	Provide flashing beacons at stop controlled intersection. All crash severities, angle crashes
Streetlights (and approaches)	$$ to $$$	33%	Angle crashes, all severities
Transverse rumble strips	$	29%	KABC crashes, all crash types
		20-40%	All crash severities & types
Upgrade signs and pavement markings	$	25%	All crash severities & types, stop controlled intersections
Doubled-up, oversized warning signs, stop signs		–	
Retroreflective strips on sign posts		–	
Enhanced pavement markings, stop bar		–	
Oversized regulatory signs		–	

Cost Estimate Thresholds (Per Intersection)

$	Less than $9,000
$$	$9,000 to $30,000
$$$	$30,000 to $60,000
$$$$	$60,000 to $200,000
$$$$$	$200,000 or more

All way stop/yield



All way stop or yield controlled intersections have either a stop sign or yield sign at all legs of an intersection.

Ite.org

Continuous green T intersection



A Continuous Green T intersection allows for the one direction of travel (the top part of the T) to continuous go through the intersections. The bottom portion of the T will operate like a normal T with a channelized lane for left turns.

St. Louis County, MN

High friction surface treatment (HFST) and/or continuous pavement friction measurement



High friction surface treatment is a pavement treatment that helps drivers maintain friction and therefor have better control of their vehicle.

Minnesota LTAP Technology Exchange (Fall 2014, Vo. 22 No. 4)

J-turn / restricted crossing, U-turn (RCUT) Intersection



J-turns and reduced conflict intersections decrease the amount of conflict points caused by traditional left turns.

Bolton and Menk

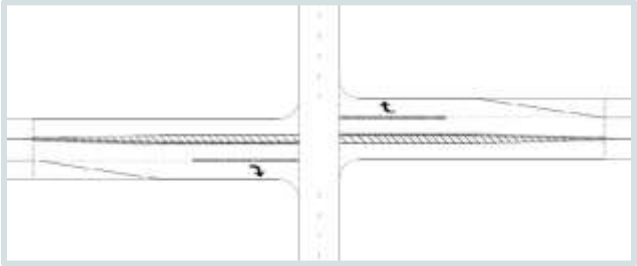
LED stop signs / flashing beacon stop signs



LED Stop Signs/flashing beacon stop signs are flashing stop signs to alert drivers of an upcoming stop sign.

MnDOT – MNTH 95 & Chisago County State Aide Highway 9

Lane constrictor intersection



Reduced lane widths and median buffer space on the major, uncontrolled legs of a stop-controlled intersection.

MnDOT Safety Traffic Evaluation of Lane Constrictor Intersections in MN (https://mdl.mndot.gov/items/202403)

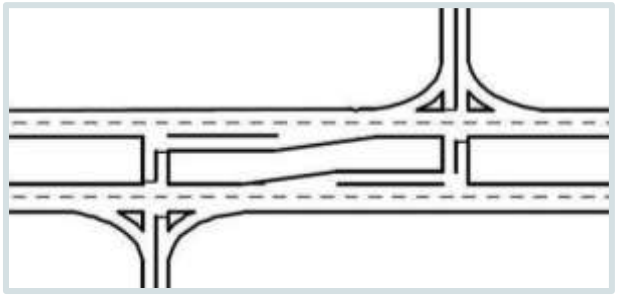
Median acceleration lanes (MALs)



Median acceleration lanes are a lane that allows for left turning traffic to accelerate after they have turned.

Google Earth - US 169 & MNTH 68 Mankato MN

Offset T-intersection



Offset T-intersections can be used in place of a traditional four-leg intersection to reduce the total number of conflict points.

Alternative Intersections/Interchanges: Informational Report (FHWA, FHWA-HRT-09-060)

Remove skew / realign intersections

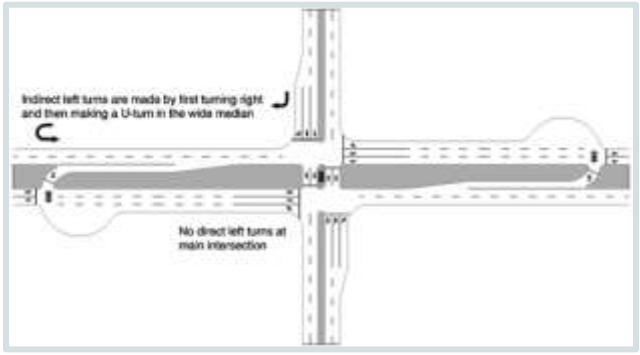


Before and After

Remove skew/ realign intersections to improve sightlines.

Google Earth

Build expressways with no left turn or crossover movements



Intersections such as Median U-turns and Reduced Conflict Intersections decrease the amount of conflict points caused by traditional left turns. Anoka County RCIs must be unsignalized.

Reduced Left-turn Conflict Intersections (FHWA, FHWA-SA-21-030)

Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)



A properly maintained clear zone allows for safe sight distance for drivers and increases the likelihood a vehicle that departed a road can safely recover.

nativeengineering.files.wordpress.com

Roundabout



A circular intersection where traffic flow is slowed and severe conflict points are reduced.

Innovative Intersection Safety Improvement Strategies and Management Practices: A Domestic Scan (FHWA, FHWA-SA-06-016)

Lighting



Lighting is used either corridor wide or at intersections to improve visibility during dark conditions.

Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

Transverse rumble strips



Transverse rumble strips alert drivers for an upcoming need to stop or slow down.

Using Rumble Strips to Encourage Stops at Rural Intersections (MN Transportation Research blog)

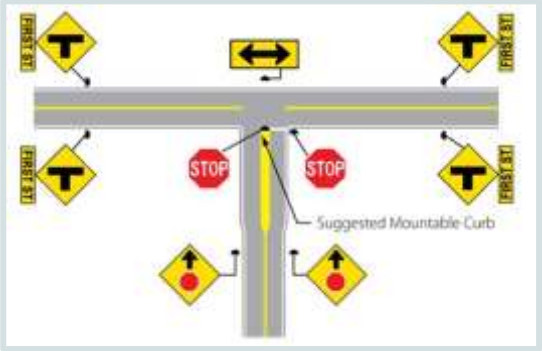
Turn lanes (including offset and channelized)



Turn lanes are lanes for traffic that is turning. They are used to separate through traffic from turning traffic that might be yielding.

Dedicated Left- and Right-Turn Lanes at Intersection (FHWA, FHWA-SA-21-041)

Doubled-up, oversized warning signs and stop signs



Oversized Warning and stop signs are signs bigger than standard MUTCD requirements due to various conditions such as speed or volume. Doubling up on these signs also increases the driver's awareness.

Intersection Safety: A Manual for Local Rural Road Owners (FHWA, FHWA-SA-11-08)

Retroreflective strips on sign posts



Retroreflective strips on sign posts are used to draw more attention to a sign especially at nighttime.

safety.fhwa.dot.gov/hsip/hrrr/manual/sec48.cfm

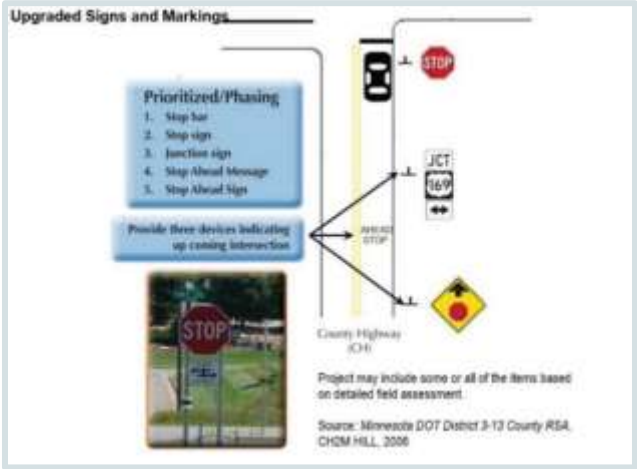
Enhanced pavement markings, stop bar



Standard edge lines are 4", enhanced edge lines are wider to increase visibility. Stop bars are pavement markings placed to inform drivers where to stop.

Low-Cost Treatments for Horizontal Curve Safety *(FHWA, FHWA-SA-07-002)*

Upgrade signs / oversized regulatory signs



Upgraded signs make sure sizes are up to standard and have proper reflectivity. Oversized regulatory signs are signs bigger than standard MUTCD requirements due to various conditions such as speed or volume.

Minnesota CRSP

Urban Segments

Strategies	Cost	CRF	Notes
❶ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Access management	$$$$$	44%	All crash severities & types
Bicycles	$$$$	–	
Shared use path		–	
Side path		–	
Shared roadway		–	
Divided roadway	$$$$	39%	KABC crashes, all crash types
Median pedestrian improvements (flat median with pedestrian cut-throughs preferrable)	$$$	9%	KABC crashes, all crash types
		86%	Fatal vehicle/bike and vehicle/ped crashes
Mid-block crosswalks	–	–	
Ped refuge island / median island (including offset Z-crosswalk)	$$	9%	KABC crashes, all crash types
		86%	Fatal vehicle/bike and vehicle/ped crashes
Evaluate alternative crossing location	$	18%	All crash severities, vehicle/ped crashes
Grade-separated pedestrian underpass/overpass	$$$$$	–	
Pedestrian barriers to prevent mid-block crossing	$$$	48%	KABC crashes, all crash types
Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)	$	–	
Road Modernization (3- & 5-Lane Conversions)	$$ to $$$	47%	All crash severities & types
Sidewalks	$$$$	40%	All crash severities, vehicle/ped crashes
Wrong-way driving detection	$$ to $$$	–	
❷ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 2: Reduce Vehicle Speeds			
Appropriate speed limits for all users	$ to $$$	17%	Fatal crashes, all crash types
Dynamic speed feedback sign	$ to $$	–	
Mid-block crosswalks	–	–	
Reduce crosswalk width / curb extension	$$ to $$$	–	
Speed safety cameras	$$$	54%	All crash severities & types
Traffic calming design	–	–	
Reduced lane width	$$ to $$$	Up to 43%	KABC crashes, all crash types
Horizontal chicanes	$$	–	
Center median	$$$$	39%	KABC crashes, all crash types

Strategies	Cost	CRF	Notes
Gateway treatments at bookends of community to keep driver speeds low within a specific zone	$$ to $$$$$	–	
Urbanization (make it feel urban to encourage walking and reduce speeds through close peripheral building lines)	$$$$$	–	
Variable advisory speed limits	$	29%	All crash severities & types
❸ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 3: Manage Conflicts in Time			
Mid-block crosswalks	–	–	
Ped hybrid beacon (PHB)	$$$$	43%	All crash severities, vehicle/ped crashes
RRFB (need to report use of RRFB to MnDOT)	$$	69%	All crash severities, vehicle/ped crashes
Traffic signal	$$$$	23%	KABC crashes, all crash types
❹ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
Lighting	$$$	23%	KABC crashes, all crash types
Mid-block crosswalks	–	–	
Lighting at crosswalks	$$	23%	KABC crashes, all crash types
High visibility crosswalk markings	$	37%	All crash severities, vehicle/ped crashes
Parking restriction on crosswalk approach	$	20%	KABC crashes, all crash types
Raised crosswalk	$$	45%	KABC crashes, vehicle/ped crashes
Advance "Yield Here" sign and stop bar	$	25%	All crash severities, vehicle/ped crashes
In-street ped crossing sign(s)	$	–	
Warning sign with edge mounted LED lights	$	–	
Pedestal-mounted flashing signal beacons	$$	–	
Overhead warning signs	$$$	–	
In-road warning lights	$$	–	
Colored pavement / brick pavers	$	–	
Plowable centerline reflective markers	$	24%	All crash severities, nighttime crashes
Pedestrian safety zones at targeted locations	$ to $$$	–	

Cost Estimate Thresholds (Per Mile)

$	Less than $15,000
$$	$15,000 to $50,000
$$$	$50,000 to $125,000
$$$$	$125,000 to $400,000
$$$$$	$400,000 or more

Access management



Before

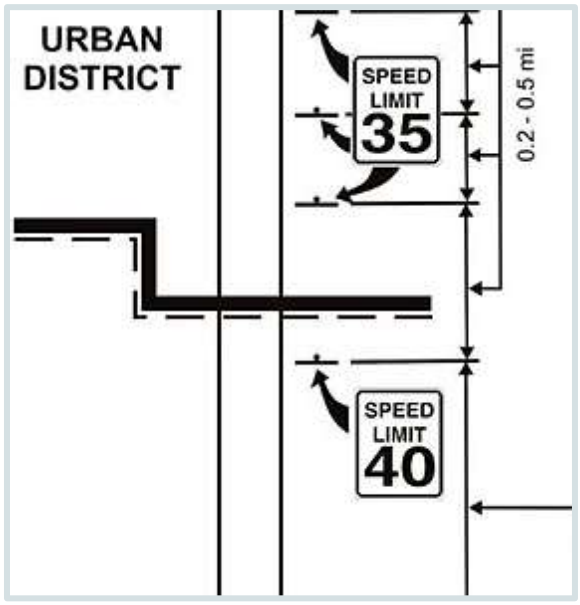


After

Access management reduces conflict points by consolidating access points.

Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

Appropriate speed limits for all users



Setting a speed limit not based on just the road characteristics but also based on factors such as pedestrian and bicycle activities, driveway density, and context zone.

TxDOT

Shared use path



Paths for both bicycles and pedestrians with no vehicular traffic.

Ohio Multimodal Design Guide – Chapter 5 Shared Use Paths

Sidepath



Sidepaths are a shared use path that run parallel to a roadway.

Sidepath Brochure (VDOT)

Shared roadway



Shared road space for bicycles and vehicles within low-speed roadways.

Minnesota's Best Practices for Pedestrian/Bicycle Safety (MnDOT, Report 2013-22)

Divided roadway



Divided roadways have a separation, either a barrier or empty space between opposing direction of traffic.

Flexibility in Design (FHWA)

Dynamic speed feedback sign



Speed limit signs with a dynamic display that shows drivers speed as they drive by.

1x57.com

Lighting



Lighting is used either corridor wide or at intersections to improve visibility during dark conditions.

LEFT: MnDOT Lighting General Guidance (https://www.dot.state.mn.us/trafficeng/lighting/index.html)
RIGHT: Thorn Lighting

Mid-block crosswalks with pedestrian refuge island



Non-intersection pedestrian crossing to facilitate desired crossing locations not well served by existing traffic network. May include median space in the roadway where pedestrians have protection from vehicular traffic.

Traffic Calming ePrimer – Module 3 (FHWA)

Mid-block crosswalks with offset Z-crossing



Median space in the roadway where pedestrians have to turn to look at oncoming traffic before finishing crossing.

Public Roads – March/April 2011 (FHWA)

Ped hybrid beacon (PHB)



Pedestrian Hybrid Beacon (PHB) can be added to all non-signalized crossings to increase awareness of drivers of crossings traffic by flashing lights when the system is activated either by push button or permissive detection.

Pedestrian Hybrid Beacon Guide – Recommendations and case study (FHWA)

RRFB (Rapids Rectangular Flashing Beacon)



RRFBs can be added to all non-signalized crossings to increase driver awareness of pedestrian crossings by flashing lights when the system is activated either by push button or permissive detection.

Rectangular Rapid Flashing Beacons (RRFB) (FHWA, FHWA-SQ-21-053)

Pedestrian barriers to prevent mid-block crossing



Pedestrian barriers, commonly a fence, are used to restrict pedestrians' ability to cross at unmarked mid-blocks.

Fargo on 19th Ave N near the Fargo dome (Google Earth)

Plowable centerline reflective markers



Plowable centerline reflective markers increase centerline visibility for nighttime drivers.

3M Raised Pavement Markers

Pedestrian safety zones at targeted locations



Target specific areas with high pedestrian traffic or pedestrian safety issues with interventions of education, enforcement and engineering.

Giving Pedestrians a Head Start Crossing Streets (NY Times)

Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)



A properly maintained clear zone allows for safe sight distance for drivers and increases the likelihood a vehicle that departed a road can safely recover.

nativeengineering.files.wordpress.com

Road Modernization (3- & 5-Lane Conversions)



Reconfigured roadway to change the total number of lanes. Typically, an existing 4-lane undivided roadway is changed to a 3-lane roadway with a two-way left turn lane.

Bike Walk Twin Cities

Sidewalks



Sidewalks are paved paths for pedestrian usually parallel to roadways.

Walkways (FHWA, FHWA-SA-21-047)

Speed safety cameras



Speed safety cameras detect speeding and capture photo or video evidence of vehicles that pass a set speed threshold.

visionzeronetwork.org

Traffic calming design



Traffic calming is using varies methods, such as reducing lane width, installing center medians, installing gateway treatments at bookends of community, and urbanization to reduce vehicle speeds and improve safety.

Flexibility in Design (FHWA)

Variable advisory speed limits



Signs with a dynamic display square to display an advisory speed limit usually used during bad weather conditions.

Guidelines for the use of V0ariable Speed Limit Systems in Wet Weather (FHWA, FHWA-SA-12-022

Wrong way driving detection



Systems that alert drivers when they head down a one-way road the wrong direction.

Wrong-Way Driving Detection and Prevention System (Central Florida Expressway Authority)

Urban Intersections

Strategies	Cost	CRF	Notes
❶ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Access management	$$ to $$$$	–	
Alternative Intersection	–	–	
Echelon	$$$$$	–	
Continuous flow intersection (CFI)	$$$$$	12%	All crash severities & types
J-Turn	$$$$	22%	KABC crashes, all crash types
Roundabout	$$$$$	51%	Injury crashes, all crash types
Mini roundabout	$$$$ to $$$$$	61%	KABC crashes, all crash types
Partial grade-separated intersection	$$$$$	–	
Center island medians and pedestrian refuge islands/median island	$$	9%	KABC crashes, all crash types
		86%	Fatal vehicle/bike and vehicle/ped crashes
Left turn calming / hardened centerlines	$$	10%	All crash severities, left turn crashes
Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)	$	–	
Turn lanes (offset, channelized)	$$$	34%	Angle crashes, all severities
		44%	All crash severities & types
¾ Intersection	$$$$	64%	All crashes, angle crashes
❷ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 2: Reduce Vehicle Speeds			
Corridor signal timing to reduce high-speed flow	$	11%	Injury crashes, all crash types
Curb extensions / curb bump-outs	$$$	30%	All crash severities & types
Traffic calming design	$$$$$	–	
Reduced lane width		Up to 43%	KABC crashes, all crash types
Urbanization (street trees, pedestrian-scaled lighting, boulevard, curb, curb extensions, narrow corner radii, and shoulders)		–	
❸ SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 3: Manage Conflicts in Time			
Appropriately timed yellow change intervals	$	Up to 36%	All crash severities, rear end crashes
Confirmation lights	$	71%	All crash severities, disobeyed signal crashes
Flashing yellow arrow (FYA)	$$$	37%	All crash severities, left turn crashes
High-intensity activated crosswalk beacon (HAWK) / pedestrian hybrid beacon (PHB)	$$$	43%	All crash severities, vehicle/ped crashes
Leading pedestrian intervals	$	59%	All crash severities, vehicle/ped crashes
Pedestrian countdown timers (visual and audible)	$$	9%	All crash severities, vehicle/ped crashes

Strategies	Cost	CRF	Notes
Pedestrian safety zones to apply pedestrian countermeasures at targeted locations of high-pedestrian traffic or equity concerns	$$	–	
Protected intersection	$$$ to $$$$$	–	
Rectangular rapid flashing beacon (RRFB)	$$	69%	All crash severities, vehicle/ped crashes
4 SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 4: Increase Attentiveness & Awareness			
Crosswalk visibility enhancements	–	–	
High-visibility crosswalk	$$	37%	All crash severities, vehicle/ped crashes
Improved lighting	$$	42%	All crash severities & types, nighttime crashes
Enhanced signing and pavement markings	$	–	
Enhanced transit stops and bus transit	$$ to $$$	45%	All crash severities & types
Intersection bicycle signing and markings	$$	–	
Green colored pavement		–	
Bike lanes marked through the intersection (next to turn lane)		–	
Bike box (two-stage turn queue box)		–	
Bike related signs		–	
Raised crosswalks / raised intersections	$$ to $$$$	45%	All crash severities, vehicle/pedestrian crashes
Retroreflective strips on stop sign posts	$	–	

Cost Estimate Thresholds (Per Intersection)

$	Less than $10,000
$$	$10,000 to $50,000
$$$	$50,000 to $100,000
$$$$	$100,000 to $400,000
$$$$$	$400,000 or more

Access management



Before

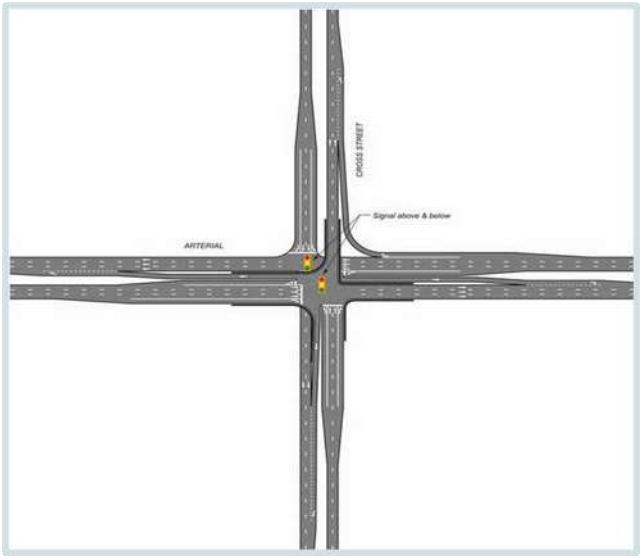


After

Access management reduces conflict points by consolidating access points.

Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)

Echelon intersection



An echelon intersection is a grade separated intersection where one direction of the main line is elevated. each intersection operates as a normal one-way intersection.

FHWA

Continuous flow intersection (CFI)



A continuous flow intersection shifts left-turning traffic to the outside edge of the opposite direction of traffic prior to the intersection which allows left turning traffic and through traffic to operate at the same time.

Continuous Flow Intersection (NCDOT)

J-Turn



J-turns and reduced conflict intersections decrease the amount of conflict points caused by traditional left turns. Signalized J-Turns add signals at each U-Turn.

Kentucky Transportation Cabinet; Congestion Toolbox

Roundabout



A circular intersection where traffic flow is slowed and severe conflict points are reduced.

Innovative Intersection Safety Improvement Strategies and Management Practices: A Domestic Scan (FHWA, FHWA-SA-06-016)

Mini roundabout



A circular intersection where traffic flow is slowed and severe conflict points are reduced. Mini roundabouts are smaller than a traditional roundabout and therefore take up less right-of-way.

They're small but powerful (FHWA, FHWA-HRT-13-001)

Partial grade-separated intersection



Intersection where some movements are separated to avoid traffic control.

TH 13 in Savage, MN (Google Earth)

Appropriately timed yellow change intervals



The yellow change interval is the length of time between the green and red when a signal is yellow. Proper timing is important to maximize signal timing and make sure the intersection is clear before the next leg gets a green light.

Yellow Change Intervals (FHWA, FHWA-SA-21-043)

Center island medians and pedestrian refuge islands/median island



Median space in the roadway where pedestrians have protection from vehicular traffic.

Traffic Calming ePrimer – Module 3 (FHWA)

Confirmation light



A confirmation light is a blue light on the back of a signal. It lights up when the signal is red so downstream police officers can know when someone has run a red light.

MnDOT 2015 Traffic Safety Fundamentals Handbook

Corridor signal timing to reduce high-speed flow



Corridor signal timing can be timed to reduce high-speed traffic from going through multiple signals in a row while still maintaining a good flow of traffic.

Signalized Intersections: Informational Guide (FHWA, FHWA-HRT_04_091)

Crosswalk visibility enhancements (high visibility crosswalk, improved lighting, and enhanced signing and pavement marking)



Crosswalk visibility enhancements, such as high visibility crosswalk markings, lighting, and signage, improve the visibility of the crosswalk to drivers.

Wrong-Way Driving Detection and Prevention System (Central Florida Expressway Authority)

Curb extensions / curb bump-outs



Curb extensions and curb bump-outs are an extension of the sidewalk in the roadway to decrease the crossing distance and improve pedestrian visibility to drivers.

FHWA

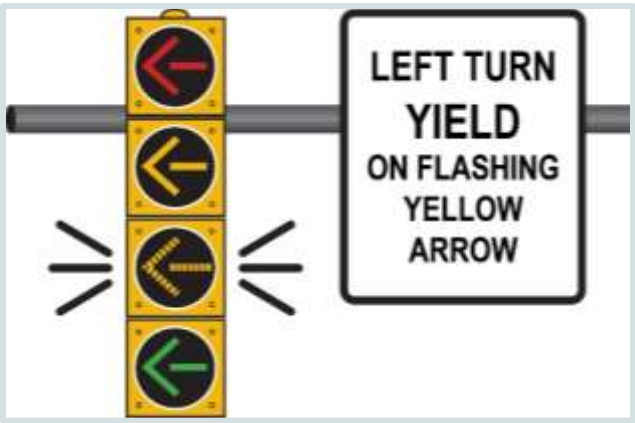
Enhanced transit stops and bus transit



Improved transit amenities, such as seating, shelter, and heating, to improve comfort for transit users. Improved transit service, such as decreased headways, transit lanes, and signal preemption, to improve travel times and reliability.

Metro Transit

Flashing yellow arrow (FYA)



A flashing yellow arrow allows for left turning traffic to turn once they have yielded to oncoming through traffic.

Flashing Yellow Arrows coming to four locations (VDOT)

High-intensity activated crosswalk beacon (HAWK) / pedestrian hybrid beacon (PHB)



Pedestrian Hybrid Beacon (PHB) and High-intensity activated crosswalk beacon (HAWK) can be added to all non-signalized crossings to increase awareness of drivers of crossings traffic by flashing lights when the system is activated either by push button or permissive detection.

Pedestrian Hybrid Beacon Guide – Recommendations and case study (FHWA)

Intersection bicycle signing and markings (green colored pavement, bike box, etc.)



Intersection bicycle marking are green to grab drivers' attention. Bike boxes are used to give bikes a head start. They can also be used for bikes to do a two-step left turn.

Bike Boxes at a glance (UC Davis)

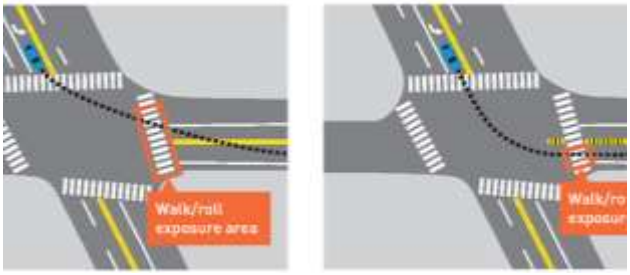
Leading pedestrian interval (LPI)



Signal timing to allow pedestrians to start crossing before green lights to general traffic.

bikeuptown.org

Left turn calming / hardened centerlines



Short concrete curbs sometimes with bollard that extend from the centerline into the intersection. They are used to reduce left turn traffic from cutting in while turning, there by decrease the crosswalk exposure area.

Hardened Centerlines (Seattle DOT)

Pedestrian countdown timers (visual and audible)



Pedestrian countdown timers alert pedestrians to how much longer they have to cross the crosswalk.

Oakland MTC: Bicycle/Pedestrian Safety Toolbox

Pedestrian safety zones to apply pedestrian countermeasures at targeted locations of high-pedestrian traffic or equity concerns



Target specific areas with high pedestrian traffic or pedestrian safety issues with interventions of education, enforcement and engineering.

Giving Pedestrians a head start crossing streets (NY Times)

Protected intersection



Protected intersections keep bicycles separated from vehicles and have dedicated bicycle paths through the intersection.

Montgomery County Division of Transportation Engineering

Raised crosswalks / raised intersections



Ramped crosswalks along the entire width of the roadway.

Raised Crosswalks (ADOT)

RRFB (Rapid Rectangular Flashing Beacon)



RRFBs can be added to all non-signalized crossings to increase driver awareness of pedestrian crossings by flashing lights when the system is activated either by push button or permissive detection.

Rectangular Rapid Flashing Beacons (RRFB) (FHWA, FHWA-SQ-21-053)

Remove sightline obstructions / maintain vision triangles (vegetation, parking, other)



A properly maintained clear zone allows for safe sight distance for drivers and increases the likelihood a vehicle that departed a road can safely recover.

nativeengineering.files.wordpress.com

Retroreflective strips on sign posts



Retroreflective strips on sign posts are used to draw more attention to a sign especially at nighttime.

safety.fhwa.dot.gov/hsip/hrrr/manual/sec48.cfm

Traffic calming design (reduced lane width, urbanization)



Traffic calming is using varies methods, such as reducing lane width and center medians, to reduce vehicle speeds and improve safety.

Flexibility in Design (FHWA)

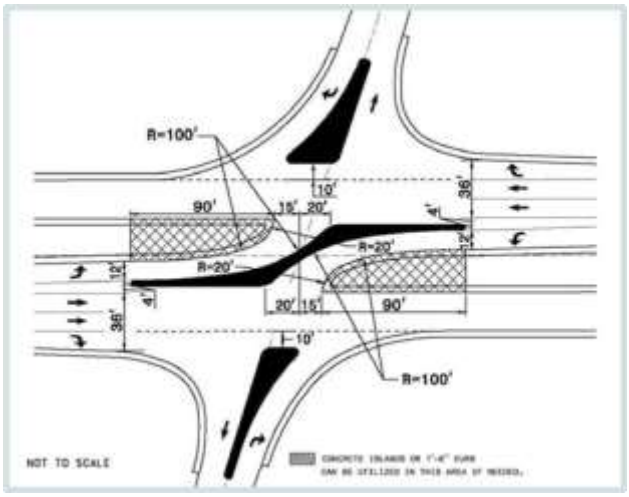
Turn lanes (Including offset and channelized)



Turn lanes separate turning movements from the primary lanes and prevent slowing/yielding vehicles in the thru-lanes.

Dedicated Left- and Right-Turn Lanes at Intersection (FHWA, FHWA-SA-21-041)

¾ intersection



¾ intersections operate similarly to a traditional 4-leg intersection prohibit left turns from the minor legs.

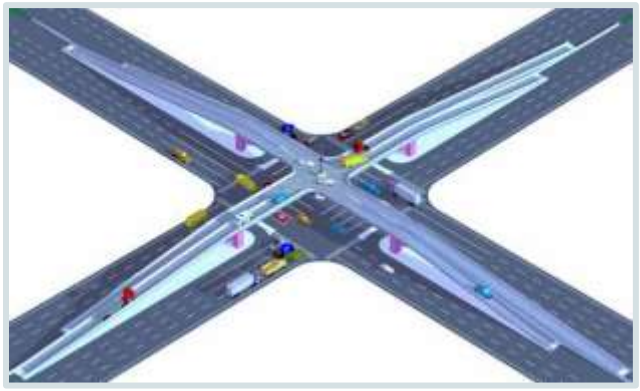
Alternative Intersections/Interchanges: Informational Report (FHWA, FHWA-HRT-09-060)

Interchange Types

Strategies	Cost	CRF	Notes
1 SAFE SYSTEM ROAD DESIGN HIERARCHY TIER 1: Remove Severe Conflicts			
Addition or improvement of new pedestrian or bicycle facilities or crossings with interchange type	$$$	–	
Center turn overpass interchange	$$$$$	–	
Displaced left turn interchange	$$$$$	–	
Divergeabout	$$$$$	–	
Diverging diamond interchange (DDI)	$$$$$	55%	All crash severities, angle/left turn crashes
Fully directional	$$$$$	–	
Grade separated T-intersection	$$$$$	–	
Michigan urban diamond interchange	$$$$$	–	
Offset single point urban interchange (SPUI)	$$$$$	–	
Roundabout terminals	$$$$$	33%	KABC crashes, all crash types
Single point urban interchange (SPUI)	$$$$$	–	
Single quadrant	$$$$$	–	
Single roundabout interchange	$$$$$	–	
Two quadrant	$$$$$	–	

Cost Estimate Thresholds (Per Interchange)	
$	Less than $100,000
$$	$100,000 to $500,000
$$$	$500,000 to $1,000,000
$$$$	$1,000,000 to $15,000,000
$$$$$	$15,000,000 or more

Center turn overpass interchange



The center turn overpass interchange separates left-turn movements for all approaches and relocates them to an elevated structure using narrow ramps within the median.

ATTAP Maryland State Highway Administration

Displaced left turn interchange



A displaced left turn interchange shifts left-turning traffic to the outside edge of the opposite direction of traffic prior to the intersection which allows left turning traffic and through traffic to operate at the same time.

Continuous Flow Intersection (NCDOT)

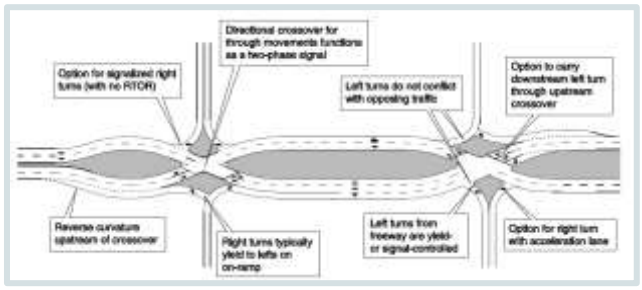
Divergeabout



A diverge-about interchange has a roundabout on one side of the interchange and a diverging diamond on the other side.

Kansas City, MoDOT (Google Earth)

Diverging diamond interchange (DDI)



A diverging diamond interchange has traffic switch the side of the road they are on when going through the first intersection and switch back through the second intersection. This allows traffic turning left onto the arterial to no have to yield to traffic.

Diverging Diamond Interchange Informational Guide (FHWA, FHWA-SA-14-067)

Fully directional interchange



Fully directional interchanges are typically used when two arterials meet up. Each left turn and right turn movement will have its own ramp.

Missouri DOT Engineering Policy Guide

Grade separated T-intersection



Intersection where some movements are separated to avoid traffic control.

TH 13 in Savage, MN (Google Earth)

Michigan urban diamond interchange



A Michigan urban diamond interchange operates normally for through and right turning traffic, but it changes left turning traffic into two-steps. Left turning traffic must go through the intersection, take a U turn then a right turn. There are also signals at each U turn section.

ATTAP Maryland State Highway Administration

Offset single point urban interchange (SPUI)



Offset Single point urban interchanges are where all four freeway ramps meet at a single ramp terminal intersection on one side of the freeway.

TH 36 & Rice Street in Bloomington, MN (Google Earth)

Roundabout terminals



Roundabout terminal interchanges have roundabouts at the interchange ramp terminals.

I-35 & CR 12 in Medford, MN (Google Earth)

Single point urban interchange (SPUI)



Single point urban interchanges are where all four freeway ramps meet at a single intersection above or below the freeway and right turn movements are made at unsignalized points separate from the main intersections.

I-494 & Penn Ave in Bloomington, MN (Google Earth)

Single quadrant interchange



Single quadrant interchanges works by rerouting all left turn movements at a four-legged intersection on a single road that connects the two intersecting roads.

US 14 & TH 23 in Florence, MN (Google Earth)

Single point roundabout interchange



A single point roundabout interchange has a single large roundabout over the arterial where all four freeway ramps meet up.

Latham, NY (Google Earth)

Two quadrant interchange



A two quadrant interchange as four ramps similar to a typical diamond interchange but two of them are loop ramps leading to two intersections.

Google Earth

Standard interchange



A standard diamond interchange, with two entrance and two exit ramps in line with the access-controlled road and leading to two separate intersections.

Google Earth

JANUARY 2025

County Roadway Safety Plan Updates

WHAT IS A COUNTY ROADWAY SAFETY PLAN?

A County Roadway Safety Plan (CRSP) identifies safety concerns on county roads and suggests improvements that each county can implement. The Minnesota Department of Transportation (MnDOT), in partnership with county engineers around the state and the Federal Highway Administration, worked together to develop initial CRSP plans. By 2014, a CRSP was completed for each of the 87 counties in Minnesota. In 2018, MnDOT began the process of reviewing and updating the original plans. **The third phase of updates is currently underway.**

WHAT IS THE GOAL OF CRSP?

The goal of CRSP is to support the statewide initiative of moving Minnesota Toward Zero Deaths through continued reduction of fatal and serious injury crashes on county roadways.

The county plans align with the Minnesota Strategic Highway Safety Plan and its statewide goal of fewer than 225 fatalities and fewer than 980 serious injuries by 2025. Each CRSP provides the county a list of location-specific safety concerns and a prioritized list of roadway safety improvements that have the greatest potential to reduce severe crashes.

"CRSP helped to shift our safety emphasis from reacting to severe crashes in spot locations to a proactive, systemwide approach. Our state's actionable commitment to TZD has made a life-saving difference."
—Mark Vizecky, State Aid Program Engineer, MnDOT

⚠ Local Road Crash Facts

- ▶ Nearly 50% of severe crashes involve vehicle lane departure
  - 42% of these crashes occurred along a curve
  - 37% of these involve hitting a fixed object
- ▶ Over 40% of severe crashes are intersection-related
  - 43% of these are angle crashes

WHY ARE CRSPs NEEDED?

The commitment to create a roadway safety plan for each of Minnesota's 87 counties was based on the following facts:

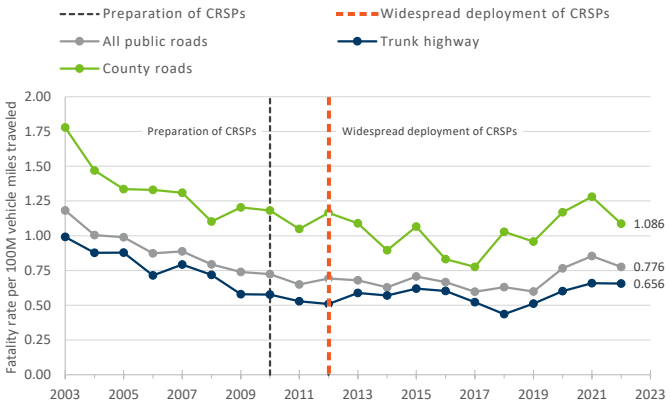
- Approximately **60% of severe crashes** – those involving a fatality or serious injury – occur on local roadways. Roadways operated by Minnesota's counties have the most severe crashes of any jurisdiction type.
- Local agencies – cities, counties, and townships – are responsible for **more than 90%** of the state's roadway miles.

WHAT ARE THE RESULTS OF CRSP?

The first round of CRSP projects resulted in nearly $60 million of road safety improvements from 2012 to 2014. During this time, Minnesota's county system fatal crash rate decreased 25%.

Despite this initial success, there is more work to be done. Severe crashes on the county system increased significantly in 2020 and 2021, but encouraging reductions occurred in 2022. CRSP updates are key to achieving continued reductions in fatal and serious injury crashes.

Fatality Rates by System



County Roadway Safety Plan
TOWARD ZERO DEATHS

DEPARTMENT OF TRANSPORTATION

HOW ARE THE UPDATED PLANS DIFFERENT FROM THE INITIAL CRSP?

Building on progress and applying lessons learned from the initial CRSP, the following are some of the enhancements to the CRSP process:

- Updated five-year crash data (2018-2022)
- Two comprehensive crash analyses:
  - Systemic review of all roadway characteristics to identify locations that are at higher risk for severe crashes
  - Review of locations with a higher number and rate of severe crashes.
- Continuous engagement with county staff and elected officials and customization based on each county's needs and priorities
- Updated safety strategies reflecting the most current proven countermeasures
- Inclusion of research one-pagers on key safety strategies as an additional communication tool



Example Proven Safety Strategy: Chevron Curve Warning

WHAT DO THE UPDATED CRSP PLANS INCLUDE?

The updated CRSPs include a safety prioritization and planning process based on each county's crash data and specific safety planning needs. Each plan includes:

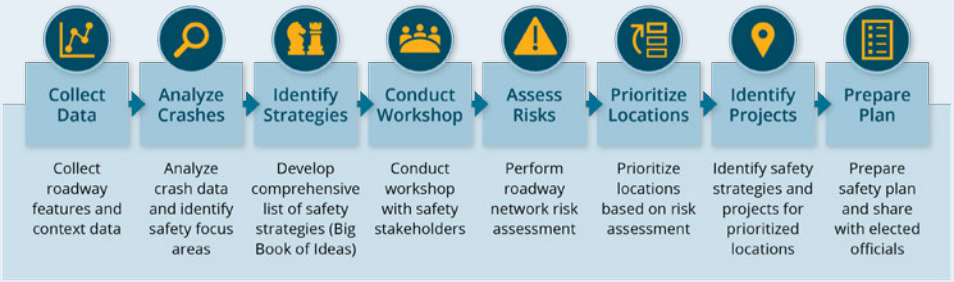
- Review of all county road segments, curves, and intersections
- Data-driven review of crashes on county roads over the last five years
- Summary of safety focus areas and crash types (for example: lane departure)
- List of recommended high priority safety strategies, customized to the county
- Prioritized list of locations that are most at risk for severe crashes in the future
- Prioritized list of location-specific safety strategies to consider for implementation

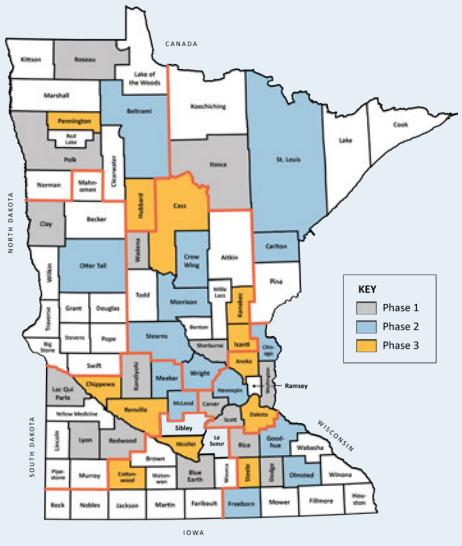
"When we began the 2014 CRSP, many constituents were opposed to intersection lighting, viewing it as a waste of taxpayer dollars. Following implementation, they witnessed its benefits and now request that it be more widely deployed. CRSP has raised our awareness of effective safety strategies as well as the conversation about our safety program."
—Wayne Johnson, Otter Tail County Commissioner

WHAT ARE THE KEY STEPS?

Although each CRSP includes shared core components to build the county's safety plan, individualized engagement with each county helps ensure each plan reflects unique county needs.

CRSP Process Steps





CRSP Updates - Participating Counties (to date)

For more information:
Girma Feyissa, *State Aid Traffic Safety Engineer*
Email: girma.feyissa@state.mn.us, **Office:** 651-366-3818

County Roadway Safety Plan
TOWARD ZERO DEATHS

DEPARTMENT OF TRANSPORTATION

Safe Streets and Roads for All

Action Plan Components

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: https://www.transportation.gov/SS4A



Leadership Commitment and Goal Setting

An official public commitment (e.g., resolution, policy, ordinance, etc.) by a high-ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, MPO Policy Board, etc.) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

(1) the target date for achieving zero roadway fatalities and serious injuries, OR

(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.



Planning Structure

A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.



Safety Analysis

Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, people walking, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographic, and structural issues, etc.). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent).

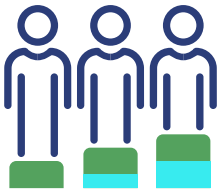


Engagement and Collaboration

Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practical.

Safe Streets and Roads for All

Action Plan Components



Equity Considerations

Plan development using inclusive and representative processes. Underserved communities* are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.



Policy and Process Changes

Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.



Strategy and Project Selections

Identification of a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach, effective interventions, and consider multidisciplinary activities. To the extent practical, data limitations are identified and mitigated.

Once identified, the list of projects and strategies is prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.



Progress and Transparency

Method to measure progress over time after an Action Plan is developed or updated, including outcome data. Means to ensure ongoing transparency is established with residents and other relevant stakeholders. Must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries, and public posting of the Action Plan online.

* An underserved community as defined for this NOFO is consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table https://datahub.transportation.gov/stories/s/tsyd-k6ij; any Tribal land; or any territory or possession of the United States.

MINNESOTA TOWARD ZERO DEATHS

TZD'S STATEWIDE GOAL: **Fewer than 225 fatalities and 980 serious injuries on Minnesota's roads by 2025**

KEY ACCOMPLISHMENTS

A 37 percent reduction in the number of traffic deaths since TZD was launched in 2003.

- A statewide seat belt use rate of 94.2 percent.
- Passage of stronger traffic safety policies related to seat belt use, texting while driving, ignition interlock, graduated driving licensing, impaired driving, and speeding in work zones.
- Eight regional partnerships statewide that collaborate and build local relationships to implement TZD.
- A statewide trauma system enabling 98 percent of Minnesotans to reach a trauma hospital within 60 minutes.
- Implementation of low-cost, high-benefit strategies for intersection and lane-departure crashes on state and local roads.
- More than 800 statewide conference participants annually.

WHAT IS THE MINNESOTA TOWARD ZERO DEATHS PROGRAM?

Minnesota TZD is the state's cornerstone traffic safety program that employs an interdisciplinary approach to reducing traffic crashes, injuries, and deaths on Minnesota roads. The program's vision is to reduce fatalities and serious injuries to zero.

The program is a partnership between the Minnesota Departments of Public Safety, Transportation, and Health; the University of Minnesota; and other stakeholders.

Minnesota TZD works to create a culture in which traffic deaths and serious injuries are no longer acceptable through the integrated application of the "4 E's": Education, Enforcement, Engineering, and Emergency Medical and Trauma Services. The program also uses data to target areas for improvement, employ proven countermeasures, implement best practices, and advance innovations and new technologies.



Education

Giving drivers the knowledge they need to avoid hazardous driving practices and choose responsible behavior.

Enforcement

Ensuring compliance with traffic laws to change driver behavior and reduce unsafe driving practices.

Engineering

Changing the roadway—including cable median barriers, signage, and the roadside—to make travel safer.

Emergency Medical & Trauma Services

Providing fast, efficient emergency medical and trauma services to reduce fatalities and serious injuries whenever a crash does occur.

Everyone

Advocating for zero deaths while adopting behaviors and changing culture to get there.

6/2024

Program goals

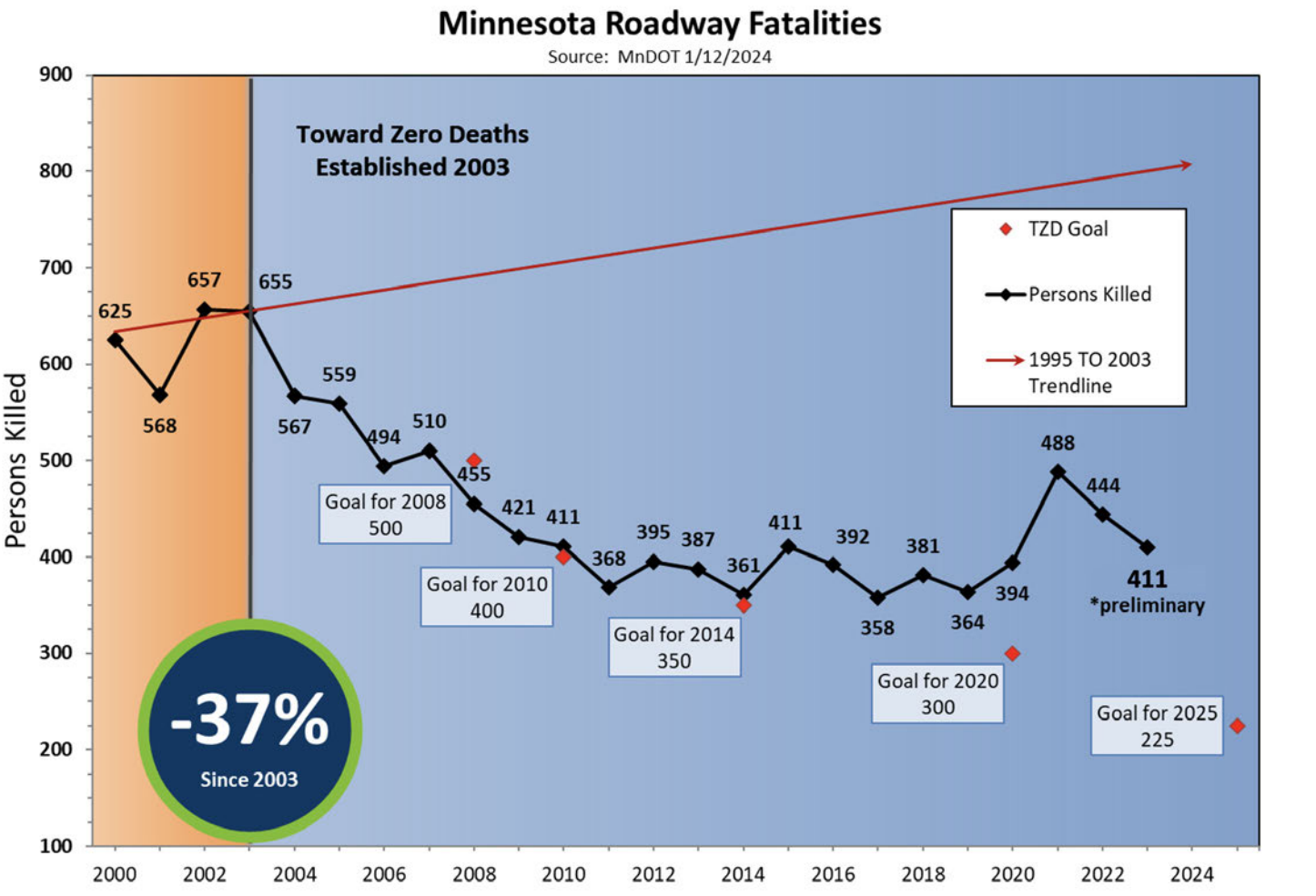
- Pursue public support of traffic safety as a priority
- Strengthen TZD as a priority for all units of government and traffic safety partnerships
- Promote and implement effective traffic safety initiatives

Traffic safety is everyone's responsibility: Get involved!

- Contact your regional TZD coordinator and/or participate in a local TZD safety coalition (minnesotatzd.org/initiatives/regions).
- Attend the annual statewide TZD conference and/or regional workshops (minnesotatzd.org/events).
- Attend the TZD stakeholder breakfasts in person or participate online (minnesotatzd.org/events/breakfasts).
- Request to be added to the TZD mailing list: ldolan@umn.edu.

For more information

- Annette Larson, State TZD Program & Operations Director, 612-528-1407, annette.l.larson@state.mn.us
- Kristine Hernandez, State TZD Marketing & Communications Director, 507-273-0677, kristine.hernandez@state.mn.us
- Linda Dolan, Program Coordinator, 612-845-9633, ldolan@umn.edu
- TZD website: MinnesotaTZD.org



In 2003, 655 traffic deaths occurred on Minnesota's roads. That same year, the statewide TZD program was launched as a deliberate, interdisciplinary approach to traffic safety. Despite increases in the number of licensed drivers, registered motor vehicles, and vehicle miles traveled, there were 411* traffic deaths in Minnesota in 2023—a 37 percent reduction from 2003.

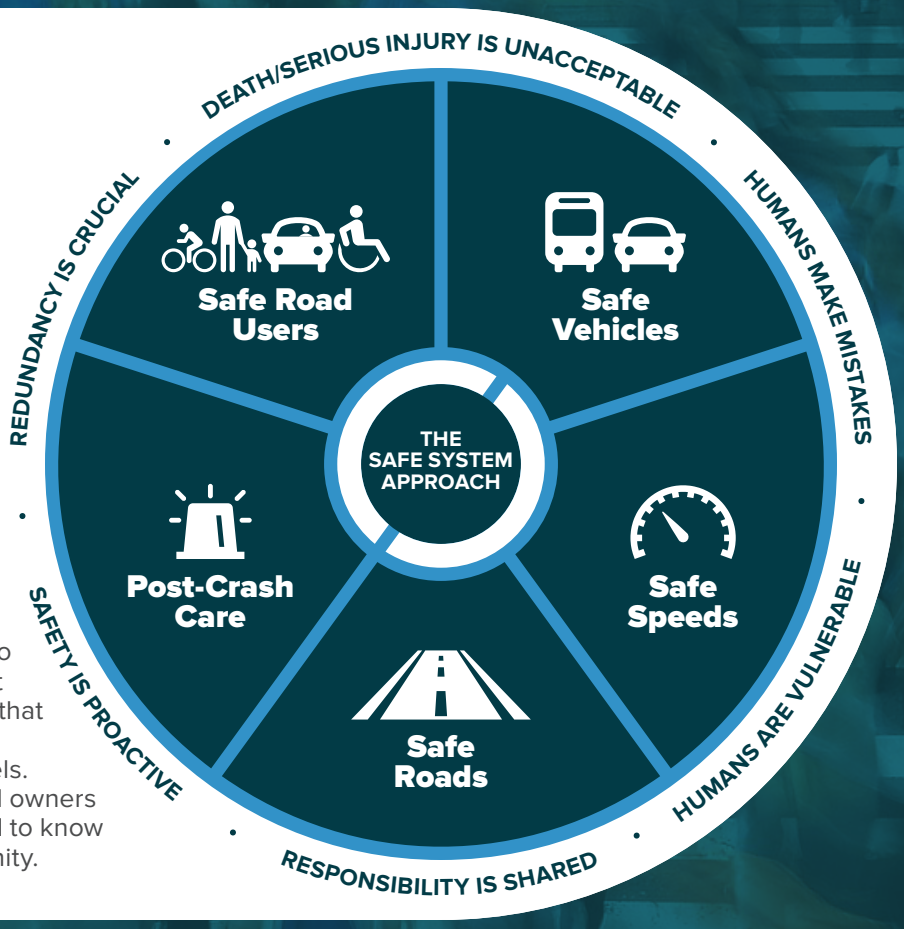
**preliminary count*

THE SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM PRINCIPLES

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Humans Make Mistakes

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and avoid death and serious injuries.

Humans Are Vulnerable

People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

Responsibility is Shared

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

Safety is Proactive

Proactive tools should be used to identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

U.S.Department of Transportation
Federal Highway Administration
FHWA-SA-20-015

Safe Roads for a Safer Future
Investment in roadway safety saves lives

SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

THE SAFE SYSTEM APPROACH VS. TRADITIONAL ROAD SAFETY PRACTICES

Traditional		Safe System
Prevent crashes	→	Prevent deaths and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach also refocuses transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

WHERE ARE YOU ON THE SAFE SYSTEM JOURNEY?

Implementing the Safe System approach is our shared responsibility, and we all have a role. It requires shifting how we think about transportation safety and how we prioritize our transportation investments. Consider applying a Safe System lens to upcoming projects and plans in your community: put safety at the forefront and design to accommodate human mistakes and injury tolerances. Visit **safety.fhwa.dot.gov/zerodeaths** to learn more.

List of Prioritized Locations

APPENDIX E

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Rural Segment Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Segment

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Speed Limit	ADT Rural Single-Vehicle	ADT Rural Multi-Vehicle	Access Density	Curve Density	Edge Risk	Total Stars
3	*1*	*17.003*	*CSAH*	*17*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)*	*500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE)*	*3.83*	*8,617*	★	★	★	★	★		★★★★★
6	2	18.005	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	4.43	6,806	★	★	★	★	★		★★★★★
7	3	18.006	CSAH	18	Intersection of CSAH 18 (Broadway Ave) and Dnr Rd	Intersection of CSAH 18 (Broadway Ave) and Lyons St	5.15	6,097	★	★	★	★	★		★★★★★
11	4	22.003	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	3.95	7,848	★	★	★	★	★		★★★★★
12	5	22.004	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE	5.13	5,548	★	★	★	★	★		★★★★★
15	*6*	*23.006*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*Intersection of CSAH 23 (Lake Dr) and I-35*	*4.07*	*5,768*	★	★	★	★	★		★★★★★
25	7	49.002	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	0.96	6,270	★	★	★	★	★		★★★★★
29	8	65.001	CSAH	65	Intersection of CSAH 65 (Viking Blvd NW) and Twin Pkwy NW	Intersection of CSAH 65 (Viking Blvd NW) and CR 65 (Baugh St NW)	0.48	6,446	★	★	★	★		★	★★★★★
35	*9*	*9.002*	*CSAH*	*9*	*Intersection of CSAH 9 (Lake George Blvd NW) and CSAH 22 (Viking Blvd NW)*	*Intersection of CSAH 9 (Round Lake Blvd NW) and 157th Ave NW*	*5.23*	*9,217*	★	★	★	★		★	★★★★★
36	10	9.003	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	4.63	7,656	★	★	★	★	★		★★★★★
46	11	60.001	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	3.99	3,500	★	★	★	★	★		★★★★★
47	12	60.002	CR	60	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	Intersection of CR 60 (Constance Blvd NE) and CSAH 17 (Lexington Ave NE)	2.65	3,439	★	★	★	★	★		★★★★★
5	13	18.004	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)	1.18	7,398	★	★	★	★			★★★★
8	14	20.001	CSAH	20	Intersection of CSAH 20 (157th Ave NW) and CSAH 7 (7th Ave NW)	Intersection of CSAH 20 (157th Ave NW) and CSAH 18 (Crosstown Blvd NE)	4.48	5,823	★	★	★	★			★★★★
9	*15*	*22.001*	*CSAH*	*22*	*1000 feet west of the intersection of CSAH 22 (Baugh St NW) and CR 83 (Baugh St NW)*	*Intersection of CSAH 22 (Baugh St NW) and Jasper St NW*	*5.25*	*5,844*	★	★	★	★			★★★★
10	*16*	*22.002*	*CSAH*	*22*	*Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW*	*Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW*	*5.18*	*7,817*	★	★	★	★			★★★★
13	17	22.005	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	4.90	4,067	★	★	★	★			★★★★
14	18	22.006	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	4.44	6,000	★	★	★	★			★★★★
26	19	5.002	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	5.06	9,234	★	★	★	★			★★★★
32	*20*	*78.003*	*CSAH*	*78*	*Intersection of CSAH 22 (Viking Blvd NW) & CSAH 78 (Hanson Blvd NW)*	*0.55 MI North of the Intersection of CR 18 (Crosstown Blvd) & CSAH 78 (Hanson Blvd NW)*	*4.69*	*6,309*	★	★	★	★			★★★★
33	21	83.002	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	4.59	5,044	★	★	★	★			★★★★
37	22	103.001	CR	103	Intersection of CR 103 (229th Ave NW) and CSAH 24 (237th Ave NW)	Intersection of CR 103 (229th Ave NW) and CSAH 13 (University Ave NE)	1.49	4,080	★	★	★	★			★★★★
44	23	52.001	CR	52	Intersection of CR 52 (Radisson St NE) and CR 61 (153rd Ave NE)	Intersection of CSAH 116 (Bunker Lake Blvd NE) & CR 52 (Radisson St NE)	2.01	4,929	★	★	★	★			★★★★
49	24	62.001	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	1.50	4,359	★	★	★	★			★★★★
50	25	63.001	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	1.14	3,167	★	★	★	★			★★★★
51	26	64.001	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	2.60	3,096	★	★	★	★			★★★★
66	27	86.001	CR	86	Intersection of CR 86 (Sims Rd NW) and CSAH 13 (Cedar Dr NW)	Intersection of CR 86 (Sims Rd NW) and MN 65	2.41	3,000	★	★	★	★			★★★★
1	28	13.001	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	3.38	1,370	★			★	★		★★★
2	29	13.002	CSAH	13	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	2.94	2,029	★			★	★		★★★
17	30	24.002	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	3.88	1,839	★			★	★		★★★
21	31	26.001	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	3.42	1,719	★			★	★		★★★
22	32	26.002	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	3.10	1,946	★			★	★		★★★
24	33	49.001	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	Intersection of CSAH 49 (Hodgson Rd) and CSAH 1 (Ash St)	0.30	6,270		★	★	★			★★★
28	34	58.001	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	5.18	1,546	★			★	★		★★★
30	35	7.004	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	3.97	7,220		★	★	★			★★★
34	36	85.001	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	2.99	3,888		★	★	★			★★★
43	*37*	*19.001*	*CR*	*19*	*Intersection of CR 19 (Potomac St NE) and CSAH 18 (Broadway Ave)*	*Intersection of CR 19 (Potomac St NE) and CSAH 23 (Lake Dr)*	*3.31*	*1,203*	★			★	★		★★★
55	38	70.001	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	3.62	771	★			★	★		★★★
60	39	74.001	CR	74	Intersection of CR 74 (221st Ave NE) and CSAH 24 (237th Ave NW)	500 feet west of the intersection of CR 74 (221st Ave NE) and E Bethel Blvd NE	5.16	2,651	★			★	★		★★★
61	40	74.002	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	4.45	647	★			★	★		★★★
64	41	77.001	CR	77	Intersection of CR 77 (Ryan Lake Dr NE) and CR 75 (Sunrise Rd NE)	Intersection of CR 77 (Lyons St NE) and CSAH 19 (Fawn Lake Dr NE)	1.62	631	★			★	★		★★★
16	42	24.001	CSAH	24	Intersection of CSAH 24 (Jarvis St NW) and 215TH Ave NW	500 feet south of intersection of CSAH 24 (Jarvis St NW) and 213th Ave NW	0.36	1,669	★			★			★★
18	43	24.003	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	3.53	2,009	★			★			★★
19	44	24.005	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	5.08	2,575				★	★		★★
23	45	36.001	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	2.10	2,251	★			★			★★
27	46	5.003	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	4.47	2,999	★			★			★★
38	47	140.001	CR	140	Intersection of CR 140 (80th St E) and CSAH 54 (Freeway Dr)	Intersection of CR 140 (80th St E) and Elmcrest Ave N	1.02	2,446	★			★			★★
39	48	15.001	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	2.78	1,476	★			★			★★
40	49	15.002	CR	15	Intersection of CR 15 (Durant St NE) and CR 74 (217th Ave NE)	Intersection of CR 15 (Durant St NE) and CSAH 26 (229th Ave NE)	1.54	574	★			★			★★
41	50	151.001	CR	151	Intersection of CR 151 (University Ave NW) and 229th Ave NE	Intersection of CR 151 (University Ave NW) and CSAH 13 (229th Ave NW)	0.08	629	★			★			★★
48	51	61.001	CR	61	Intersection of CR 61 (Xylite St NE) and CR 60 (Constance Blvd NE)	Intersection of CR 61 (Xylite St NE) and CR 52 (Radisson St NE)	1.74	1,583	★			★			★★
53	52	66.001	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	4.76	510	★			★			★★
54	53	68.001	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	2.74	2,152	★			★			★★
56	54	70.002	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	1.92	771	★			★			★★
57	55	71.001	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	1.47	622	★			★			★★
58	56	71.002	CR	71	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave NW	0.85	383	★			★			★★
59	57	72.002	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	3.66	1,360	★			★			★★
63	58	76.001	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	4.27	160				★	★		★★
65	59	82.001	CR	82	1080 feet west of the intersection of CR 82 (205th Ave NW) and Twin Pkwy NW	Intersection of CR 82 (205th Ave NW) and CR 65 (201st Ave NW)	1.44	434	★			★			★★
67	60	89.001	CR	89	Intersection of CR 89 (Sugar Bush Rd NW) and CR 70	Intersection of CR 89 (Sugar Bush Rd NW) and CSAH 24	1.02	553	★			★			★★
4	*61*	*17.004*	*CSAH*	*17*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)*	*Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)*	*4.89*	*1,519*				★			★
20	62	24.006	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	4.71	2,064				★			★
31	63	76.001	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	2.79	1,958				★			★
42	64	163.001	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	2.53	426				★			★
45	65	58.001	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	3.66	1,129				★			★

Rural Segment Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Segment

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Speed Limit	ADT Rural Single-Vehicle	ADT Rural Multi-Vehicle	Access Density	Curve Density	Edge Risk	Total Stars
52	66	65.001	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	1.78	841				★			★
62	67	75.001	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	2.94	554				★			★
						Total Length (Miles)	210.91								

Stars	Count	Percent
★★★★★★	0	0%
★★★★★	12	18%
★★★★	15	22%
★★★	14	21%
★★	19	28%
★	7	10%
	0	0%
Total	**67**	**100%**

Count of Stars --	55	30	30	67	23	2
Percent of Stars --	82%	45%	45%	100%	34%	3%

Rural Curve Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Radius	Volume	Lane Width	Shoulder Type	Total Cross Section	Adjacent Int.	Visual Trap	Outside Edge Risk	Total Stars
64	1	22.026	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.19	4,386	★	★		★		★	★	★	★★★★★★
133	2	5.004	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.12	8,600	★	★		★	★	★	★		★★★★★★
238	3	16.001	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.06	3,261	★	★		★	★	★		★	★★★★★★
281	4	64.001	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.07	3,096	★	★		★	★	★		★	★★★★★★
300	5	68.002	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.11	2,662	★	★		★	★	★		★	★★★★★★
6	6	116.007	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.08	3,217	★	★		★	★	★			★★★★★
87	7	24.002	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.10	2,190	★			★	★	★	★		★★★★★
104	8	24.019	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.09	3,027	★	★		★	★	★			★★★★★
120	9	28.005	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.22	3,202	★	★		★	★	★			★★★★★
143	10	54.001	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.05	3,041	★	★		★	★	★			★★★★★
147	11	54.005	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.08	3,041	★	★		★	★	★			★★★★★
150	12	54.008	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.04	5,808	★	★		★	★	★			★★★★★
153	13	54.011	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	0.07	2,077	★		★	★	★	★			★★★★★
205	14	76.005	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.13	1,963	★			★		★	★	★	★★★★★
215	15	85.001	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.13	3,283	★	★		★		★		★	★★★★★
239	16	16.002	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	3,261	★	★		★	★			★	★★★★★
269	17	58.008	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	1,205	★			★	★	★		★	★★★★★
283	18	64.003	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.09	3,096	★	★		★	★			★	★★★★★
284	19	64.004	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.06	3,096	★	★		★	★			★	★★★★★
301	20	68.003	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.06	2,662	★	★		★	★			★	★★★★★
317	21	71.001	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.03	622	★			★	★	★		★	★★★★★
333	22	74.001	CR	74	Intersection of CR 74 (221st Ave NE) and CSAH 24 (237th Ave NW)	500 feet west of the intersection of CR 74 (221st Ave NE) and E Bethel Blvd NE	0.03	569			★	★	★	★	★		★★★★★
336	23	74.004	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.04	650				★	★	★	★	★	★★★★★
340	24	75.001	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.12	554	★				★	★	★	★	★★★★★
1	25	116.002	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.13	4,557	★	★		★	★				★★★★
2	26	116.003	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.07	3,217	★	★		★	★				★★★★
5	27	116.006	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.11	3,217	★	★		★		★			★★★★
10	28	13.004	CSAH	13	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	0.21	1,986	★			★		★	★		★★★★
16	29	17.002	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)	500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE)	0.16	8,617		★		★	★	★			★★★★
23	30	17.009	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.06	1,603				★	★	★		★	★★★★
24	31	17.010	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.05	1,603	★			★	★			★	★★★★
29	32	18.006	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)	0.10	7,398		★		★		★		★	★★★★
34	33	18.011	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.17	6,915	★	★				★	★		★★★★
36	34	21.001	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.06	6,717	★	★			★			★	★★★★
42	35	22.004	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.08	6,524	★	★		★				★	★★★★
86	36	24.001	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.20	2,385	★			★	★		★		★★★★
88	37	24.003	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.09	2,009	★			★	★	★			★★★★
92	38	24.007	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.07	2,027	★			★	★	★			★★★★
100	39	24.015	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.06	5,494	★	★		★		★			★★★★
105	40	24.020	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.11	3,027	★	★		★	★				★★★★
106	41	24.021	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.10	3,027		★		★	★	★			★★★★
110	42	24.025	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.22	1,256	★			★	★	★			★★★★
111	43	26.001	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.18	1,634	★			★		★		★	★★★★
113	44	26.003	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.21	1,719	★			★	★	★			★★★★
118	45	28.003	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.15	1,135	★			★	★	★			★★★★
119	46	28.004	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.17	1,135	★			★	★	★			★★★★
126	47	36.001	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	0.06	3,513	★	★				★		★	★★★★
131	48	5.002	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.14	7,009	★	★				★		★	★★★★
144	49	54.002	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.16	3,041		★		★	★			★	★★★★
145	50	54.003	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.07	3,041	★	★		★	★				★★★★
146	51	54.004	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.10	3,041	★	★		★	★				★★★★
148	52	54.006	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.07	5,808		★		★		★		★	★★★★
149	53	54.007	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.05	5,808		★		★	★	★			★★★★
155	54	54.013	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.08	1,945	★			★		★		★	★★★★
171	55	58.003	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.15	1,421	★			★	★	★			★★★★
182	56	62.010	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.05	2,128	★				★	★		★	★★★★
186	57	7.004	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.10	6,890		★		★		★		★	★★★★
188	58	7.006	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.10	6,050	★	★				★		★	★★★★
190	59	7.008	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.11	5,936		★		★		★		★	★★★★
200	60	7.018	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.09	5,661	★	★				★	★		★★★★
201	61	76.001	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.06	1,260	★			★	★	★			★★★★
203	62	76.003	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.07	1,260	★			★	★	★			★★★★
204	63	76.004	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.16	1,260	★			★		★		★	★★★★
206	64	76.006	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.04	1,963	★			★	★			★	★★★★
225	65	9.004	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.11	7,892		★		★		★		★	★★★★
233	66	15.005	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.06	1,183	★			★	★			★	★★★★
243	67	163.002	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.07	391	★			★		★		★	★★★★
244	68	163.003	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.03	426				★		★	★	★	★★★★
268	69	58.007	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	1,205	★			★		★		★	★★★★
271	70	58.010	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.03	973					★	★	★	★	★★★★
276	71	62.001	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	0.06	4,359	★	★			★	★			★★★★
279	72	63.001	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	0.05	3,167	★	★		★	★				★★★★
282	73	64.002	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.06	3,096		★		★	★			★	★★★★

Rural Curve Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Radius	Volume	Lane Width	Shoulder Type	Total Cross Section	Adjacent Int.	Visual Trap	Outside Edge Risk	Total Stars
287	74	65.003	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	0.13	684	★			★	★	★			★★★★
288	75	66.001	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.04	1,075				★	★	★		★	★★★★
289	76	66.002	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.06	1,075	★			★	★			★	★★★★
290	77	66.003	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.07	1,075	★			★	★			★	★★★★
302	78	68.004	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.07	1,641	★			★	★	★			★★★★
304	79	68.006	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.05	1,641	★			★	★	★			★★★★
310	80	70.002	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.19	771	★			★	★	★			★★★★
351	81	76.001	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.08	878	★			★	★	★			★★★★
354	82	76.004	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.09	878	★			★	★	★			★★★★
355	83	76.005	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.10	878	★			★	★	★			★★★★
3	84	116.004	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.06	3,217	★	★			★				★★★
4	85	116.005	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.06	3,217		★		★	★				★★★
7	86	13.001	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	0.04	1,731				★		★		★	★★★
12	87	14.002	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.15	9,167	★	★				★			★★★
19	88	17.005	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	1,435	★			★	★				★★★
25	89	18.001	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	0.15	6,885	★	★				★			★★★
31	90	18.008	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.09	6,797		★		★		★			★★★
33	91	18.010	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.17	6,815	★	★				★			★★★
35	92	18.012	CSAH	18	Intersection of CSAH 18 (Broadway Ave) and Dnr Rd	Intersection of CSAH 18 (Broadway Ave) and Lyons St	0.08	7,331		★			★	★			★★★
37	93	21.002	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.15	6,717		★			★			★	★★★
38	94	21.003	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.11	6,717		★			★			★	★★★
47	95	22.009	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.10	6,862	★	★				★			★★★
49	96	22.011	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.07	6,163	★	★				★			★★★
50	97	22.012	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.19	6,163	★	★				★			★★★
53	98	22.015	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE	0.20	4,391	★	★				★			★★★
60	99	22.022	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.13	3,107	★	★				★			★★★
61	100	22.023	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.11	3,914	★	★						★	★★★
62	101	22.024	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.11	3,914	★	★				★			★★★
66	102	22.028	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.06	4,857	★	★				★			★★★
68	103	22.030	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.16	5,865		★				★	★		★★★
77	104	23.004	CSAH	23	Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	0.06	9,485		★		★				★	★★★
83	105	23.010	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	0.13	6,329	★	★				★			★★★
89	106	24.004	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.16	2,009	★			★		★			★★★
93	107	24.008	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.11	2,015	★			★		★			★★★
95	108	24.010	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.10	2,015	★			★	★				★★★
98	109	24.013	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.08	4,970	★	★				★			★★★
99	110	24.014	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.05	4,970	★	★				★			★★★
103	111	24.018	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.11	1,033				★	★	★			★★★
112	112	26.002	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.18	1,634	★			★	★				★★★
114	113	26.004	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	0.17	1,946	★			★	★				★★★
115	114	26.005	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	0.15	1,946	★			★	★				★★★
116	115	28.001	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.15	734	★			★	★				★★★
117	116	28.002	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.16	734	★			★	★				★★★
123	117	32.003	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.05	5,100		★		★		★			★★★
124	118	34.001	CSAH	34	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)	0.15	8,297	★	★				★			★★★
125	119	34.002	CSAH	34	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)	0.17	8,297	★	★				★			★★★
129	120	49.001	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	0.09	6,270		★				★		★	★★★
130	121	49.002	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 23 (Lake Dr)	Intersection of CR 49 (Hodgson Rd) and CSAH 34 (Birch St)	0.13	12,861	★	★				★			★★★
134	122	5.005	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.16	7,302	★	★				★			★★★
136	123	5.007	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.09	7,302	★	★				★			★★★
139	124	5.010	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.08	3,776	★	★				★			★★★
151	125	54.009	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.03	5,808		★		★		★			★★★
152	126	54.010	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	0.10	2,077	★		★	★					★★★
156	127	54.014	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.11	1,945	★			★	★				★★★
160	128	54.018	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.06	1,945	★			★		★			★★★
162	129	54.020	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.26	1,945				★	★	★			★★★
163	130	54.021	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.11	1,945	★					★	★		★★★
165	131	56.001	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.13	3,010	★	★				★			★★★
167	132	56.003	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.10	3,010	★	★				★			★★★
168	133	56.004	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.13	3,010	★	★				★			★★★
169	134	58.001	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.16	1,116	★			★	★				★★★
170	135	58.002	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.14	1,421	★			★	★				★★★
183	136	7.001	CSAH	7	Intersection of CSAH 7 (7th Ave NW) and 170th Ave NW	0.25 miles north of intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW)	0.22	9,387	★	★				★			★★★
184	137	7.002	CSAH	7	Intersection of CSAH 7 (7th Ave NW) and 170th Ave NW	0.25 miles north of intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW)	0.23	5,075	★	★				★			★★★
185	138	7.003	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.13	7,564	★	★				★			★★★
187	139	7.005	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.13	6,221	★	★		★					★★★
194	140	7.012	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.15	5,936	★	★				★			★★★
198	141	7.016	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.09	6,440	★	★				★			★★★
202	142	76.002	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.08	1,260	★			★	★				★★★
207	143	76.007	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.06	1,963	★			★	★				★★★
208	144	76.008	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.04	1,963	★			★	★				★★★
209	145	83.001	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.20	4,692	★	★				★			★★★
210	146	83.002	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.08	4,692		★			★	★			★★★

Rural Curve Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Radius	Volume	Lane Width	Shoulder Type	Total Cross Section	Adjacent Int.	Visual Trap	Outside Edge Risk	Total Stars
213	147	83.005	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.09	3,584	★	★				★			★★★
217	148	85.003	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.06	1,737	★				★	★			★★★
221	149	85.007	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.07	1,057	★			★		★			★★★
222	150	9.001	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.06	7,895	★	★		★					★★★
223	151	9.002	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.11	7,895	★	★				★			★★★
228	152	12.001	CR	12	Intersection of CR 12 (109th Ave NE) and Phesant Ridge Dr NE	Intersection of CR 12 (109th Ave NE) and CR 53 (Sunset Ave NE)	0.04	5,977	★	★		★					★★★
230	153	15.002	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.05	1,768	★			★	★				★★★
231	154	15.003	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.06	1,476	★			★		★			★★★
232	155	15.004	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.05	1,183	★			★	★				★★★
234	156	15.006	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.08	1,183	★			★	★				★★★
240	157	16.003	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	3,261		★		★	★				★★★
241	158	16.004	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	3,261		★			★	★			★★★
245	159	163.004	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	426	★			★				★	★★★
247	160	163.006	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.09	426	★			★				★	★★★
250	161	163.009	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	426	★			★				★	★★★
251	162	163.010	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	426	★				★			★	★★★
252	163	19.001	CR	19	Intersection of CR 19 (Potomac St NE) and CSAH 18 (Broadway Ave)	Intersection of CR 19 (Potomac St NE) and CSAH 23 (Lake Dr)	0.03	980				★			★	★	★★★
255	164	27.003	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	0.04	2,180	★				★	★			★★★
257	165	57.002	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.13	4,665	★	★				★			★★★
263	166	58.002	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	1,062	★			★	★				★★★
264	167	58.003	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	1,062				★	★	★			★★★
265	168	58.004	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.04	1,062	★			★	★				★★★
266	169	58.005	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	1,205				★	★	★			★★★
270	170	58.009	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.04	1,150				★		★	★		★★★
278	171	62.003	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	0.09	3,940		★			★	★			★★★
280	172	63.002	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	0.11	3,167		★		★	★				★★★
286	173	65.002	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	0.07	684	★			★	★				★★★
291	174	66.004	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.05	761				★	★			★	★★★
293	175	66.006	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.09	995				★		★		★	★★★
297	176	66.010	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.10	510	★			★	★				★★★
299	177	68.001	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.06	2,662	★	★				★			★★★
305	178	68.007	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.05	1,641				★	★	★			★★★
307	179	68.009	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.04	1,641	★				★	★			★★★
308	180	68.010	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.04	1,641				★		★			★★★
309	181	70.001	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.07	837	★			★	★				★★★
318	182	71.002	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.06	622	★				★	★			★★★
319	183	71.003	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.21	622	★				★			★	★★★
320	184	71.004	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.14	622	★				★			★	★★★
321	185	71.006	CR	71	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave NW	0.06	383	★			★		★			★★★
322	186	71.007	CR	71	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave NW	0.05	383	★			★		★			★★★
323	187	72.001	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.07	4,849	★	★		★					★★★
325	188	72.003	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.07	3,100	★	★				★			★★★
328	189	72.006	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.17	1,364	★			★		★			★★★
329	190	72.007	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.18	1,360	★				★	★			★★★
335	191	74.003	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.03	569				★	★			★	★★★
337	192	74.005	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.04	420				★	★	★			★★★
338	193	74.006	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.06	561	★			★	★				★★★
341	194	75.002	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.06	445						★	★	★	★★★
342	195	75.003	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	445	★			★				★	★★★
343	196	75.004	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.14	445	★				★			★	★★★
346	197	75.007	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.06	445	★			★	★				★★★
347	198	75.008	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	445	★				★			★	★★★
348	199	75.009	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	445	★			★				★	★★★
349	200	75.010	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	445	★				★			★	★★★
352	201	76.002	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.07	878	★			★	★				★★★
353	202	76.003	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.06	878				★	★			★	★★★
357	203	84.001	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	0.10	5,830	★	★		★					★★★
8	204	13.002	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	0.17	1,370	★					★			★★
9	205	13.003	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	0.10	1,370	★					★			★★
11	206	14.001	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.12	9,167	★	★							★★
13	207	14.003	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.10	9,167	★	★							★★
14	208	14.004	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.11	9,167	★	★							★★
15	209	17.001	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)	500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE)	0.26	68,617		★			★				★★
17	210	17.003	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	1,435				★		★			★★
22	211	17.008	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	1,435						★	★		★★
26	212	18.002	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	0.07	6,493		★				★			★★
27	213	18.003	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	0.20	7,845		★				★			★★
28	214	18.005	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)	0.05	7,398		★				★			★★
32	215	18.009	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.14	6,797		★				★			★★
41	216	22.003	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.12	6,524	★	★							★★
43	217	22.005	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.06	6,524	★	★							★★
45	218	22.007	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.14	8,277		★				★			★★
46	219	22.008	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.11	8,277		★				★			★★

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Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Radius	Volume	Lane Width	Shoulder Type	Total Cross Section	Adjacent Int.	Visual Trap	Outside Edge Risk	Total Stars
48	220	22.010	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.05	6,862	★	★							★★
51	221	22.013	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.16	6,163	★	★							★★
56	222	22.018	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.09	3,107	★	★							★★
57	223	22.019	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.12	3,107	★	★							★★
59	224	22.021	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.13	3,107	★	★							★★
65	225	22.027	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.10	4,857		★				★			★★
67	226	22.029	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.08	4,857	★	★							★★
69	227	22.031	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.10	6,663		★				★			★★
71	228	22.033	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.14	6,663		★				★			★★
73	229	22.035	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.05	6,663	★	★							★★
74	230	23.001	CSAH	23	575 feet north of the tntersection of CSAH 23 (Lake Dr) and CSAH 49 (Hodgson Rd)	Intersection of CSAH 23 (Lake Dr) and Park Ct	0.10	8,318		★				★			★★
78	231	23.005	CSAH	23	Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	0.10	7,690		★				★			★★
79	232	23.006	CSAH	23	Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	0.08	5,896		★				★			★★
80	233	23.007	CSAH	23	Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	0.06	5,896		★				★			★★
81	234	23.008	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	0.08	5,080		★				★			★★
82	235	23.009	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	0.13	5,080		★				★			★★
85	236	23.012	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	0.10	6,329		★				★			★★
90	237	24.005	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.11	2,027	★			★					★★
91	238	24.006	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.07	2,027	★			★					★★
102	239	24.017	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.23	1,033	★			★					★★
107	240	24.022	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.21	1,310	★			★					★★
108	241	24.023	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.13	1,310	★				★				★★
109	242	24.024	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.13	1,310	★			★					★★
121	243	32.001	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.08	5,100		★		★					★★
127	244	36.002	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	0.07	3,513		★			★				★★
128	245	36.003	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	0.10	3,513		★			★				★★
132	246	5.003	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.11	8,385	★	★							★★
138	247	5.009	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.10	3,776		★				★			★★
140	248	5.011	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.15	3,860		★				★			★★
154	249	54.012	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	0.06	1,945				★	★				★★
158	250	54.016	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.09	1,945				★	★				★★
159	251	54.017	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.08	1,945	★			★					★★
161	252	54.019	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.05	1,945				★		★			★★
164	253	54.022	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.09	1,945	★		★						★★
173	254	62.001	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.02	2,028				★		★			★★
174	255	62.002	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.05	2,549	★	★							★★
189	256	7.007	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.08	5,936		★						★	★★
191	257	7.009	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.08	5,936		★				★			★★
193	258	7.011	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.08	5,936	★	★							★★
195	259	7.013	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.11	7,220		★						★	★★
197	260	7.015	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.10	7,220	★	★							★★
199	261	7.017	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.14	5,661		★				★			★★
211	262	83.003	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.11	4,692	★	★							★★
212	263	83.004	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.16	3,584	★	★							★★
214	264	83.006	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.21	3,584		★				★			★★
216	265	85.002	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.08	3,283	★	★							★★
219	266	85.005	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.20	1,737	★					★			★★
224	267	9.003	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.09	7,895		★		★					★★
229	268	12.002	CR	12	Intersection of CR 12 (109th Ave NE) and Phesant Ridge Dr NE	Intersection of CR 12 (109th Ave NE) and CR 53 (Sunset Ave NE)	0.09	5,977		★						★	★★
235	269	15.007	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.04	1,183				★	★				★★
236	270	151.001	CR	151	Intersection of CR 151 (University Ave NW) and 229th Ave NE	Intersection of CR 151 (University Ave NW) and CSAH 13 (229th Ave NW)	0.03	629				★		★			★★
237	271	158.001	CR	158	Intersection of CR 158 (165th Ln NW) and CSAH 7 (7th Ave NW)	Intersection of CR 158 (165th Ln NW) and CR 58 (Valley Dr)	0.07	365	★					★			★★
242	272	163.001	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.08	391				★				★	★★
246	273	163.005	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	426				★				★	★★
248	274	163.007	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	426				★				★	★★
249	275	163.008	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.06	426				★				★	★★
253	276	27.001	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	0.03	2,180				★		★			★★
256	277	57.001	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.07	6,653		★				★			★★
258	278	57.003	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.09	4,665	★	★							★★
259	279	57.004	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.12	4,665	★	★							★★
260	280	57.005	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.13	4,665	★	★							★★
261	281	57.006	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.12	2,172					★	★			★★
267	282	58.006	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	1,205				★	★				★★
272	283	60.001	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	0.10	3,296	★	★							★★
273	284	60.002	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	0.11	3,607	★	★							★★
274	285	60.003	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	0.15	4,070		★				★			★★
275	286	60.004	CR	60	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	Intersection of CR 60 (Constance Blvd NE) and CSAH 17 (Lexington Ave NE)	0.13	3,439		★				★			★★
277	287	62.002	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	0.06	4,359	★	★							★★
285	288	65.001	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	0.09	684	★				★				★★
292	289	66.005	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.15	995				★				★	★★
294	290	66.007	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.09	995				★	★				★★
295	291	66.008	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.05	510				★	★				★★
296	292	66.009	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.10	510				★	★				★★

Rural Curve Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Radius	Volume	Lane Width	Shoulder Type	Total Cross Section	Adjacent Int.	Visual Trap	Outside Edge Risk	Total Stars
298	293	66.011	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.02	510				★		★			★★
303	294	68.005	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.06	1,641				★	★				★★
306	295	68.008	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.07	1,641					★			★	★★
311	296	70.003	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.05	771				★	★				★★
313	297	70.005	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	0.13	771	★			★					★★
315	298	70.007	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	0.07	771	★			★					★★
324	299	72.002	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.05	4,849		★		★					★★
327	300	72.005	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.07	1,364	★				★				★★
330	301	73.001	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	0.06	813				★	★				★★
332	302	73.003	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	0.07	813				★	★				★★
334	303	74.002	CR	74	Intersection of CR 74 (221st Ave NE) and CSAH 24 (237th Ave NW)	500 feet west of the intersection of CR 74 (221st Ave NE) and E Bethel Blvd NE	0.04	569				★	★				★★
339	304	74.007	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.04	561				★	★				★★
344	305	75.005	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.05	445	★				★				★★
345	306	75.006	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.10	445	★				★				★★
350	307	75.011	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.05	445	★				★				★★
356	308	77.001	CR	77	Intersection of CR 77 (Ryan Lake Dr NE) and CR 75 (Sunrise Rd NE)	Intersection of CR 77 (Lyons St NE) and CSAH 19 (Fawn Lake Dr NE)	0.04	631				★			★		★★
358	309	84.002	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	0.08	5,830		★		★					★★
359	310	84.003	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	0.30	5,830		★		★					★★
360	311	89.001	CR	89	Intersection of CR 89 (Sugar Bush Rd NW) and CR 70	Intersection of CR 89 (Sugar Bush Rd NW) and CSAH 24	0.07	553	★			★					★★
361	312	89.002	CR	89	Intersection of CR 89 (Sugar Bush Rd NW) and CR 70	Intersection of CR 89 (Sugar Bush Rd NW) and CSAH 24	0.08	553	★			★					★★
18	313	17.004	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	1,435				★					★
20	314	17.006	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.04	1,435				★					★
21	315	17.007	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	1,435				★					★
30	316	18.007	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.08	6,797		★							★
39	317	22.001	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.14	6,194		★							★
40	318	22.002	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.14	6,194		★							★
44	319	22.006	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.08	6,524		★							★
52	320	22.014	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE	0.08	4,746		★							★
54	321	22.016	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.10	4,391		★							★
55	322	22.017	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.12	3,107		★							★
58	323	22.020	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.12	3,107		★							★
63	324	22.025	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.08	3,914		★							★
70	325	22.032	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.08	6,663		★							★
72	326	22.034	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.06	6,663		★							★
75	327	23.002	CSAH	23	575 feet north of the tntersection of CSAH 23 (Lake Dr) and CSAH 49 (Hodgson Rd)	Intersection of CSAH 23 (Lake Dr) and Park Ct	0.09	8,318		★							★
76	328	23.003	CSAH	23	575 feet north of the tntersection of CSAH 23 (Lake Dr) and CSAH 49 (Hodgson Rd)	Intersection of CSAH 23 (Lake Dr) and Park Ct	0.09	8,318		★							★
84	329	23.011	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	0.13	6,329		★							★
94	330	24.009	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.05	2,015				★					★
96	331	24.011	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.07	2,015				★					★
97	332	24.012	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.06	2,015				★					★
101	333	24.016	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.12	1,033				★					★
122	334	32.002	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.08	5,100		★							★
135	335	5.006	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.23	7,302		★							★
137	336	5.008	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.06	5,032		★							★
166	337	56.002	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.08	3,010		★							★
172	338	58.004	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.03	1,421						★			★
175	339	62.003	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.10	2,549		★							★
176	340	62.004	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	2,549		★							★
178	341	62.006	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	2,128	★								★
179	342	62.007	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	2,128	★								★
181	343	62.009	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	2,128	★								★
192	344	7.010	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.08	5,936		★							★
196	345	7.014	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.08	7,220		★							★
220	346	85.006	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.09	1,057	★								★
226	347	9.005	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.31	7,892		★							★
227	348	9.006	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.12	7,892		★							★
254	349	27.002	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	0.35	2,180						★			★
262	350	58.001	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	1,062						★			★
312	351	70.004	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.07	771				★					★
314	352	70.006	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	0.05	771				★					★
316	353	70.008	CR	70	Intersection of CR 70 (Nance St NW) and CSAH 28 (Ambassador Blvd NW)	0.75 miles west of the intersection of CR 70 (Nance St NW) and Variolite St NW	0.05	771				★					★
326	354	72.004	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.13	1,364	★								★
331	355	73.002	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	0.09	813					★				★
141	356	5.012	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.07	2,221									
142	357	5.013	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.12	2,221									
157	358	54.015	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.06	1,945									
177	359	62.005	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.09	2,128									
180	360	62.008	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.06	2,128									
218	361	85.004	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.08	1,737									
						Total Length (Miles)	34.59										

Stars	Count	Percent
★★★★★★★★	0	0%
★★★★★★★	0	0%

Count of Stars --	208	181	4	187	139	169	21	73
Percent of Stars --	58%	50%	1%	52%	39%	47%	6%	20%

Rural Curve Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Radius	Volume	Lane Width	Shoulder Type	Total Cross Section	Adjacent Int.	Visual Trap	Outside Edge Risk	Total Stars

★★★★★★	5	1%
★★★★★	19	5%
★★★★	59	16%
★★★	120	33%
★★	109	30%
★	43	12%
	6	2%
Total	**361**	**100%**

Rural Intersection Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Total Entering ADT / Volume Cross Product	Leg Configuration	Alignment Skew	Adjacent Railroad Crossing	Adjacent Curve	Adjacent Development	Previous Stop [>5 mile]	Major App. Speed Limit	Major App. Turn Lane Config	Total Stars
6	1	116.021	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 132 (Aberdeen St NE)	★	★	★			★	★	★		★	★★★★★★★
116	*2*	*56.001*	*CSAH*	*56*	*US 10 / US 169 and CSAH 56 (Ramsey Blvd NW)*	★		★	★	★		★		★	★	★★★★★★★
16	3	13.008	CSAH	13	CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	★	★	★		★	★	★				★★★★★★
2	4	116.004	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 104 (Sunwood Dr NW)	★	★	★			★	★				★★★★★
5	*5*	*116.020*	*CSAH*	*116*	*MN 65 and CSAH 116 (Bunker Lake Blvd NW)*	★		★				★		★	★	★★★★★
9	6	13.001	CSAH	13	CSAH 22 (Viking Blvd NW) and CSAH 13 (Cedar Dr NW)		★		★		★	★			★	★★★★★
32	7	18.015	CSAH	18	MN 65 and CSAH 18 (Crosstown Blvd NE)	★		★			★			★	★	★★★★★
35	8	18.018	CSAH	18	CSAH 18 (Crosstown Blvd NE) and MSAS 121 (E Lake Netta Dr / Interlachen Dr NE)		★	★	★		★		★			★★★★★
37	9	18.020	CSAH	18	CSAH 18 (Broadway Ave) and CSAH 62 (Kettle River Blvd)	★		★	★		★	★				★★★★★
61	10	22.019	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 15 (E Bethel Blvd NE)	★	★		★		★				★	★★★★★
69	11	23.023	CSAH	23	CSAH 23 (Lake Dr) and SB I-35 Ramps	★		★	★		★				★	★★★★★
110	12	5.010	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 64 (181st Ave NW)		★	★	★		★				★	★★★★★
132	13	78.014	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 103 (Ward Lake Dr NW) / MSAS 104 (177th Ave NW)	★	★	★			★		★			★★★★★
136	14	83.008	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 128 (173rd Ave NW)	★	★	★	★		★					★★★★★
151	15	16.005	CR	16	MN 65 and CR 16 (Andover Blvd NW) / MSAS 104 (147th Ave NE)	★		★				★		★	★	★★★★★
173	16	72.001	CR	72	CR 72 (Rum River Blvd NW) and MSAS 109 (235th Ave NW)	★	★	★	★				★			★★★★★
183	17	86.003	CR	86	MN 65 and CR 86 (Sims Rd NE)	★		★				★		★	★	★★★★★
4	18	116.019	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 123 (Central Ave)	★		★				★			★	★★★★
11	19	13.003	CSAH	13	MSAS 107 (Sims Rd NW) and CSAH 13 (Cedar Dr NW)	★	★	★		★						★★★★
28	20	18.010	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 128 (Butternut St NW)	★	★		★						★	★★★★
29	21	18.012	CSAH	18	CSAH 18 (Crosstown Blvd NE) and CSAH 58 (175th Ave NE)	★	★				★				★	★★★★
31	22	18.014	CSAH	18	CSAH 18 (Crosstown Blvd NE) and CSAH 125 (Central Ave)	★	★	★				★				★★★★
38	23	20.001	CSAH	20	CSAH 20 (157th Ave NW) and MSAS 143 (Dakota St NW)	★	★	★			★					★★★★
49	24	22.007	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 130 (Blackfoot St NW)		★				★		★		★	★★★★
55	25	22.013	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 126 (Cedar Dr NW)	★	★				★				★	★★★★
57	26	22.015	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 101 (Jackson St NE)	★	★	★			★					★★★★
58	27	22.016	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 111 (Taylor St)	★	★				★				★	★★★★
62	28	22.020	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 105 (Wild Rice Dr)	★	★				★	★				★★★★
64	29	22.022	CSAH	22	CSAH 22 (Viking Blvd NE) and CSAH 85 (Typo Creek Dr NE)		★		★		★				★	★★★★
65	30	22.023	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 75 (217th Ave NE)	★	★		★		★					★★★★
66	31	23.020	CSAH	23	CSAH 23 (Lake Dr) and CR 19 (Potomac St NE)	★	★				★				★	★★★★
67	*32*	*23.021*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and CSAH 62 (Kettle River Blvd)*	★	★				★				★	★★★★
79	33	24.010	CSAH	24	CSAH 24 (Bridge St NW) and CSAH 28 (Ambassador Blvd NW)	★		★				★	★			★★★★
81	34	24.014	CSAH	24	CSAH 24 (Bridge St NW) and MSAS 135 (Zion Pkwy NW)	★	★		★		★					★★★★
82	35	24.015	CSAH	24	CSAH 24 (229th Ave NW) and MSAS 153 (229th Ln NW)	★	★				★				★	★★★★
88	36	24.021	CSAH	24	MN 65 and CSAH 24 (237th Ave NE)	★		★						★	★	★★★★
95	37	26.005	CSAH	26	CSAH 85 (Typo Creek Dr NE) and CSAH 26 (227th Ave NE)	★	★	★					★			★★★★
114	38	52.009	CSAH	52	CSAH 116 (Bunker Lake Blvd NW) and CR 52 (Radisson St NE)	★		★			★				★	★★★★
117	39	56.004	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 107 (155th Ave NW)	★	★	★			★					★★★★
118	40	56.005	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 124 (Jasper St NW)	★	★		★		★					★★★★
127	41	7.020	CSAH	7	CSAH 7 (Rum River Blvd NW) and CR 27 (179th La NW)		★	★	★		★					★★★★
129	42	7.026	CSAH	7	CSAH 7 / CSAH 24 (Rum River Blvd NW) and CSAH 24 (227th Ave NW)	★	★				★				★	★★★★
130	43	76.001	CSAH	76	CSAH 76 (Fawn Lake Dr NE) / CR 76 and CSAH 85 (Typo Creek Dr NE)		★	★	★		★					★★★★
131	44	78.013	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 116 (167th Ave)	★	★				★				★	★★★★
133	45	83.005	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 112 (153rd Ave NW)	★		★	★		★					★★★★
135	46	83.007	CSAH	83	CSAH 83 (Armstrong Blvd NW) and Tiger St NW	★	★	★			★					★★★★
143	47	9.019	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 102 (201st Ave NW)	★	★				★				★	★★★★
150	48	16.004	CR	16	CR 16 (Andover Blvd NW) and MSAS 125 (Central Ave NE)	★	★				★				★	★★★★
163	49	60.002	CR	60	CR 60 (Constance Blvd NW) and MSAS 114 (University Ave NE)	★	★	★			★					★★★★
167	50	63.001	CR	63	MN 47 (Saint Francis Blvd NW) and CR 63 (Green Valley Rd NW)		★		★		★				★	★★★★
175	51	74.003	CR	74	MN 65 and CR 74 (221st Ave NE)			★			★			★	★	★★★★
182	52	86.002	CR	86	CR 86 (Sims Rd NE) and MSAS 116 (Johnson St NE)	★	★						★		★	★★★★
1	53	116.003	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 109 (Rhinestone St NW)	★	★	★								★★★
3	54	116.018	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 125 (Lincoln St NE)	★	★					★				★★★
7	55	116.022	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 124 (Aberdeen St NE)	★	★								★	★★★
8	*56*	*116.023*	*CSAH*	*116*	*CSAH 116 (Bunker Lake Blvd NW) and MSAS 105 (Naples St NE)*	★	★				★					★★★
12	57	13.004	CSAH	13	CR 74 (221st Ave NW) / MSAS 109 and CSAH 13 (Cedar Dr NW)	★	★	★								★★★
18	*58*	*14.028*	*CSAH*	*14*	*CSAH 14 (Main St) and MSAS 103 (4th Ave)*	★	★	★								★★★
19	59	14.029	CSAH	14	CSAH 14 (Main St) and MSAS 118 (Woodduck Trl)	★	★	★								★★★
21	60	17.017	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 108 (155th Ave NE)	★	★	★								★★★

Rural Intersection Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Total Entering ADT / Volume Cross Product	Leg Configuration	Alignment Skew	Adjacent Railroad Crossing	Adjacent Curve	Adjacent Development	Previous Stop [>5 mile]	Major App. Speed Limit	Major App. Turn Lane Config	Total Stars
26	61	17.022	CSAH	17	CSAH 22 (Viking Blvd NE) and CSAH 17 (N Coon Lake Dr NE)	★	★					★				★★★
27	62	18.009	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 103 (Ward Lake Dr NW)	★					★				★	★★★
30	63	18.013	CSAH	18	CSAH 18 (Crosstown Blvd NE) and MSAS 126 (Polk St NE)	★	★								★	★★★
33	64	18.016	CSAH	18	CSAH 18 (Crosstown Blvd NE) and MSAS 119 (Chisholm St NE)	★		★			★					★★★
41	65	20.004	CSAH	20	CSAH 20 (161st Ave NW) and MSAS 124 (Nightingale St NW)	★	★								★	★★★
45	66	22.003	CSAH	22	CSAH 65 (Viking Blvd NW) and CSAH 22 (Baugh St NW) / CR 65	★		★			★					★★★
46	67	22.004	CSAH	22	CSAH 22 (Viking Blvd NW) and CR 66 (Cleary Rd NW)		★	★			★					★★★
51	68	22.009	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 134 (Orchid St NW)	★					★	★				★★★
68	69	23.022	CSAH	23	CSAH 23 (Lake Dr) and CSAH 54 (Freeway Dr)	★		★			★					★★★
73	70	24.004	CSAH	24	CSAH 24 (Norris lake Rd NW) and CR 71 (Bridgestone Rd NW)				★		★				★	★★★
74	71	24.005	CSAH	24	MN 47 (St Francis Blvd) and CSAH 24 (Norris Lake Rd NW)		★				★		★			★★★
76	72	24.007	CSAH	24	CSAH 24 (Ambassador Blvd NW) and MSAS 103 (Rum River Blvd NW)	★	★				★					★★★
80	73	24.012	CSAH	24	CSAH 24 (Bridge St NW) and MSAS 103 (Rum River Blvd NW)	★	★				★					★★★
84	74	24.017	CSAH	24	CSAH 24 / CR 101 (229th Ave NW) and CSAH 24 (Nightingale St NW)	★	★								★	★★★
87	75	24.020	CSAH	24	CSAH 24 (237th Ave NW) and MSAS 107 (Jackson St NE)		★		★		★					★★★
102	76	28.007	CSAH	28	CSAH 28 (Ambassador Blvd NE) and MN 47 (St Francis Blvd NW)	★		★			★					★★★
107	77	36.002	CSAH	36	CSAH 36 (Fawn Lake Dr NE)/ CSAH 19 and CR 77 (Lyons St)		★	★	★							★★★
108	78	5.008	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 101 (175th Ave NW)		★				★				★	★★★
109	79	5.009	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 63 (Green Valley Rd)				★		★				★	★★★
111	80	5.011	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 163 (Burns Pkwy NW)		★				★				★	★★★
113	81	5.014	CSAH	5	CSAH 5 (Nowthen Blvd NW)/CSAH 24 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)		★				★				★	★★★
124	*82*	*7.017*	*CSAH*	*7*	*CSAH 7 (Rum River Blvd NW) and CR 158 (165th La NW)*	★	★				★					★★★
125	83	7.018	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 134 (165th Ave NW)		★				★				★	★★★
134	84	83.006	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 123 (161st Ave NW)	★	★	★								★★★
141	85	9.017	CSAH	9	CSAH 22 (Viking Blvd) and CSAH 9 (Lake George Blvd NW)	★		★			★					★★★
142	86	9.018	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 104 (197th Ave NW)	★	★				★					★★★
144	87	9.020	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 106 (207th Ave NW)	★	★								★	★★★
149	88	158.001	CR	158	CR 158 (165th La NW) and MSAS 142 (Inca St NW)	★		★			★					★★★
152	89	27.001	CR	27	MN 47 (Saint Francis Blvd NW) and CR 27 (179th La NW)	★	★								★	★★★
153	90	52.001	CR	52	CR 52 (Radisson St NE) and MSAS 104 (149th Ave NE)	★	★	★								★★★
162	91	60.001	CR	60	CR 60 (Constance Blvd NW) and MSAS 152 (Old Constance Blvd NW)	★	★				★					★★★
165	92	60.005	CR	60	CR 60 (Constance Blvd NW) and CR 61 (Xylite St NE)	★	★								★	★★★
166	93	60.006	CR	60	CR 60 (Constance Blvd NW) and MSAS 121 (E Lake Netta Dr)	★	★								★	★★★
174	94	74.002	CR	74	CR 74 (221st Ave NW) and MSAS 109 (University Ave NE)	★	★	★								★★★
181	95	86.001	CR	86	CR 86 (Sims Rd NE) and MSAS 101 (Polk St NE)	★	★	★								★★★
10	96	13.002	CSAH	13	CSAH 13 (Cedar Dr NW) and MSAS 138 (198th Ln NW)						★				★	★★
13	97	13.005	CSAH	13	CR 103 /CSAH 13 (229th Ave NW) and CSAH 13 (Cedar Dr NW)	★	★									★★
15	98	13.007	CSAH	13	CSAH 13 (229th Ave NW) and MSAS 109 (University Ave NE)				★		★					★★
20	99	17.016	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 104 (149th Ave NE)		★				★					★★
22	100	17.018	CSAH	17	CSAH 17 (Lexington Ave NE) and CR 60 (Constance Blvd NW)	★							★			★★
34	101	18.017	CSAH	18	CSAH 18 (Crosstown Blvd NE) and CR 68 (Xylite Dr NE) / MSAS 103	★		★								★★
36	102	18.019	CSAH	18	CSAH 18 (Broadway Ave) and CR 19 (Potomac St NE)		★	★								★★
39	103	20.002	CSAH	20	CSAH 20 (157th Ave NW) and MSAS 105 (Tulip St NW)	★	★									★★
40	104	20.003	CSAH	20	CSAH 20 (161st Ave NW) and CR 59 (Verdin St NW)	★									★	★★
43	105	22.001	CSAH	22	CSAH 22 / CR 64 (181st Ave NW) and CSAH 22 / CSAH 83 (Baugh St NW)			★					★			★★
47	106	22.005	CSAH	22	MN 47 (Saint Francis Blvd NW) and CSAH 22 (Viking Blvd NW)			★					★			★★
50	107	22.008	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 104 (197th Ave NW)		★				★					★★
53	108	22.011	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 101 (Flamingo St NW)		★				★					★★
54	109	22.012	CSAH	22	CSAH 22 (Viking Blvd NW) and CSAH 78 (Flamingo St NW)						★				★	★★
56	110	22.014	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 109 (University Ave NE)		★	★								★★
59	111	22.017	CSAH	22	MN 65 and CSAH 22 (Viking Blvd NE0			★							★	★★
60	112	22.018	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 68 (Greenbrook Dr)		★								★	★★
63	113	22.021	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 22 (215th La NE)		★				★					★★
72	114	24.003	CSAH	24	CSAH 24 (Norris lake Rd NW) and CR 66 (Cleary Rd NW)						★				★	★★
78	115	24.009	CSAH	24	CSAH 24 (Ambassador Blvd NW) and MSAS 121 (229th Ln NW)	★	★									★★
89	116	24.022	CSAH	24	CSAH 26 (Gopher Dr NE) /CSAH 24 (Fawn Lake Dr NE) and CSAH 24 (237th Ave NE)		★		★							★★
92	117	26.002	CSAH	26	CSAH 26 (229th Ave NE) and MSAS 110 (Bataan St NE)	★					★					★★
93	118	26.003	CSAH	26	CSAH 26 (229th Ave NE) and MSAS 104 (E Bethel Blvd NE)	★		★								★★
98	119	28.003	CSAH	28	CSAH 28 (Ambassador Blvd NW) and CR 71 (Bridgestone Rd NW)				★		★					★★
101	120	28.006	CSAH	28	CSAH 28 (Ambassador Blvd NE) and Pederson Dr NW	★	★									★★

Rural Intersection Prioritization List for Anoka County

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List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Total Entering ADT / Volume Cross Product	Leg Configuration	Alignment Skew	Adjacent Railroad Crossing	Adjacent Curve	Adjacent Development	Previous Stop [>5 mile]	Major App. Speed Limit	Major App. Turn Lane Config	Total Stars
103	121	28.008	CSAH	28	CSAH 28 (Ambassador Blvd NE) and MSAS 124 (233rd Ave NE)	★	★									★★
104	122	28.009	CSAH	28	CSAH 28 (Ambassador Blvd NE) and MSAS 101 (233rd Ave NW)	★	★									★★
106	123	36.001	CSAH	36	CSAH 76 (Fawn Lake Dr NE) / CSAH 36 and CSAH 36 (Rutgers St NE)	★	★									★★
112	124	5.013	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 65 (201st Ave NW)		★								★	★★
115	125	54.004	CSAH	54	CSAH 54 (20th Ave N) and CR 140 (80th St E)	★	★									★★
120	126	58.002	CSAH	58	CSAH 78 (Hanson Blvd NW) and CSAH 58 (181st Ave NW)		★	★								★★
123	127	58.005	CSAH	58	CSAH 58 (175th Ave NE) and MSAS 109 (Concord Dr NE)	★					★					★★
138	128	9.013	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 112 (173rd La NW)	★	★									★★
140	129	9.015	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 58(181st Ave NW)	★		★								★★
145	130	9.022	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 114 (225th Ave NW)		★								★	★★
146	131	15.001	CR	15	CR 15 (E Bethel Blvd NE) and MSAS 103 (Klondike Dr NE)						★				★	★★
154	132	52.002	CR	52	CR 61 (153rd Ave NE) and CR 52 (Radisson St NE)	★	★									★★
155	133	53.002	CR	53	CR 53 (Sunset Ave NE) and MSAS 138 (Lilac St)	★	★									★★
156	134	53.004	CR	53	CR 53 (Sunset Ave NE) and MSAS 123 (Robinson Dr)	★	★									★★
160	135	59.002	CR	59	CR 59 (Verdin St NW) and MSAS 141 (174th La NW)	★	★									★★
161	136	59.003	CR	59	CR 59 (Verdin St NW) and MSAS 104 (177th La NW)	★		★								★★
164	137	60.003	CR	60	CR 60 (Constance Blvd NW) and MSAS 126 (Buchanan St NE)	★	★									★★
169	138	66.001	CR	66	MN 47 (Saint Francis Blvd NW) and CR 66 (Cleary Rd NW		★								★	★★
170	139	68.001	CR	68	CR 68 (Greenbrook Dr) and MSAS 108 (Briarwood La NE)				★		★					★★
14	140	13.006	CSAH	13	CSAH 13 (229th Ave NW) and MSAS 119 (Holly St NW)	★										★
17	141	14.027	CSAH	14	CSAH 14 (Main St) and CR 53 (Sunset Ave NE)										★	★
25	142	17.021	CSAH	17	CSAH 17 1(85th Ave NE) / MSAS 122 and CSAH 17 (Lexington Ave NE)		★									★
42	143	21.003	CSAH	21	CSAH 34 (Birch St) and CSAH 21 (Centerville Rd)			★								★
44	144	22.002	CSAH	22	CSAH 22 (Baugh St NW) and CR 163 (Burns Pkwy NW)		★									★
48	145	22.006	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 127 (Quawpaw St NW)		★									★
52	146	22.010	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 108 (Nightingale St NW)										★	★
70	147	24.001	CSAH	24	CSAH 24 / CR 70 (Jarvis Rd NW) and CSAH 24 (Norris Lake Rd NW)		★									★
75	148	24.006	CSAH	24	MN 47 (St Francis Blvd) and CSAH 24 (227th Ave NW)						★					★
77	149	24.008	CSAH	24	CSAH 24 (Ambassador Blvd NW) and MSAS 102 (229th Ave NW)	★										★
83	150	24.016	CSAH	24	CSAH 24 (229th Ave NW) and MSAS 110 (Raven St NW)		★									★
90	151	24.023	CSAH	24	CSAH 24 (Naples St) and CSAH 76 (Fawn Lake Dr NE) / CSAH 12								★			★
91	152	26.001	CSAH	26	CSAH 26 (Gopher Dr NE / 229th Ave NE) and MSAS 102 (229th Ave NE)						★					★
94	153	26.004	CSAH	26	CSAH 26 (229th Ave NE / 227th Ave NE) and CR 15 (Durant St NE)			★								★
96	154	28.001	CSAH	28	CR 70 (Nacre St NW) / CSAH 28 and CSAH 28 (Ambassador Blvd NE)						★					★
97	155	28.002	CSAH	28	CSAH 28 (Ambassador Blvd NW) and CR 71 (Seelye Brook Dr NW)						★					★
99	156	28.004	CSAH	28	CSAH 28 (Ambassador Blvd NE) and Salish St NW	★										★
100	157	28.005	CSAH	28	CSAH 28 (Ambassador Blvd NE) and Roanoke St NW	★										★
105	158	32.012	CSAH	32	CSAH 32 (Ash St) and MSAS 109 (Holly Dr)		★									★
119	159	58.001	CSAH	58	CSAH 58 (181st Ave NW) and CR 59 (Verdin St NW)	★										★
121	160	58.003	CSAH	58	CSAH 58 (Palm St NW) / MSAS 126 and CSAH 58 (181st Ave NW)	★										★
126	161	7.019	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 142 (173rd Ave NW)						★					★
128	162	7.022	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 127 (200th La NW)						★					★
137	163	9.010	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 20 (157th Ave NW)										★	★
139	164	9.014	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 141 (174th La NW)	★										★
157	165	58.001	CR	58	CR 58 (Valley Dr NW) and MSAS 143 (Dakota St NW)	★										★
158	166	58.002	CR	58	CR 58 (Valley Dr NW) and CR 158 (165th La NW)	★										★
159	167	58.003	CR	58	CR 58 (Valley Dr NW / Tulip St NW) and MSAS 105 (Tulip St NW)	★										★
168	168	65.001	CR	65	CR 65 (Baugh St NW) and CR 82 (Tiger St NW)	★										★
172	169	70.002	CR	70	CR 81 (223rd Ave NW) and CR 70 (Sugar Bush Rd NW)						★					★
177	170	74.005	CR	74	CR 74 (221st Ave NE) and MSAS 110 (Bataan St NE)	★										★
178	171	74.006	CR	74	CR 74 (E Bethel Blvd NE) and CR 74 (Luan Dr NE)						★					★
180	172	75.001	CR	75	CR 77 (Ryan Lake Rd NE) and CR 75 (Sunrise Rd NE)						★					★
23	173	17.019	CSAH	17	CSAH 17 / CSAH 18 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)											
24	174	17.020	CSAH	17	CSAH 18 / CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)											
71	175	24.002	CSAH	24	CSAH 24 (Norris Lake Rd NW) and CR 89 (Sugar Bush Rd NW)											
85	176	24.018	CSAH	24	CSAH 24 / CR 72 (229th Ave NW) and CSAH 24 (237th Ave NW)											
86	177	24.019	CSAH	24	CSAH 24 (237th Ave NW) and MSAS 113 (Tamarack St NW)											
122	178	58.004	CSAH	58	CSAH 58 (Palm St NW) and MSAS 128 (Butternut St NW)											
147	179	15.002	CR	15	CR 74 / CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)											
148	180	15.003	CR	15	CR 74 / CR 15 (213th Ave NE) and CR 74 (217th Ave NE)											

Rural Intersection Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Total Entering ADT / Volume Cross Product	Leg Configuration	Alignment Skew	Adjacent Railroad Crossing	Adjacent Curve	Adjacent Development	Previous Stop [>5 mile]	Major App. Speed Limit	Major App. Turn Lane Config	Total Stars
171	181	70.001	CR	70	CR 70 (Jarvis St NW) and Brook Rd NW											
176	182	74.004	CR	74	CR 74 (221st Ave NE) and MSAS 102 (Sandy Dr NE)											
179	183	74.007	CR	74	CR 74 / MSAS 105 (Durant St NE) and CR 74 (213th Ave NE)											

Stars	Count	%
★★★★★★★★★★	0	0%
★★★★★★★★★	0	0%
★★★★★★★★	0	0%
★★★★★★★	2	1%
★★★★★★	1	1%
★★★★★	14	8%
★★★★	35	19%
★★★	43	23%
★★	44	24%
★	33	18%
	11	6%
Total	**183**	**100%**

Count of Stars --	110	104	60	26	3	84	16	13	7	57
Percent of Stars --	60%	57%	33%	14%	2%	46%	9%	7%	4%	31%

Urban Segment Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Segment

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Context Zone	Speed Limit	Lane Width	Edgeline Striping	ADT	Access Density	Cross Section and Design	Edge Risk	Shoulder Width	Total Stars
43	1	3.001	CSAH	3	Intersection of CSAH 3 (University Ave NE) and CSAH 10	Intersection of CSAH 3 (University Ave NE) and MN 47	0.28	10,815	★		★		★	★	★		★	★★★★★★
72	*2*	*7.001*	*CSAH*	*7*	*0.25 miles north of the intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW)*	*Intersection of CSAH 7 (7th Ave NW) and CSAH 51 (East Main St)*	*2.36*	*14,225*	★	★			★	★	★		★	★★★★★★
75	3	78.001	CSAH	78	Intersection of CSAH 78 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW)	Intersection of CSAH 78 (Hanson Blvd NW) and CSAH 1 (Coon Rapids Blvd)	1.35	10,475	★	★			★	★	★		★	★★★★★★
80	*4*	*9.001*	*CSAH*	*9*	*Intersection of CSAH 9 (Round Lake Blvd NW) and 157th Ave NW*	*Intersection of CSAH 9 (Round Lake Blvd NW) and CSAH 14 (Main St NW)*	*4.19*	*19,991*	★	★			★	★	★		★	★★★★★★
4	5	1.004	CSAH	1	Intersection of CSAH 1 (5th Ave) and CSAH 14 (E Main St)	Intersection of CSAH 1 (Coon Rapids Blvd NW) and CSAH 78 (Hanson Blvd NW)	4.33	12,300	★	★			★	★	★			★★★★★
5	6	10.001	CSAH	10	Intersection of CSAH 10 (Coon Rapids Blvd) and MN 47 SB ramps	Intersection of CSAH 10 (Coon Rapids Blvd) and Hwy 10 Service Road	2.58	19,814	★	★			★		★		★	★★★★★
19	7	14.001	CSAH	14	Intersection of CSAH 14 (E Main St) and CSAH 1 (5th Ave)	Intersection of CSAH 14 (E Main St) and and CSAH 51 (University Ave NE)	6.32	15,452	★	★			★		★		★	★★★★★
26	8	17.002	CSAH	17	500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and Woodland Pkwy NE	3.10	12,572	★	★			★		★		★	★★★★★
57	9	51.001	CSAH	51	Intersection of CSAH 51 (University Ave NW) and CSAH 14 (E Main St/125th Ave NE)	Intersection of CSAH 51 (University Ave NW) and CSAH 10 (County Rd 10 NE)	4.60	15,680	★	★			★		★		★	★★★★★
76	10	78.002	CSAH	78	0.55 miles north of the intersection of CSAH 78 (Hanson Blvd NW) and CR 18 (Crosstown Blvd)	Intersection of CSAH 78 (Hanson Blvd NW) and CR 11 (Northdale Blvd NW)	4.75	23,888	★	★			★		★		★	★★★★★
85	11	132.001	CR	132	Intersection of CR 132 (85th Ave NW) and CSAH 1 (E River Rd)	Intersection of CR 132 (85th Ave NW) and MN 47 (University Ave NE)	1.05	10,790		★			★		★	★	★	★★★★★
88	12	18.001	CR	18	Intersection of CR 18 (Crosstown Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Intersection of CR 18 (Crosstown Blvd NW) and CSAH 78 (Hanson Blvd NW)	2.40	10,456	★	★			★	★			★	★★★★★
2	13	1.002	CSAH	1	Intersection of CSAH 1 (E River Rd) and I-694	Intersection of CSAH 1 (E River Rd) and CR 132 (85th Ave NW)	4.15	11,773	★				★	★	★			★★★★
3	14	1.003	CSAH	1	Intersection of CSAH 1 (E River Rd) and CR 132 (85th Ave NW)	Intersection of CSAH 1(E River Rd) and CSAH 78 (Hanson Blvd NW)	3.20	18,633		★			★	★	★			★★★★
7	15	102.002	CSAH	102	Intersection of CSAH 102 (Main St NE) and CSAH 102 (57th Ave NE)	Intersection of CSAH 102 (57th Ave NE) and MN 47 (University Ave NE)	0.23	11,390	★				★		★	★		★★★★
11	16	116.002	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NW) and Thurston Ave	Intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 9 (Round Lake Blvd NW)	2.82	21,933	★	★			★		★			★★★★
12	*17*	*116.003*	*CSAH*	*116*	*Intersection of Round Lake Blvd NW (CSAH 9) & CSAH 116 (Bunker Lake Blvd NW)*	*0.25 miles east of the intersection of CSAH 78 (Hanson Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)*	*2.87*	*14,400*	★	★			★		★			★★★★
13	*18*	*116.004*	*CSAH*	*116*	*0.25 miles east of the intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 78*	*Intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 78 and Radisson St NE*	*5.27*	*10,748*		★			★		★		★	★★★★
15	19	12.001	CSAH	12	Intersection of CSAH 12 (Northdale Blvd/109th Ave NE) and CSAH 11 (Northdale Blvd NW)	Intersection of CSAH 12 (Northdale Blvd/109th Ave NE) and CSAH 52 (Radisson St NE)	3.40	12,000	★	★			★				★	★★★★
20	20	14.002	CSAH	14	Intersection of CSAH 14 (E Main St) and CSAH 51 (University Ave NE)	Intersection of CSAH 14 (E Main St) and Sunset Ave	6.02	18,950	★	★			★		★			★★★★
25	21	17.001	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and Woodland Pkwy NE	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 32 (85th Ave NE)	4.01	9,130	★	★					★		★	★★★★
28	22	18.002	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NW) and CSAH 14 (Main St)	Intersection of CSAH 18 (Crosstown Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	1.60	11,883		★			★		★		★	★★★★
50	23	34.001	CSAH	34	Intersection of CSAH 34 (Birch St) & CR 49 (Hodgson Rd)	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	0.92	9,899	★	★				★			★	★★★★
59	24	52.002	CSAH	52	500 feet south of the intersection of CSAH 52 (Lovell Rd) and 101st Ave NE	400 feet east of the intersection of CSAH 52 (Lovell Rd) and Naples St NE	1.06	19,170	★	★			★		★			★★★★
60	25	52.003	CSAH	52	Intersection of CSAH 52 (Radisson Ave NE) and 105th Ave NE	500 feet south of the intersection of CSAH 52 (Radisson Ave NE) and 101st Ave NE	1.52	16,738	★	★			★		★			★★★★
61	26	52.004	CSAH	52	Intersection of CSAH 116 (Bunker Lake Blvd NE) & CSAH 52 (Radisson Rd NE)	300 ft S of the Intersection of 105th Ave NE & CSAH 52 (Radisson Rd NE)	4.65	10,955	★	★			★		★			★★★★
68	27	57.001	CSAH	57	Intersection of CSAH 83 (Sunfish Lake Blvd NW) and Highway 10 NW	Intersection of CSAH 83 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	0.46	9,535	★	★				★	★			★★★★
90	28	3.001	CR	3	Intersection of CR 3 (Coon Rapids Blvd) and CSAH 1 (E River Rd/Coon Rapids Blvd)	Intersection of CR 3 (Coon Rapids Blvd) and MN 47 (University Ave)	1.57	17,917	★	★			★		★			★★★★
94	29	57.001	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	0.19	6,653	★	★				★	★			★★★★
9	30	11.002	CSAH	11	Intersection of CSAH 11 (Northdale Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)	Intersection of CSAH 11 (Northdale Blvd NW) and Olive St NW	2.86	16,291	★				★	★				★★★
16	*31*	*12.002*	*CSAH*	*12*	*Intersection of CSAH 12 (109th Ave NE) and CSAH 52 (Radisson St NE)*	*Intersection of CSAH 12 (109th Ave NE) and Austin St*	*2.12*	*10,051*	★	★			★					★★★
17	*32*	*12.003*	*CSAH*	*12*	*Intersection of CSAH 12 (109th Ave NE) and Austin St*	*900 feet east of intersection of CSAH 12 (109th Ave NE) and Phesant Ridge Dr NE*	*0.71*	*8,407*	★	★					★			★★★
18	33	131.001	CSAH	131	Intersection of CSAH 131 (4th Ave) and CSAH 31 (Grant St)	Intersection of CSAH 131 (4th Ave) and CSAH 31 (Grant St)	0.50	859			★			★			★	★★★
21	34	14.003	CSAH	14	730 feet east of the intersection of CSAH 14 (E Main St) and Sunset Ave	Intersection of CSAH 14 (E Main St) and Glenwood Dr	1.55	9,810	★	★				★				★★★
24	35	14.006	CSAH	14	Intersection of CSAH 14 (E Main St) and Lavalle Dr	Intersection of CSAH 14 (E Main St) and Victor Path	2.35	14,785					★	★			★	★★★
29	36	18.003	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	3.48	7,169	★	★				★				★★★
33	37	21.001	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	2.06	4,074	★	★						★		★★★
35	38	23.001	CSAH	23	Intersection of CSAH 23 (Naples St NE) & CSAH 32 (85th Ave NE)	Intersection of CSAH 23 (Naples St NE) and CSAH 23 (Lake Dr)	0.30	6,523	★	★				★				★★★
36	39	23.002	CSAH	23	Intersection of CSAH 23 (Lake Dr) and Naples St NE	575 feet north of the intersection of CSAH 23 (Lake Dr) and Hodgson Rd	3.03	11,913	★	★			★					★★★
38	*40*	*23.004*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and Park Ct*	*Intersection of CSAH 23 (Lake Dr) and CSAH 14 (E Main St)*	*1.83*	*11,101*	★	★			★					★★★
46	41	32.001	CSAH	32	Intersection of CSAH 32 (85th Ave NE) and MN 65 (Central Ave NE)	Intersection of CSAH 32 (85th Ave NE) and Indian Hills Lane	4.30	10,421					★		★		★	★★★
49	42	32.004	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.89	5,100	★	★				★				★★★
55	43	49.003	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 23 (Lake Dr)	Intersection of CR 49 (Hodgson Rd) and CSAH 34 (Birch St)	0.90	12,861	★	★			★					★★★
62	44	54.001	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	2.68	4,425	★	★				★				★★★
63	45	54.002	CSAH	54	Intersection of CSAH 54 (20th Ave S) and S Robin Ln	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	0.32	5,700	★	★					★			★★★
66	46	56.001	CSAH	56	Intersection of CSAH 56 (Ramsey Blvd NW) and US 10	650 ft north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	0.87	8,350	★	★					★			★★★
71	47	62.001	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	3.47	2,339	★	★				★				★★★
79	48	83.001	CSAH	83	Intersection of CSAH 83 (Armstrong Blvd NW) and Riverdale Dr NW	Intersection of CSAH 83 (Armstrong Blvd NW) and 150th Ln NW	0.78	8,100	★	★					★			★★★
98	49	73.001	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	1.00	973		★	★			★				★★★
1	50	1.001	CSAH	1	Intersection of CSAH 1 (East River Rd) and I-694	Intersection of CSAH 1 (East River Rd) and 37th Ave NE	2.41	9,060		★					★			★★
8	51	11.001	CSAH	11	Intersection of CSAH 11 (Northdale Blvd NW) and Olive St NW	Intersection of CSAH 11 (Northdale Blvd NW) and CSAH 1 (E River Rd)	3.40	12,646					★		★			★★
10	52	116.001	CSAH	116	Intersection of CSAH 116 and CSAH 83 (Armstrong Blvd NW)	Intersection of CSAH 116 and Thurston Ave	3.64	3,897	★	★								★★
14	*53*	*116.005*	*CSAH*	*116*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE*	*Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)*	*2.65*	*3,217*		★				★				★★
37	54	23.003	CSAH	23	575 feet north of the tntersection of CSAH 23 (Lake Dr) and CSAH 49 (Hodgson Rd)	Intersection of CSAH 23 (Lake Dr) and Park Ct	1.61	8,318	★	★								★★
39	*55*	*23.005*	*CSAH*	*23*	*Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)*	*Intersection of CSAH 23 (Lake Dr) and 145th Ave NE*	*2.65*	*7,691*		★		★						★★
44	56	30.001	CSAH	30	Intersection of CSAH 30 (Pleasant St) and MN 47 (N Ferry St)	Intersection of CSAH 30 (Pleasant St) and CSAH 7 (7TH AVE NW)	0.58	2,043	★								★	★★
45	57	31.001	CSAH	31	Intersection of E MAIN ST & CSAH 31 (4TH AVE)	Intersection of CSAH 31 (Grant St) and CSAH 7 (7th Ave NW)	1.20	3,223	★								★	★★
48	58	32.003	CSAH	32	Intersection of CSAH 32 (Ash St) and CR 49 (Hodgson Rd)	1100 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	2.69	4,966		★				★				★★
52	59	35.001	CSAH	35	Intersection of CSAH 35 (Central Ave NE) and MN 65 (Highway 65)	Intersection of CSAH 35 (Central Ave NE) and CSAH 10	4.02	4,955	★		★							★★
56	60	5.001	CSAH	5	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th ln NW	Intersection of CSAH 5 (Nowthen Blvd NW) and MN 47 (Saint Francis Blvd NW)	0.80	10,230		★			★					★★
64	61	54.003	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	3.18	1,945	★	★								★★
65	62	54.004	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	3.12	1,945	★	★								★★
67	63	56.002	CSAH	56	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	2.15	3,638		★				★				★★
73	64	7.002	CSAH	7	Intersection of CSAH 7 (7th Ave NW) and 170th Ave NW	0.25 miles north of intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW)	3.60	13,938		★			★					★★
74	65	7.003	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	3.59	6,079	★	★								★★
77	66	8.001	CSAH	8	Intersection of CSAH 8 (Osborne Rd NE) and CSAH 1 (E River Rd)	Intersection of CSAH 8 (Osborne Rd NE) and CSAH 35 (Central Ave NE)	1.74	6,156	★		★							★★
83	67	12.001	CR	12	Intersection of CR 12 (109th Ave NE) and Phesant Ridge Dr NE	Intersection of CR 12 (109th Ave NE) and CR 53 (Sunset Ave NE)	0.85	5,977	★	★								★★
84	68	12.002	CR	12	Intersection of CR 12 (Apollo Dr) and CR 53 (Sunset Ave NE)	Intersection of CR 12 (Apollo Dr) and CSAH 23 (Lake Dr)	1.88	3,009	★	★								★★
86	69	158.001	CR	158	Intersection of CR 158 (165th Ln NW) and CSAH 7 (7th Ave NW)	Intersection of CR 158 (165th Ln NW) and CR 58 (Valley Dr)	0.66	365		★				★				★★
87	70	16.001	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	3.58	3,000		★				★				★★
89	71	27.001	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	1.37	2,180		★				★				★★
92	72	53.001	CR	53	Intersection of CR 53 (Sunset Ave NE) and CR 12 (Apollo Dr)	Intersection of CR 53 (Sunset Ave NE) and CR 49 (North Rd)	1.18	6,123	★	★								★★
93	*73*	*53.002*	*CR*	*53*	*Intersection of CR 53 (Sunset Ave NE) and CSAH 14 (E Main St)*	*Intersection of CR 53 (Sunset Ave NE) and CR 12 (Apollo Dr)*	*1.90*	*4,243*		★				★				★★
95	74	57.002	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	1.84	4,665	★	★								★★
96	75	59.001	CR	59	Intersection of CR 59 (Verdin St NW) and CR 58 (181st Ave NW)	Intersection of CR 59 (Verdin St NW) and CSAH 20 (157th Ave NW)	2.43	2,799	★	★								★★
101	76	84.002	CR	84	Intersection of CR 84 (Otter Lake Rd) and CSAH 14 (Main St)	750 feet south of the intersection of CR 84 (Otter Lake Rd) and E Cedar St	0.97	5,830	★	★								★★
6	77	102.001	CSAH	102	Intersection of CSAH 102 (Main St NE) and CSAH 2 (44th Ave NE)	Intersection of CSAH 102 (57th Ave NE) and CSAH 102 (57th Ave NE)	1.65	3,304	★									★
22	78	14.004	CSAH	14	Intersection of CSAH 14 (E Main St) and Glenwood Dr	450 feet east of the intersection of CSAH 14 (E Main St) and James St	0.78	9,489									★	★
23	79	14.005	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	2.81	9,167		★								★
27	80	18.001	CSAH	18	Intersection of CSAH 18 (Crooked Lake Blvd NW) and CSAH 1 (Coon Rapids Blvd NW)	Intersection of CSAH 18 (Crooked Lake Blvd NW) and CSAH 11 (Northdale Blvd NW)	0.82	5,008	★									★
31	*81*	*2.002*	*CSAH*	*2*	*Intersection of CSAH 2 (44th Ave NE) and TH 47*	*Intersection of CSAH 2 (45th Ave NE) and TH 65*	*0.76*	*2,903*							★			★
40	82	24.004	CSAH	24	Intersection of CSAH 24 (Rum River Blvd NW) and 227th Ave NW	300 feet southeast of the intersection of CSAH 24 (Rum River Blvd NW) and Kerry St N	1.71	8,516		★								★
41	83	28.001	CSAH	28	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blvd NW)	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	5.24	1,871		★								★
42	84	28.002	CSAH	28	624 fee north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	Intersection of CSAH 28 (Ambassador Blvd) and Bridge St NW	0.45	6,381	★									★
47	85	32.002	CSAH	32	200 feet east of the intersection of CSAH 32 (Ash St) & Indian Hills Ln	Intersection of CSAH 49 (Hodgson Rd) and CSAH 32 (Ash St)	0.98	8,220		★								★
51	86	34.002	CSAH	34	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)	3.38	7,469		★								★

Urban Segment Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Segment

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	ADT [vpd]	Context Zone	Speed Limit	Lane Width	Edgeline Striping	ADT	Access Density	Cross Section and Design	Edge Risk	Shoulder Width	Total Stars
53	87	4.001	CSAH	4	Intersection of CSAH 4 (40th AVE NE) and MN 47 (University Ave NE)	0.2 miles north of the intersection of CSAH 4 (Stinson Blvd NE) and CSAH 2 (45th Ave NE)	2.02	3,567	★									★
69	*88*	*6.001*	*CSAH*	*6*	*Intersection of CSAH 6 (Mississippi St NE) and CSAH 1 (E River Rd)*	*intersection of CSAH 6 (Mississippi St NE) and CSAH 35 (Central Ave NE)*	*2.08*	*3,925*							★			★
78	89	8.002	CSAH	8	Intersection of CSAH 8 (73rd Ave NE) and CSAH 35 (Central Ave NE)	Intersection of CSAH 8 (73rd Ave NE) and Stinson Blvd	0.50	3,910	★									★
91	*90*	*49.001*	*CR*	*49*	*Intersection of CR 49 (North Rd) and CSAH 17 (Lexington Ave NE)*	*Intersection of CR 49 (North Rd) and CSAH 23 (Lake Dr)*	*1.32*	*6,379*	★									★
97	91	72.001	CR	72	Intersection of CR 72 (Rum River Blvd NW) and CSAH 24 (Bridge St NW)	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	0.09	4,849									★	★
99	*92*	*81.001*	*CR*	*81*	*Intersection of CR 81 (Ash St) and CSAH 21 (Centerville Rd)*	*Intersection of CR 81 (Ash St) and Otter Lake Rd*	*0.40*	*7,818*	★									★
100	93	84.001	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	2.14	5,830		★								★
30	*94*	*2.001*	*CSAH*	*2*	*Intersection of CSAH 2 (44th Ave NE) and CSAH 1 (East River Rd)*	*Intersection of CSAH 2 (45th Ave NE) and TH 47*	*1.30*	*2,903*										
32	*95*	*2.003*	*CSAH*	*2*	*Intersection of CSAH 2 (44th Ave NE) and TH 65*	*Intersection of CSAH 2 (45th Ave NE) and CSAH 63 (Stinson Ave NE)*	*1.34*	*2,903*										
34	96	21.002	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and CSAH 14 (Main St)	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	0.74	4,074										
54	97	4.002	CSAH	4	Intersection of CSAH 4 (Stinson Blvd NE) and CSAH 2 (45th Ave NE)	0.2 miles north of the intersection of CSAH 4 (Stinson Blvd NE) and CSAH 2 (45th Ave NE)	0.21	1,768										
58	98	52.001	CSAH	52	400 feet east of the intersection of CSAH 52 (Lovell Rd) and Naples St NE	Intersection of CSAH 52 (Lovell Rd) and CSAH 17 (Lexington Ave NE)	0.84	4,310										
70	99	6.002	CSAH	6	Intersection of CSAH 6 (Rice Creek Rd NE) and CSAH 35 (Central Ave NE)	Intersection of CSAH 6 (Rice Creek Rd NE) and Stinson Blvd NE	0.50	3,787										
81	100	104.001	CR	104	Intersection of CR 104 (49th Ave NE) and CSAH 102 (Main St NE)	Intersection of CR 104 (49th Ave NE) and MN 47 (University Ave NE)	0.24	2,608										
82	101	108.001	CR	108	Intersection of CR 108 (Osborne Rd NE) and CSAH 35 (Central Ave NE)	Intersection of CR 108 (Osborne Rd NE) and Stinson Blvd NE	0.51	2,995										
						Total Length (Miles)	209.78											
						Count of Stars --			63	70	5	1	35	28	35	3	23	
						Percent of Stars --			62%	69%	5%	1%	35%	28%	35%	3%	23%	

Stars	Count	Percent
★★★★★★★★★	0	0%
★★★★★★★★	0	0%
★★★★★★★	0	0%
★★★★★★	4	4%
★★★★★	8	8%
★★★★	17	17%
★★★	20	20%
★★	27	27%
★	17	17%
	8	8%
Total	**101**	**100%**

Urban Intersection Vehicle Based Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Traffic Control	Total Entering ADT / Volume Cross Product	Leg Configuration	Major Division Type	Alignment Skew	Adjacent Development	Speed Limit	Major App. Left Turn Phasing	Major App. Turn Lane Config	Total Stars
20	1	1.020	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 78 (Hanson Blvd NW)	★	★	★	★	★	★	★	★	★	★	★★★★★★★★★★
23	2	1.023	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)	★	★	★	★	★	★	★	★	★	★	★★★★★★★★★★
6	3	1.006	CSAH	1	CSAH 1 (E River Rd) and CSAH 6 (Mississippi St NE)		★	★	★	★	★	★	★	★	★	★★★★★★★★
19	4	1.019	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 104 (Egret Blvd NW)	★	★	★	★	★		★	★	★	★	★★★★★★★★
25	5	1.025	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 105 (Mississippi Blvd NW)	★	★	★	★	★		★	★	★	★	★★★★★★★★
37	6	10.003	CSAH	10	CSAH 10 and MSAS 115 (Jefferson St NE)	★	★	★	★	★	★	★	★		★	★★★★★★★★
64	7	116.006	CSAH	116	MN 47 (Saint Francis Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★	★	★	★	★		★	★	★	★	★★★★★★★★
90	8	14.005	CSAH	14	CSAH 14 (Main St) and MSAS 127 (Northdale Blvd NW)	★	★	★	★	★		★	★	★	★	★★★★★★★★
103	9	14.018	CSAH	14	CSAH 14 (Main St) and MSAS 124 (Ulysses St NE)	★	★	★	★	★		★	★	★	★	★★★★★★★★
105	10	14.020	CSAH	14	CSAH 14 (Main St) and MSAS 130 (Central Ave NE)	★	★	★	★	★		★	★	★	★	★★★★★★★★
6	11	17.011	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 128 (Pheasant Ridge Dr NE)	★	★	★	★	★		★	★	★	★	★★★★★★★★
36	12	23.002	CSAH	23	CSAH 23 (Lake Dr) / I-35W Ramps and CSAH 23 (Naples St NE)	★	★	★	★	★	★		★	★	★	★★★★★★★★
68	13	32.001	CSAH	32	MN 65 and CSAH 32 (85th Ave NE)	★	★	★	★	★	★	★	★		★	★★★★★★★★
96	14	4.003	CSAH	4	MN 65 (Central Ave NE) and CSAH 4 (49th Ave NE)	★	★	★	★	★		★	★	★	★	★★★★★★★★
9	*15*	*57.001*	*CSAH*	*57*	*US 10 / US 169 and CSAH 57 (Sunfish Lake Blvd NW)*	*★*	*★*	*★*	*★*	*★*	*★*	*★*	*★*		*★*	*★★★★★★★★*
11	16	57.003	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★	★	★	★	★		★	★	★	★	★★★★★★★★
43	17	78.004	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 102 (121st Ave NW)		★	★	★	★	★	★	★	★	★	★★★★★★★★
49	18	78.010	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 18 (Crosstown Blvd NW)	★	★	★	★	★		★	★	★	★	★★★★★★★★
54	19	8.003	CSAH	8	MN 47 (University Ave NE) and CSAH 8 (Osborne Rd NE)	★	★	★	★	★	★	★	★		★	★★★★★★★★
66	20	9.001	CSAH	9	CSAH 14 (Main St) and CSAH 9 / MSAS 121 (Round Lake Blvd NW)	★	★	★	★	★		★	★	★	★	★★★★★★★★
85	21	132.002	CR	132	CR 13 (85th Ave NW) and MSAS 341 (W University Service Dr)	★	★	★	★	★		★	★	★	★	★★★★★★★★
99	22	3.005	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 118 (93rd Ave NW / Flintwood St NW)	★	★	★	★	★	★	★	★		★	★★★★★★★★
13	23	1.013	CSAH	1	CSAH 1 (E River Rd) and WB MN 610 Ramps	★	★	★		★		★	★	★	★	★★★★★★★★
18	24	1.018	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (100th Ave NW)		★	★	★	★		★	★	★	★	★★★★★★★★
21	25	1.021	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 137 (Xavis St NW)	★	★		★	★		★	★	★	★	★★★★★★★★
34	26	1.034	CSAH	1	CSAH 14 (Main St) and CSAH 1 / MSAS 119 (5th Ave)	★	★	★	★	★		★		★	★	★★★★★★★★
44	27	102.004	CSAH	102	MN 47 (University Ave NE) and MSAS 301 / CSAH 102 (57th Ave NE)	★	★	★	★	★		★	★		★	★★★★★★★★
46	28	11.002	CSAH	11	CR 3 (Coon Rapids Blvd NW) and CSAH 11 (Foley Blvd NW)		★	★	★	★		★	★	★	★	★★★★★★★★
49	29	11.005	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 128 (101st Ave NW) / NB MN 47 Ramps		★	★		★	★	★	★	★	★	★★★★★★★★
50	30	11.006	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 104 (Egret Blvd NW)		★	★	★	★	★		★	★	★	★★★★★★★★
52	31	11.008	CSAH	11	CSAH 11 / CSAH 12 (Northdale Blvd NW) and CSAH 11 (Foley Blvd NW) / MSAS 114		★	★	★	★	★	★	★	★		★★★★★★★★
56	32	11.012	CSAH	11	CSAH 78 / CSAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd)	★	★	★	★	★		★	★		★	★★★★★★★★
57	33	11.013	CSAH	11	CSAH 11 (Hanson Blvd NW) and US 10 / MN 47 Ramps	★	★	★	★	★	★		★		★	★★★★★★★★
60	34	11.016	CSAH	11	CSAH 78 / CSAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW) / MSAS 107 (Robinson Dr NW)	★	★	★	★	★		★	★		★	★★★★★★★★
63	35	116.005	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 122 (Thurston Ave)		★	★	★	★		★	★	★	★	★★★★★★★★
74	36	116.016	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 118 (Jay St NW)	★	★	★	★	★		★	★		★	★★★★★★★★
77	*37*	*12.002*	*CSAH*	*12*	*CSAH 51 (University Ave NW) and CSAH 12 (Northdale Blvd NW / 109th Ave NE)*		*★*	*★*	*★*	*★*	*★*	*★*	*★*		*★*	*★★★★★★★★*
81	38	12.006	CSAH	12	MN 65 (Central Ave NE) and CSAH 12 (109th Ave NE)	★	★	★	★	★		★	★		★	★★★★★★★★
82	39	12.007	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 130 (Davenport St)	★	★	★	★	★		★	★		★	★★★★★★★★
89	40	14.004	CSAH	14	CSAH 14 (Main St) and MSAS 136 (124th Ave NW)	★	★	★	★	★		★	★		★	★★★★★★★★
93	41	14.008	CSAH	14	CSAH 14 (Main St) and CSAH 18 (Coon Creek Blvd NW)	★	★	★	★	★			★	★	★	★★★★★★★★
98	42	14.013	CSAH	14	CSAH 14 (Main St) and MSAS 114 (Foley Blvd NW)		★	★	★	★		★	★	★	★	★★★★★★★★
101	43	14.016	CSAH	14	CSAH 14 (Main St) and MSAS 121 (Jefferson St)		★	★	★	★		★	★	★	★	★★★★★★★★
114	44	14.032	CSAH	14	CSAH 14 (Main St) and CSAH 54 (20th Ave N)		★	★	★	★		★	★	★	★	★★★★★★★★
117	45	14.035	CSAH	14	CSAH 14 (Main St) and CR 84 (22nd Ave S)	★	★	★	★	★		★	★		★	★★★★★★★★
122	46	17.004	CSAH	17	CSAH 23 (Lake Dr) and CSAH 17 (Lexington Ave NE)	★	★	★	★	★	★	★	★			★★★★★★★★
22	47	2.003	CSAH	2	MN 47 (University Ave NE) and CSAH 2 (40th Ave NE)		★	★	★	★		★	★	★	★	★★★★★★★★
26	48	2.007	CSAH	2	MN 65 (Central Ave NE) and CSAH 2 (40th Ave NE)		★	★	★	★		★	★	★	★	★★★★★★★★
35	49	23.001	CSAH	23	CSAH 32 (85th Ave NE) and MSAS 268 (Rice Creek Pkwy)	★	★	★	★	★		★	★		★	★★★★★★★★
50	50	23.016	CSAH	23	CSAH 23 (Lake Dr) and CR 12 (Apollo Dr)	★	★	★	★	★		★	★		★	★★★★★★★★
56	51	3.001	CSAH	3	MN 47 (University Ave NE) and CSAH 3 (University Ave NE)	★	★	★		★	★	★	★		★	★★★★★★★★
57	52	3.002	CSAH	3	CSAH 10 and CSAH 51 / CSAH 3 (University Ave NE)	★	★	★	★	★	★		★		★	★★★★★★★★
71	53	32.004	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 131 (Xylite St NE)	★	★	★	★	★			★	★	★	★★★★★★★★
122	54	52.004	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 106 (101st Ave NE)	★	★		★	★		★	★	★	★	★★★★★★★★
46	55	78.007	CSAH	78	CSAH 78 (Hanson Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★	★	★	★	★		★	★		★	★★★★★★★★
58	56	8.007	CSAH	8	MN 65 and CSAH 8 (Osborne Rd NE)	★	★	★	★	★		★	★		★	★★★★★★★★
67	57	9.002	CSAH	9	CSAH 9 (Round Lake Blvd NW) and EB US 10 / MN 47 RAMPS	★	★	★		★		★	★	★	★	★★★★★★★★
69	58	9.004	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 127 (Northdale Blvd NW)	★	★	★	★	★		★	★		★	★★★★★★★★
72	59	9.007	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★	★	★	★	★		★	★		★	★★★★★★★★
86	60	132.003	CR	132	MN 47 (University Ave NE) and CR 13 (85th Ave NW)	★	★	★	★	★		★	★		★	★★★★★★★★
100	61	3.006	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 130 (Springbrook Dr NW)		★	★	★	★		★	★	★	★	★★★★★★★★
1	62	1.001	CSAH	1	CSAH 1 (E River Rd) and MSAS 272 (37th Ave NE)		★		★	★	★	★	★		★	★★★★★★★
3	63	1.003	CSAH	1	CSAH 1 (E River Rd) and MSAS 355 (51st Ave NE)	★	★		★	★		★	★		★	★★★★★★★
9	64	1.009	CSAH	1	CSAH 1 (E River Rd) and MSAS 309		★		★	★	★	★	★		★	★★★★★★★
15	*65*	*1.015*	*CSAH*	*1*	*CSAH 1 (E River Rd) and CSAH 11 (Foley Blvd NW)*		*★*	*★*	*★*	*★*			*★*	*★*	*★*	*★★★★★★★*
24	66	1.024	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 154 (11th Ave NW)	★	★		★	★		★	★		★	★★★★★★★
27	67	1.027	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 121 (Resiling Blvd NW)		★		★	★	★	★	★		★	★★★★★★★
28	68	1.028	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 119 (Blackfoot St NW)		★		★	★	★		★	★	★	★★★★★★★
29	69	1.029	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (7th Ave)		★		★		★	★	★	★	★	★★★★★★★
36	70	10.002	CSAH	10	CSAH 10 and NB MN 47 Ramps	★	★	★		★	★		★		★	★★★★★★★
45	71	11.001	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 159 (Norway St NW)		★		★	★		★	★	★	★	★★★★★★★
73	72	116.015	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 151 (Martin St NW)	★			★	★	★	★	★		★	★★★★★★★
85	73	12.010	CSAH	12	CSAH 17 (Lexington Ave NE) and CSAH 12 (109th Ave NE)	★	★	★	★	★			★		★	★★★★★★★
88	74	14.003	CSAH	14	CSAH 14 (Main St) and MSAS 134 (Wedgewood Dr NW)		★		★	★		★	★	★	★	★★★★★★★
91	75	14.006	CSAH	14	CSAH 14 (Main St) and SB US 10 / MN 47 Ramps	★	★	★	★	★			★		★	★★★★★★★
92	76	14.007	CSAH	14	CSAH 14 (Main St) and NB US 10 / MN 47 Ramps	★	★	★	★	★			★		★	★★★★★★★
94	77	14.009	CSAH	14	CSAH 14 (Main St) and MSAS 129 (Partridge St NW)		★	★	★	★			★	★	★	★★★★★★★
95	78	14.010	CSAH	14	CSAH 78 (Hanson Blvd NW) and CSAH 14 (Main St)		★	★	★	★			★	★	★	★★★★★★★
100	79	14.015	CSAH	14	CSAH 14 (Main St) and CSASH 51 / MSAS 124 (University Ave NW)		★	★	★	★			★	★	★	★★★★★★★

Urban Intersection Vehicle Based Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Traffic Control	Total Entering ADT / Volume Cross Product	Leg Configuration	Major Division Type	Alignment Skew	Adjacent Development	Speed Limit	Major App. Left Turn Phasing	Major App. Turn Lane Config	Total Stars
102	80	14.017	CSAH	14	CSAH 14 (Main St) and MSAS 111 (Oak Park Blvd NE)		★	★	★	★			★	★	★	★★★★★★★
104	81	14.019	CSAH	14	CSAH 14 (Main St) and MN 65 Ramps	★	★	★	★	★			★		★	★★★★★★★
108	82	14.023	CSAH	14	CSAH 14 (Main St) and MSAS 137 (Harpers St NE)		★	★	★	★			★	★	★	★★★★★★★
110	83	14.025	CSAH	14	CSAH 14 (Main St) and CSAH 17 (Lexington Ave NE)		★	★	★	★			★	★	★	★★★★★★★
116	84	14.034	CSAH	14	CSAH 14 (Main St) and NB I-35E Ramps	★	★	★		★	★		★		★	★★★★★★★
2	85	17.007	CSAH	17	CSAH 17 (Lexington Ave NE) and CR 49 (North Rd)		★	★	★	★		★	★		★	★★★★★★★
3	86	17.008	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 120 (Ball Rd NE)		★	★	★	★		★	★		★	★★★★★★★
4	87	17.009	CSAH	17	CSAH 17 (Lexington Ave NE) and NB I-35W Ramps	★	★	★		★	★		★		★	★★★★★★★
5	88	17.010	CSAH	17	CSAH 17 (Lexington Ave NE) and SB I-35W Ramps	★	★	★		★	★		★		★	★★★★★★★
17	89	18.007	CSAH	18	CSAH 116 (Bunker Lake Blvd NW) and CSAH 18 (Crosstown Blvd NW)		★	★	★	★		★	★		★	★★★★★★★
47	90	23.013	CSAH	23	CSAH 23 (Lake Dr) and MSAS 143	★	★		★	★		★	★		★	★★★★★★★
88	91	35.001	CSAH	35	MN 65 and CSAH 35 (Central Ave NE) / MSAS 356 (Medronic Pkwy NE)		★	★	★	★	★		★		★	★★★★★★★
102	92	5.001	CSAH	5	MN 47 (Saint Francis Blvd NW) and CSAH 5 (Nowthen Blvd NW) / MSAS 117 (Xkimo Ct NW)		★	★	★	★		★	★		★	★★★★★★★
115	93	51.006	CSAH	51	CSAH 51 (University Ave NW) and MSAS 104 (Egret Blvd NW)		★	★	★	★		★	★		★	★★★★★★★
118	94	51.009	CSAH	51	CSAH 51 (University Ave NW) and MSAS 102 (121st Ave NW)		★		★	★		★	★	★	★	★★★★★★★
7	95	56.002	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 104 (Sunwood Dr NW)	★	★		★	★		★	★		★	★★★★★★★
8	96	56.003	CSAH	56	CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)		★		★	★		★	★	★	★	★★★★★★★
10	97	57.002	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and MSAS 118 (Mckinley St NW)	★			★	★	★	★	★		★	★★★★★★★
12	98	6.001	CSAH	6	MN 47 (University Ave NE) and CSAH 6 (Mississippi St NE)		★	★	★	★		★	★		★	★★★★★★★
20	99	7.001	CSAH	7	CSAH 14 (Main St) and MSAS 156 (7th Ave)		★	★	★			★	★	★	★	★★★★★★★
24	100	7.005	CSAH	7	CSAH 7 (7th Ave) and WB MN 47 / US 10 Ramps	★	★	★		★			★	★	★	★★★★★★★
26	*101*	*7.007*	*CSAH*	*7*	*CSAH 7 (7th Ave) and MSAS 158 (North St / Buchanan St)*		★	★	★	★		★		★	★	★★★★★★★
31	102	7.012	CSAH	7	CSAH 116 (Bunker Lake Blvd NW) and CSAH 7 (7th Ave N)		★	★	★	★		★	★		★	★★★★★★★
47	103	78.008	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 118 (Jay St NW)		★	★	★	★			★	★	★	★★★★★★★
48	104	78.009	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 16 / MSAS 110 (Andover Blvd NW)		★	★	★	★			★	★	★	★★★★★★★
63	105	83.002	CSAH	83	CSAH 83 (Armstrong Blvd NW) and US 10 WB ramps	★	★		★	★	★		★		★	★★★★★★★
64	106	83.003	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 104 (Sunwood Dr NW)	★	★		★	★		★	★		★	★★★★★★★
68	107	9.003	CSAH	9	CSAH 9 (Round Lake Blvd NW) and WB US 10 / MN 47 RAMPS	★	★	★		★		★	★		★	★★★★★★★
98	108	3.004	CR	3	CR 3 (Coon Rapids Blvd NW) and WB MN 610 Ramps	★	★	★		★		★	★		★	★★★★★★★
110	109	60.004	CR	60	MN 65 and CR 60 (Constance Blvd NW)	★	★	★	★			★	★		★	★★★★★★★
4	110	1.004	CSAH	1	CSAH 1 (E River Rd) and EB I-694 Ramps	★	★			★	★		★		★	★★★★★★
7	111	1.007	CSAH	1	CSAH 1 (E River Rd) and CSAH 8 (Osborne Rd NE) / MSAS 332		★		★	★		★	★		★	★★★★★★
8	112	1.008	CSAH	1	CSAH 1 (E River Rd) and MSAS 343 (77th Ave NE)		★			★	★	★	★		★	★★★★★★
26	113	1.026	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 113 (Round Lake Blvd NW)		★		★	★		★	★		★	★★★★★★
35	114	10.001	CSAH	10	CR 3 (Coon Rapids Blvd NW) and SB MN 47 Ramps	★	★			★	★		★		★	★★★★★★
47	115	11.003	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 103 (99th Ave NW)		★				★	★	★	★	★	★★★★★★
48	116	11.004	CSAH	11	CSAH 11 (Foley Blvd NW) and SB MN 47 Ramps	★	★	★		★			★		★	★★★★★★
68	117	116.010	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 130 (Quay St NW)		★		★	★		★	★		★	★★★★★★
84	118	12.009	CSAH	12	CSAH 12 (109th Ave NE) and CSAH 52 (Flanders St NE)		★	★	★	★			★		★	★★★★★★
106	119	14.021	CSAH	14	CSAH 14 (Main St) and CSAH 52 (Radisson Rd NE)		★	★	★	★			★		★	★★★★★★
107	120	14.022	CSAH	14	CSAH 14 (Main St) and MSAS 146 (Cloud Dr NE)	★	★			★			★	★	★	★★★★★★
109	121	14.024	CSAH	14	CSAH 14 (Main St) and North Lake Blvd		★		★	★			★	★	★	★★★★★★
112	122	14.030	CSAH	14	CSASH 23 (Lake Dr NE) and CSAH 14 (Main St)		★	★	★		★	★	★			★★★★★★
7	123	17.012	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 142 (Woodland Pkwy NE)		★		★	★			★	★	★	★★★★★★
9	124	17.014	CSAH	17	CSAH 17 (Lexington Ave) and MSAS 141 (131st Ave NE)		★		★	★			★	★	★	★★★★★★
44	*125*	*23.010*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and CSAH 49 / CR 49 (Hodgson Rd / North Rd)*		★	★	★	★		★	★			★★★★★★
58	126	30.001	CSAH	30	MN 47 (Saint Francis Blvd NW) and CSAH 30 (Pleasant St)		★	★	★			★		★	★	★★★★★★
60	127	31.001	CSAH	31	MSAS 135 (Main St) and CSAH 31 (4th Ave)	★	★		★			★		★	★	★★★★★★
94	128	4.001	CSAH	4	MN 47 (University Ave NE) and CR 104 / CSAH 4 (49th Ave NE)		★	★	★	★			★		★	★★★★★★
105	129	5.004	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 107 (153rd Ave NW)		★		★	★	★	★	★			★★★★★★
113	130	51.004	CSAH	51	CSAH 51 (University Ave NW) and MSAS 128 (101st Ave NW)		★	★	★	★			★		★	★★★★★★
114	131	51.005	CSAH	51	CSAH 51 (University Ave NW) and MSAS 148 (105th Ave NE)		★		★	★		★	★		★	★★★★★★
117	132	51.008	CSAH	51	CSAH 51 (University Ave NW) and MSAS 109 (117th Ave NE)		★		★	★			★	★	★	★★★★★★
119	133	52.001	CSAH	52	CSAH 52 (95th Ave NE) and NB I-35W Ramps	★	★	★		★	★		★			★★★★★★
121	134	52.003	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 107 (Naples St NE) / MSAS 131 (95th Ave NE)		★	★	★	★			★		★	★★★★★★
123	*135*	*52.005*	*CSAH*	*52*	*CSAH 52 (Flanders St NE) and MSAS 147 (105th Ave NE)*	★	★	★		★			★		★	★★★★★★
2	136	52.007	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 143 (Lakes Pkwy NE) / MSAS 109 (119th Ave)		★	★	★	★			★		★	★★★★★★
17	137	6.006	CSAH	6	MN 65 and CSAH 6 (Mississippi St NE)		★	★	★	★			★		★	★★★★★★
23	138	7.004	CSAH	7	CSAH 7 (7th Ave) and EB MN 47 / US 10 Ramps		★	★		★			★	★	★	★★★★★★
30	139	7.011	CSAH	7	CSAH 7 (7th Ave) and MSAS 142 (38th Ave NW)		★		★			★	★	★	★	★★★★★★
36	*140*	*7.021*	*CSAH*	*7*	*CSAH 22 (Viking Blvd NW) and CSAH 7 (Rum River Blvd NW)*			★	★	★	★	★	★			★★★★★★
44	141	78.005	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 112 (133rd Ave NW)		★	★	★	★			★		★	★★★★★★
45	142	78.006	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 117 (Station Pkwy NW)			★	★	★		★	★		★	★★★★★★
53	143	8.002	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 341 (University Service Rd)	★			★	★	★	★			★	★★★★★★
70	144	9.005	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 149 (Riverdale Dr)			★	★	★		★	★		★	★★★★★★
71	145	9.006	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 146 (Roosevelt St)		★	★	★	★			★		★	★★★★★★
79	146	9.023	CSAH	9	CSAH 24 (Bridge St NW) and CSAH 9 (Lake George Blvd NW) / MSAS 154 (Kerry St NW)	★			★	★	★	★	★			★★★★★★
5	147	1.005	CSAH	1	CSAH 1 (E River Rd) and WB I-694 Ramps		★			★	★		★		★	★★★★★
11	148	1.011	CSAH	1	CSAH 1 (E River Rd) and CR 13 (85th Ave NW)		★		★	★			★		★	★★★★★
16	*149*	*1.016*	*CSAH*	*1*	*CSAH 1 (Coon Rapids Blvd NW / East River Rd) and CR 3 (Coon Rapids Blvd NW)*			★		★	★		★		★	★★★★★
30	150	1.030	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 116 (South St) / MSAS 115 (Military Rd)		★				★	★		★	★	★★★★★
39	151	10.005	CSAH	10	CSAH 10 and MN 65 (Central Ave NE) Ramps			★		★	★		★		★	★★★★★
40	152	10.006	CSAH	10	CSAH 10 and NB MN 65 (Central Ave NE) Ramps	★				★	★		★		★	★★★★★
51	153	11.007	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 122 (Dogwood St NW)				★	★		★	★		★	★★★★★
55	154	11.011	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 120 (Xeon St NW)		★		★	★		★	★			★★★★★
69	155	116.011	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 130 (Heather St NW)		★		★	★			★		★	★★★★★
71	156	116.013	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 119 (Crosstown Dr NW)					★	★	★	★		★	★★★★★
72	157	116.014	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 150 (Thrush St NW)				★	★		★	★		★	★★★★★
75	158	116.017	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 101 (Prairie Rd NW)		★			★			★	★	★	★★★★★

Urban Intersection Vehicle Based Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Traffic Control	Total Entering ADT / Volume Cross Product	Leg Configuration	Major Division Type	Alignment Skew	Adjacent Development	Speed Limit	Major App. Left Turn Phasing	Major App. Turn Lane Config	Total Stars
80	159	12.005	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 124 (Ulysses St NE)			★		★		★	★		★	★★★★★
83	160	12.008	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 133 (Tournament Players Pkwy)				★	★		★	★		★	★★★★★
87	161	14.002	CSAH	14	CSAH 14 (Main St) and MSAS 111 (9th Ave)		★		★			★		★	★	★★★★★
96	162	14.011	CSAH	14	CSAH 14 (Main St) and MSAS 144 (Avocet St NW)		★			★			★	★	★	★★★★★
111	163	14.026	CSAH	14	CSAH 14 (Main St) and MSAS 142 (Lever St NE)		★		★	★			★	★		★★★★★
115	164	14.033	CSAH	14	CSAH 14 (Main St) and SB I-35E Ramps	★	★			★			★		★	★★★★★
118	165	14.036	CSAH	14	CSAH 14 (Main St) / CSAH 8 (Frenchman Rd N) and MSAS 115 (Elmcrest Ave N)			★	★	★			★		★	★★★★★
119	*166*	*17.001*	*CSAH*	*17*	*CSAH 32 (85th Ave NE) and CSAH 17 (Lexington Ave NE)*		★	★	★		★		★			★★★★★
10	167	17.015	CSAH	17	CSAH 17 (Lexington Ave) and CSAH 116 (Bunker Lake Blvd NE)		★			★			★	★	★	★★★★★
31	168	20.005	CSAH	20	CSAH 78 (Hanson Blvd NW) and CSAH 20 (161st Ave NW)		★	★	★				★	★		★★★★★
39	169	23.005	CSAH	23	CSAH 23 (Lake Dr) and MSAS 112 (Village Pkwy)				★	★	★	★	★			★★★★★
42	*170*	*23.008*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and MSAS 104*		★		★	★		★	★			★★★★★
48	171	23.014	CSAH	23	CSAH 23 (Lake Dr) and NB I-35W Ramps	★	★			★			★		★	★★★★★
49	172	23.015	CSAH	23	CSAH 23 (Lake Dr) and SB I-35W Ramps	★	★			★			★		★	★★★★★
72	173	32.005	CSAH	32	CSAH 32 (85th Ave NE) and NB I35 W Ramps	★	★			★			★		★	★★★★★
79	174	34.001	CSAH	34	CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	★	★					★	★	★		★★★★★
81	175	34.003	CSAH	34	CSAH 34 (Birch St) and MSAS 105 (Ware Rd)		★		★	★			★	★		★★★★★
82	176	34.004	CSAH	34	CSAH 34 (Birch St) and MSAS 107 (W Shadow Lake Dr)				★	★	★	★	★			★★★★★
110	177	51.001	CSAH	51	CSAH 51 (University Ave NE) and MSAS 139 (89th Ave NE)	★				★	★		★		★	★★★★★
111	178	51.002	CSAH	51	CSAH 51 (University Ave NW) and WB MN 610 Ramps		★	★		★			★		★	★★★★★
112	179	51.003	CSAH	51	CSAH 51 (University Ave NW) and EB MN 610 Ramps		★	★		★			★		★	★★★★★
120	180	52.002	CSAH	52	CSAH 52 (95th Ave NE) and SB I-35W Ramps		★	★		★			★		★	★★★★★
3	181	52.008	CSAH	52	CR 52 (Radisson Rd NE) and MSAS 141 (129th Ave NE / Quail Creek Pkwy NE)		★		★	★			★		★	★★★★★
32	182	7.013	CSAH	7	CSAH 7 (7th Ave N) and MSAS 148 (Inca St NW)		★			★			★	★	★	★★★★★
34	183	7.015	CSAH	7	CSAH 7 (Rum River Blvd NW) and CSAH 20 (157th Ave NW)		★		★			★	★		★	★★★★★
40	184	78.001	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 120 (111th Ave NW)		★			★			★	★	★	★★★★★
41	185	78.002	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 139 (113th Ave NW)		★		★	★			★		★	★★★★★
42	186	78.003	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 153 (Raven St)				★	★		★	★		★	★★★★★
50	187	78.011	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 149 (Bluebird St NW)	★			★	★		★	★			★★★★★
65	188	83.004	CSAH	83	CSAH 83 (Armstrong Blvd NW) and CSAH 116 (Bunker Lake Blvd NW) / MSAS 121		★		★	★			★		★	★★★★★
75	189	9.011	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 20 (161st Ave NW) / MSAS 106		★		★				★	★	★	★★★★★
97	190	3.003	CR	3	CR 3 (Coon Rapids Blvd NW) and EB MN 610 Ramps			★		★		★	★		★	★★★★★
2	*191*	*1.002*	*CSAH*	*1*	*CSAH 1 (E River Rd) and CSAH 2 (Main St NE)*		★		★				★		★	★★★★
12	192	1.012	CSAH	1	CSAH 1 (E River Rd) and MSAS 141 (86th Ave NW)				★	★			★		★	★★★★
14	193	1.014	CSAH	1	CSAH 1 (E River Rd) and EB MN 610 Ramps			★		★			★		★	★★★★
22	194	1.022	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 155 (Direct River Dr)					★		★	★		★	★★★★
38	195	10.004	CSAH	10	CSAH 10 and SB MN 65 (Central Ave NE) Ramps					★	★		★		★	★★★★
58	196	11.014	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 153 (Raven St)		★			★		★		★		★★★★
59	*197*	*11.015*	*CSAH*	*11*	*CSAH 11 / MSAS 127 (Northdale Blvd NW) and MSAS 136 / CSAH 18 (Crooked Lake Blvd NW)*		★		★				★	★		★★★★
66	198	116.008	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 142 (38th Ave NW)		★			★			★		★	★★★★
78	199	12.003	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 117 (Jefferson St NE)		★		★			★		★		★★★★
99	200	14.014	CSAH	14	CSAH 14 (Main St) and MSAS 152 (Flintwood St)				★	★			★		★	★★★★
121	201	17.003	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 112 (Woodland Rd)				★	★		★			★	★★★★
8	*202*	*17.013*	*CSAH*	*17*	*CSAH 17 (Lexington Ave NE) and MSAS 142 (122nd Ave NE)*					★		★	★		★	★★★★
13	203	18.003	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 140 (131st Ave NW)		★		★				★	★		★★★★
16	204	18.006	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 117 (Station Pkwy NW)					★		★	★		★	★★★★
33	205	21.001	CSAH	21	CSAH 21 (Centerville Rd) and CR 81 (Ash St)			★	★			★	★			★★★★
38	206	23.004	CSAH	23	CSAH 23 (Lake Dr) and Woodland Rd				★		★	★	★			★★★★
41	*207*	*23.007*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and MSAS 103 (Civic Heights Dr)*		★		★	★			★		★	★★★★
55	208	24.013	CSAH	24	CSAH 24 (Bridge St NW) and CR 72 (Rum River Blvd NW)				★	★		★	★			★★★★
70	209	32.003	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 230 (Groveland Rd)				★	★			★		★	★★★★
73	210	32.006	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 252 (Parkview Dr)		★						★	★	★	★★★★
77	211	32.010	CSAH	32	CSAH 49 (Hodgson Rd) and CSAH 32 (85th Ave NE)		★		★			★	★			★★★★
91	212	35.004	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 305 (69th Ave NE)		★					★	★	★		★★★★
93	213	35.006	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 109 (Arthur St NE)	★					★	★	★			★★★★
124	*214*	*52.006*	*CSAH*	*52*	*CSAH 52 (Flanders St NE) and MSAS 133 (Tournament Players Pkwy)*				★	★			★		★	★★★★
4	215	54.001	CSAH	54	CR 81 (Ash St) and CSAH 54 (20th Ave S) / SB I-35W Ramps	★	★						★	★		★★★★
21	216	7.002	CSAH	7	CSAH 7 (7th Ave) and MSAS 125 (Jackson St)				★	★		★			★	★★★★
28	217	7.009	CSAH	7	CSAH 7 (7th Ave) and CSAH 31 (Grant St)		★		★					★	★	★★★★
52	218	8.001	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 3334 (Commerce La NE)	★			★			★			★	★★★★
62	219	83.001	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 115 (Riverdale Dr NW)	★			★	★		★				★★★★
73	220	9.008	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 121 (143rd Ave NW)		★			★			★		★	★★★★
81	221	12.001	CR	12	CR 53 (Sunset Ave NE) and CSAH 12 (Apollo Dr)				★	★	★		★			★★★★
83	222	12.003	CR	12	CSAH 12 (Apollo Dr) / CR 12 and MSAS 138 (Lilac St)	★			★		★		★			★★★★
84	*223*	*132.001*	*CR*	*132*	*CR 13 (85th Ave NW) and MSAS 117 (Evergreen Blvd NW)*	★			★	★			★			★★★★
94	224	18.005	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 139 (Tower Dr NW)	★			★			★	★			★★★★
96	225	3.002	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 126 (Old Coon Rapids Blvd NW)					★	★		★		★	★★★★
107	226	57.002	CR	57	CR 57 (Sunfish Lake Blvd NW) and MSAS 107 (153rd Ave NW)		★		★	★			★			★★★★
10	227	1.010	CSAH	1	CSAH 1 (E River Rd) and MSAS 141 (Mississippi Blvd NW)					★			★		★	★★★
17	228	1.017	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 126 (Old Coon Rapids Blvd NW)					★			★		★	★★★
43	229	102.003	CSAH	102	CSAH 102 (Main St NE) and CSAH 102 (57th Ave NE)	★			★			★				★★★
61	230	116.001	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 120 (Civic Center Dr)				★		★		★			★★★
65	231	116.007	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 148 (Inca St NW)					★			★		★	★★★
67	232	116.009	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 145 (12th Ave)					★			★		★	★★★
70	233	116.012	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 119 (Crooked Lake Blvd NW)					★			★		★	★★★
79	234	12.004	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 132 (Fillmore St NE)					★			★		★	★★★
86	235	14.001	CSAH	14	CSAH 14 (Main St) and MSAS 133 (6th Ave)				★			★			★	★★★
97	236	14.012	CSAH	14	CSAH 14 (Main St) and MSAS 143 (Olive St NW)					★			★		★	★★★
120	237	17.002	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 151 (87th Ave NE)					★			★		★	★★★

Urban Intersection Vehicle Based Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Traffic Control	Total Entering ADT / Volume Cross Product	Leg Configuration	Major Division Type	Alignment Skew	Adjacent Development	Speed Limit	Major App. Left Turn Phasing	Major App. Turn Lane Config	Total Stars
123	238	17.005	CSAH	17	CSAH 17 (Lexington Ave NE) and CSAH 52 (Lovell Rd)							★	★		★	★★★
11	239	18.001	CSAH	18	CSAH 18 (Crooked Lake Blvd NW) and MSAS 105 (Mississippi Blvd NW)		★		★					★		★★★
12	240	18.002	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 135 (128th Ave NW)					★			★		★	★★★
14	241	18.004	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 109 (133rd Ave NW)		★						★	★		★★★
23	242	2.004	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 108 (5th St NE)				★			★			★	★★★
24	243	2.005	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 120 (Mill St NE)				★			★			★	★★★
37	244	23.003	CSAH	23	CSAH 23 (Lake Dr) and Restwood Rd					★	★		★			★★★
43	245	23.009	CSAH	23	CSAH 23 (Lake Dr) and MSAS 105 (Point Cross Dr)				★	★			★			★★★
45	246	23.011	CSAH	23	CSAH 23 (Lake Dr) and MSAS 101 (2nd Ave)					★		★	★			★★★
51	247	23.017	CSAH	23	CSAH 23 (Lake Dr) and MSAS 136 (Lois Ln)						★	★	★			★★★
53	248	23.019	CSAH	23	CSAH 23 (Lake Dr) and MSAS 137 (Kelly St)	★						★	★			★★★
61	249	31.002	CSAH	31	CSAH 31 (4th Ave) and MSAS 125 (Jackson St)	★			★			★				★★★
78	250	32.011	CSAH	32	CSAH 32 (Ash St) and MSAS 105 (Ware Rd)					★		★	★			★★★
80	251	34.002	CSAH	34	CSAH 34 (Birch St) and Lakota Tr					★		★	★			★★★
89	252	35.002	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 321 (Hackman Ave NE)					★	★				★	★★★
90	253	35.003	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 303 (Gardena Ave NE)				★	★	★					★★★
101	254	49.001	CSAH	49	CSAH 49 (Hodgson Rd) and MSAS 105 (Ware Rd)					★	★		★			★★★
103	255	5.002	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 110 (Nowthen Blvd NW)					★			★		★	★★★
109	256	5.012	CSAH	5	CSAH 22 (Viking Blvd NW) and CSAH 5 (Nowthen Blvd NW)				★			★	★			★★★
116	257	51.007	CSAH	51	CSAH 51 (University Ave NW) and MSAS 123 (Dogwood St NW)					★			★		★	★★★
18	*258*	*6.007*	*CSAH*	*6*	*CSAH 35 (Central Ave NE) and CSAH 6 / MSAS 304 (Mississippi St NE)*				★			★	★			★★★
19	259	6.008	CSAH	6	CSAH 35 (Central Ave NE) and CSAH 6 (Rice Creek Dr NE) / MSAS 302				★			★	★			★★★
29	260	7.010	CSAH	7	CSAH 7 (7th Ave) and MSAS 143 (Sunny La)				★				★		★	★★★
35	261	7.016	CSAH	7	CSAH 7 (Rum River Blvd NW) and CR 58 (Valley Dr NW)				★				★		★	★★★
59	262	8.008	CSAH	8	CSAH 35 (Central Ave NE) and CSAH 8 (Osborne Rd NE)				★			★	★			★★★
60	263	8.009	CSAH	8	CSAH 35 (Central Ave NE) and CSAH 8 (73rd Ave NE) / MSAS 307				★			★	★			★★★
74	264	9.009	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 108 (S Coon Creek Dr)					★			★		★	★★★
90	265	18.001	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 118 (Crosstown Dr NW)				★		★		★			★★★
92	266	18.003	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 110 (Andover Blvd NW)		★		★				★			★★★
93	*267*	*18.004*	*CR*	*18*	*CR 18 (Crosstown Blvd NW) and MSAS 124 (Nightingale St NW)*	★						★	★			★★★
95	268	3.001	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 159 (Norway St NW)					★			★		★	★★★
102	269	49.002	CR	49	CR 49 (North Rd) and CR 53 (Sunset Ave NE / Pointcross Dr)				★		★	★				★★★
115	270	84.003	CR	84	CR 84 (22nd Ave S) and E Cedar St	★						★	★			★★★
33	271	1.033	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 124 (Monroe St)							★			★	★★
62	272	116.002	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 101 (Town Center Dr)				★				★			★★
76	273	12.001	CSAH	12	CSAH 12 (Northdale Blvd NW) and MSAS 123 / MSAS 122 (Dogwood St NW)				★	★						★★
113	274	14.031	CSAH	14	CSAH 14 (Main St) and CSAH 21 (Centerville Rd)				★			★				★★
124	275	17.006	CSAH	17	CSAH 17 (Lexington Ave NE) and West Rd					★					★	★★
15	276	18.005	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 150 (135th Ln)							★	★			★★
18	*277*	*18.008*	*CSAH*	*18*	*CSAH 18 (Crosstown Blvd NW) / MSAS 140 and CSAH 20 (161st Ave NW) / CR 60 (Constance Blvd NW)*				★				★			★★
20	278	2.001	CSAH	2	CSAH 2 (Main St NE) / CSAH 102 and CSAH 2 (44th Ave NE) / MSAS 104				★		★					★★
25	279	2.006	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 107 (Jefferson St NE)				★						★	★★
27	280	2.008	CSAH	2	CSAH 2 (40th Ave NE) / MSAS 112 and CSAH 2 (Reservoir Blvd NE) /MSAS 103				★		★					★★
29	281	2.010	CSAH	2	CSAH 2 (45th Ave NE) and MSAS 106 (Arthur St NE)				★		★					★★
34	*282*	*21.002*	*CSAH*	*21*	*CSAH 21 (Centerville Rd) and CSAH 32 (Ash St)*						★		★			★★
40	283	23.006	CSAH	23	CSAH 23 (Lake Dr) and MSAS 106 (Golden Lake Rd)					★			★			★★
46	284	23.012	CSAH	23	CSAH 23 (Lake Dr) and MSAS 116 (Elm St)		★						★			★★
52	285	23.018	CSAH	23	CSAH 23 (Lake Dr) and MSAS 142 (79th St)							★	★			★★
54	286	24.011	CSAH	24	CSAH 24 (Bridge St NW) and MSAS 122 (Butterfield Dr NW)				★			★				★★
62	287	31.003	CSAH	31	CSAH 31 (4th Ave) and MSAS 132 (Van Buren St)				★			★				★★
69	288	32.002	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 244 (Spring Lake Rd)				★						★	★★
85	289	34.007	CSAH	34	CSAH 34 (Birch St) and MSAS 131 (Timberwolf Tr)				★				★			★★
86	290	34.008	CSAH	34	CSAH 34 (Birch St) and MSAS 132 (Sherman Lake Rd)				★				★			★★
104	291	5.003	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 104 (Sunwood Dr NW)				★				★			★★
106	292	5.005	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 57 (Sunfish Lake Blvd NW)							★	★			★★
107	293	5.006	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CSAH 56 (Ramsey Blvd NW)					★			★			★★
108	294	5.007	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 102 (167th Ave NW)				★				★			★★
5	295	54.002	CSAH	54	CSAH 54 (20th Ave N) and MSAS 146 (21st St)				★				★			★★
14	*296*	*6.003*	*CSAH*	*6*	*CSAH 6 (Mississippi St NE) and MSAS 312 (7th St NE)*				★						★	★★
15	297	6.004	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 316 (Monroe St NE)				★						★	★★
16	298	6.005	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 322 (Able St NE)				★						★	★★
22	299	7.003	CSAH	7	CSAH (7th Ave) and MSAS 120 (Harrison St)				★						★	★★
25	300	7.006	CSAH	7	CSAH 7 (7th Ave) and CSAH 30 (Pierce St)	★									★	★★
37	301	7.023	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 113 (217th Ave NW)							★	★			★★
38	302	7.024	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 140 (225th La NW)							★	★			★★
39	303	7.025	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 144 (227th Ave NW)							★	★			★★
51	304	78.012	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 146 (155th Ln NW)				★				★			★★
76	305	9.012	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 116 (168th La NW)				★				★			★★
78	*306*	*9.021*	*CSAH*	*9*	*CSAH 9 (Lake George Blvd NW) and MSAS 109 (221st Ave NW)*				★				★			★★
82	307	12.002	CR	12	CSAH 12 (Apollo Dr) and MSAS 103 (4th Ave)	★							★			★★
87	308	16.001	CR	16	MSAS 101 (Prairie Rd NW) and CR 16 (Andover Blvd NW)				★				★			★★
88	309	16.002	CR	16	CR 16 (Andover Blvd NW) and MSAS 114 (University Ave NE)				★				★			★★
91	310	18.002	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 108 (S Coon Creek Dr)				★				★			★★
104	311	53.001	CR	53	CR 53 (Sunset Ave NE) and MSAS 116 (Elm St)						★		★			★★
106	312	57.001	CR	57	CR 57 (Sunfish Lake Blvd NW) and MSAS 104 (Sunwood Dr NW)				★				★			★★
108	313	58.004	CR	58	CR 58 (Tulip St NW) and MSAS 112 (173rd La NW)				★				★			★★
109	314	59.001	CR	59	CR 59 (Verdin St NW) and MSAS 116 (168th La NW)					★			★			★★
112	315	74.001	CR	74	CR 74 (221st Ave NW) and MSAS 119 (Holly St NW)				★				★			★★
113	316	81.001	CR	81	CR 81 (Ash St) and NB I-35W Ramps		★						★			★★

Urban Intersection Vehicle Based Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Context Zone	Traffic Control	Total Entering ADT / Volume Cross Product	Leg Configuration	Major Division Type	Alignment Skew	Adjacent Development	Speed Limit	Major App. Left Turn Phasing	Major App. Turn Lane Config	Total Stars
31	317	1.031	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 135 (Jefferson St)										★	★
32	318	1.032	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 124 (Monroe St)										★	★
53	319	11.009	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 142 (Kumquat St NW)				★							★
54	320	11.010	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 143 (Olive St NW)				★							★
19	321	18.011	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 114 (3rd St NE)								★			★
28	322	2.009	CSAH	2	CSAH 2 (Reservoir Blvd NE) / MSAS 104 and CSAH 2 (45th Ave NE)						★					★
30	323	2.011	CSAH	2	CSAH 2 (45th Ave NE) and CSAH 4 (Stinson Blvd NE)				★							★
32	324	20.006	CSAH	20	CSAH 20 (161st Ave NW) and MSAS 138 (Wintergreen St NW)								★			★
59	325	30.002	CSAH	30	CSAH 30 (Pleasant St) and CSAH 31 (4th Ave)				★							★
63	326	31.004	CSAH	31	CSAH 31 (4th Ave) and MSAS 120 (Harrison St)				★							★
64	327	31.005	CSAH	31	CSAH 31 (4th Ave) and MSAS 128 (Polk St)				★							★
67	328	31.008	CSAH	31	CSAH 31 (Grant St) and MSAS 138 (6th Ave)				★							★
74	329	32.007	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 256 (W Royal Oaks Dr)								★			★
75	330	32.008	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 126 (Baldwin Lake Rd)								★			★
76	331	32.009	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 127 (Woodridge La)					★						★
83	332	34.005	CSAH	34	CSAH 34 (Birch St) and MSAS 139 (Deerwood La)								★			★
84	333	34.006	CSAH	34	CSAH 34 (Birch St) and MSAS 122 (12th Ave S)								★			★
87	334	34.009	CSAH	34	CSAH 54 (20th Ave N) and CSAH 34 (Birch St)								★			★
92	335	35.005	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 331 (75th Ave NE)								★			★
95	336	4.002	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 107 (Jefferson St NE)				★							★
6	337	54.003	CSAH	54	CSAH 54 (20th Ave N) and MSAS 148 (Watermark Way)								★			★
13	338	6.002	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 340 (5th St NE)										★	★
27	339	7.008	CSAH	7	CSAH 7 (7th Ave) and MSAS 137 (Johnson St)										★	★
33	340	7.014	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 120 (147th Ave NW)								★			★
56	341	8.005	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 106 (Monroe St NE)							★				★
77	342	9.016	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 136 (Orchid St NW)								★			★
89	343	16.003	CR	16	CR 16 (Andover Blvd NW) and MSAS 102 (Jackson St NE)								★			★
101	344	49.001	CR	49	CR 49 (North Rd) and MSAS 120 (Lever St NE)				★							★
105	345	53.003	CR	53	CR 53 (Sunset Ave NE) and MSAS 135 (Century Tr)								★			★
111	346	61.001	CR	61	CR 61 (153rd Ave NE) and CR 61 (Xylite St NE)				★							★
114	347	84.001	CR	84	CR 84 (22nd Ave S) and CR 81 (Ash St)								★			★
41	348	102.001	CSAH	102	CSAH 102 (Main St NE) and CR 104 (49th Ave NE)											
42	349	102.002	CSAH	102	CSAH 102 (Main St NE) and MSAS 319 (53rd Ave NE)											
21	350	2.002	CSAH	2	CSAH 102 (Main St NE) / CSAH 2 and CSAH 2 (40th Ave NE)											
65	351	31.006	CSAH	31	CSAH 31 (4th Ave) and MSAS 137 (Johnson St)											
66	352	31.007	CSAH	31	CSAH 31 (4th Ave) / CSAH 131 and CSAH 31 (Grant St)											
97	353	4.004	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 116 (Fillmore St NE)											
98	354	4.005	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 121 (Johnson St NE)											
99	355	4.006	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 121 (Upland Crst W)											
100	356	4.007	CSAH	4	CSAH 4 (Stinson Blvd NE) and CSAH 4 (49th Ave NE)											
55	357	8.004	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 105 (Terrace Rd NE)											
57	358	8.006	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 110 (Able St NE)											
61	359	8.010	CSAH	8	CSAH 8 (73rd Ave NE) / MSAS 234 (County Rd H2) and MSAS 242 (Stinson Blvd)											
80	360	108.001	CR	108	CR 108 (Osborne Rd NE) /MSAS 237 (County Rd I) and MSAS 353 (Stinson Blvd NE)											
103	361	49.003	CR	49	CR 49 (North Rd) and MSAS 133											

Stars	Count	%
★★★★★★★★★★	2	1%
★★★★★★★★★	20	6%
★★★★★★★★	39	11%
★★★★★★★	48	13%
★★★★★★	37	10%
★★★★★	44	12%
★★★★	36	10%
★★★	44	12%
★★	46	13%
★	31	9%
	14	4%
Total	**361**	**100%**

Count of Stars --	97	187	121	229	223	71	161	291	86	223
Percent of Stars --	27%	52%	34%	63%	62%	20%	45%	81%	24%	62%

Urban Intersection Pedestrian/Bike Based Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page Number	Intersection ID	Route System	Route No.	Intersection Description	Traffic Control	Total Entering ADT	Adjacent Development	Max Number of Lanes Crossed	Sidewalk Presence	Pedestrian Crossing	Total Stars
44	1	102.004	CSAH	102	MN 47 (University Ave NE) and MSAS 301 / CSAH 102 (57th Ave NE)	★	★	★	★	★	★	★★★★★★
56	2	11.012	CSAH	11	CSAH 78 / CSAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd)	★	★	★	★	★	★	★★★★★★
64	3	116.006	CSAH	116	MN 47 (Saint Francis Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★	★	★	★	★	★	★★★★★★
81	4	12.006	CSAH	12	MN 65 (Central Ave NE) and CSAH 12 (109th Ave NE)	★	★	★	★	★	★	★★★★★★
82	5	12.007	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 130 (Davenport St)	★	★	★	★	★	★	★★★★★★
89	6	14.004	CSAH	14	CSAH 14 (Main St) and MSAS 136 (124th Ave NW)	★	★	★	★	★	★	★★★★★★
103	7	14.018	CSAH	14	CSAH 14 (Main St) and MSAS 124 (Ulysses St NE)	★	★	★	★	★	★	★★★★★★
105	8	14.020	CSAH	14	CSAH 14 (Main St) and MSAS 130 (Central Ave NE)	★	★	★	★	★	★	★★★★★★
7	9	17.011	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 128 (Pheasant Ridge Dr NE)	★	★	★	★	★	★	★★★★★★
69	10	32.001	CSAH	32	MN 65 and CSAH 32 (85th Ave NE)	★	★	★	★	★	★	★★★★★★
97	11	4.003	CSAH	4	MN 65 (Central Ave NE) and CSAH 4 (49th Ave NE)	★	★	★	★	★	★	★★★★★★
44	12	78.004	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 102 (121st Ave NW)	★	★	★	★	★	★	★★★★★★
55	13	8.003	CSAH	8	MN 47 (University Ave NE) and CSAH 8 (Osborne Rd NE)	★	★	★	★	★	★	★★★★★★
59	14	8.007	CSAH	8	MN 65 and CSAH 8 (Osborne Rd NE)	★	★	★	★	★	★	★★★★★★
67	15	9.001	CSAH	9	CSAH 14 (Main St) and CSAH 9 / MSAS 121 (Round Lake Blvd NW)	★	★	★	★	★	★	★★★★★★
70	16	9.004	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 127 (Northdale Blvd NW)	★	★	★	★	★	★	★★★★★★
73	17	9.007	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★	★	★	★	★	★	★★★★★★
87	18	132.003	CR	132	MN 47 (University Ave NE) and CR 13 (85th Ave NW)	★	★	★	★	★	★	★★★★★★
101	19	3.006	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 130 (Springbrook Dr NW)	★	★	★	★	★	★	★★★★★★
111	20	60.004	CR	60	MN 65 and CR 60 (Constance Blvd NW)	★	★	★	★	★	★	★★★★★★
1	21	1.001	CSAH	1	CSAH 1 (E River Rd) and MSAS 272 (37th Ave NE)	★		★	★	★	★	★★★★★
3	22	1.003	CSAH	1	CSAH 1 (E River Rd) and MSAS 355 (51st Ave NE)	★		★	★	★	★	★★★★★
6	23	1.006	CSAH	1	CSAH 1 (E River Rd) and CSAH 6 (Mississippi St NE)	★		★	★	★	★	★★★★★
7	24	1.007	CSAH	1	CSAH 1 (E River Rd) and CSAH 8 (Osborne Rd NE) / MSAS 332	★		★	★	★	★	★★★★★
8	25	1.008	CSAH	1	CSAH 1 (E River Rd) and MSAS 343 (77th Ave NE)	★		★	★	★	★	★★★★★
9	26	1.009	CSAH	1	CSAH 1 (E River Rd) and MSAS 309	★		★	★	★	★	★★★★★
18	27	1.018	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (100th Ave NW)	★		★	★	★	★	★★★★★
21	28	1.021	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 137 (Xavis St NW)	★		★	★	★	★	★★★★★
23	29	1.023	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)	★		★	★	★	★	★★★★★
24	30	1.024	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 154 (11th Ave NW)	★		★	★	★	★	★★★★★
26	31	1.026	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 113 (Round Lake Blvd NW)	★		★	★	★	★	★★★★★
29	32	1.029	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (7th Ave)	★		★	★	★	★	★★★★★
37	33	10.003	CSAH	10	CSAH 10 and MSAS 115 (Jefferson St NE)	★		★	★	★	★	★★★★★
45	34	11.001	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 159 (Norway St NW)	★		★	★	★	★	★★★★★
46	35	11.002	CSAH	11	CR 3 (Coon Rapids Blvd NW) and CSAH 11 (Foley Blvd NW)	★		★	★	★	★	★★★★★
47	36	11.003	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 103 (99th Ave NW)	★		★	★	★	★	★★★★★
55	37	11.011	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 120 (Xeon St NW)	★		★	★	★	★	★★★★★
60	38	11.016	CSAH	11	CSAH 78 / CSAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW) / MSAS 107 (Robinson Dr NW)	★	★	★	★		★	★★★★★
63	39	116.005	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 122 (Thurston Ave)	★		★	★	★	★	★★★★★
68	40	116.010	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 130 (Quay St NW)	★		★	★	★	★	★★★★★
74	41	116.016	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 118 (Jay St NW)	★		★	★	★	★	★★★★★
84	42	12.009	CSAH	12	CSAH 12 (109th Ave NE) and CSAH 52 (Flanders St NE)	★	★		★	★	★	★★★★★
85	43	12.010	CSAH	12	CSAH 17 (Lexington Ave NE) and CSAH 12 (109th Ave NE)	★	★		★	★	★	★★★★★
87	44	14.002	CSAH	14	CSAH 14 (Main St) and MSAS 111 (9th Ave)	★		★	★	★	★	★★★★★
88	45	14.003	CSAH	14	CSAH 14 (Main St) and MSAS 134 (Wedgewood Dr NW)	★		★	★	★	★	★★★★★
90	46	14.005	CSAH	14	CSAH 14 (Main St) and MSAS 127 (Northdale Blvd NW)	★	★	★	★		★	★★★★★
92	47	14.007	CSAH	14	CSAH 14 (Main St) and NB US 10 / MN 47 Ramps	★	★		★	★	★	★★★★★
93	48	14.008	CSAH	14	CSAH 14 (Main St) and CSAH 18 (Coon Creek Blvd NW)	★	★		★	★	★	★★★★★
95	49	14.010	CSAH	14	CSAH 78 (Hanson Blvd NW) and CSAH 14 (Main St)	★	★		★	★	★	★★★★★
98	50	14.013	CSAH	14	CSAH 14 (Main St) and MSAS 114 (Foley Blvd NW)	★		★	★	★	★	★★★★★
100	51	14.015	CSAH	14	CSAH 14 (Main St) and CSASH 51 / MSAS 124 (University Ave NW)	★	★		★	★	★	★★★★★
101	52	14.016	CSAH	14	CSAH 14 (Main St) and MSAS 121 (Jefferson St)	★		★	★	★	★	★★★★★
102	53	14.017	CSAH	14	CSAH 14 (Main St) and MSAS 111 (Oak Park Blvd NE)	★	★		★	★	★	★★★★★
106	54	14.021	CSAH	14	CSAH 14 (Main St) and CSAH 52 (Radisson Rd NE)	★	★		★	★	★	★★★★★
112	55	14.030	CSAH	14	CSASH 23 (Lake Dr NE) and CSAH 14 (Main St)	★		★	★	★	★	★★★★★
114	56	14.032	CSAH	14	CSAH 14 (Main St) and CSAH 54 (20th Ave N)	★		★	★	★	★	★★★★★
117	57	14.035	CSAH	14	CSAH 14 (Main St) and CR 84 (22nd Ave S)	★		★	★	★	★	★★★★★
122	58	17.004	CSAH	17	CSAH 23 (Lake Dr) and CSAH 17 (Lexington Ave NE)	★		★	★	★	★	★★★★★
3	59	17.007	CSAH	17	CSAH 17 (Lexington Ave NE) and CR 49 (North Rd)	★		★	★	★	★	★★★★★
18	60	18.007	CSAH	18	CSAH 116 (Bunker Lake Blvd NW) and CSAH 18 (Crosstown Blvd NW)	★		★	★	★	★	★★★★★
23	61	2.003	CSAH	2	MN 47 (University Ave NE) and CSAH 2 (40th Ave NE)	★		★	★	★	★	★★★★★
36	62	23.001	CSAH	23	CSAH 32 (85th Ave NE) and MSAS 268 (Rice Creek Pkwy)	★		★	★	★	★	★★★★★
43	*63*	*23.008*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and MSAS 104*	★		★	★	★	★	★★★★★

Urban Intersection Pedestrian/Bike Based Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page Number	Intersection ID	Route System	Route No.	Intersection Description	Traffic Control	Total Entering ADT	Adjacent Development	Max Number of Lanes Crossed	Sidewalk Presence	Pedestrian Crossing	Total Stars
45	*64*	*23.010*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and CSAH 49 / CR 49 (Hodgson Rd / North Rd)*	★		★	★	★	★	★★★★★
48	65	23.013	CSAH	23	CSAH 23 (Lake Dr) and MSAS 143	★		★	★	★	★	★★★★★
51	66	23.016	CSAH	23	CSAH 23 (Lake Dr) and CR 12 (Apollo Dr)	★		★	★	★	★	★★★★★
58	67	3.002	CSAH	3	CSAH 10 and CSAH 51 / CSAH 3 (University Ave NE)	★	★		★	★	★	★★★★★
59	68	30.001	CSAH	30	MN 47 (Saint Francis Blvd NW) and CSAH 30 (Pleasant St)	★		★	★	★	★	★★★★★
89	69	35.001	CSAH	35	MN 65 and CSAH 35 (Central Ave NE) / MSAS 356 (Medronic Pkwy NE)	★	★		★	★	★	★★★★★
103	70	5.001	CSAH	5	MN 47 (Saint Francis Blvd NW) and CSAH 5 (Nowthen Blvd NW) / MSAS 117 (Xkimo Ct NW)	★		★	★	★	★	★★★★★
106	71	5.004	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 107 (153rd Ave NW)	★		★	★	★	★	★★★★★
115	72	51.005	CSAH	51	CSAH 51 (University Ave NW) and MSAS 148 (105th Ave NE)	★		★	★	★	★	★★★★★
116	73	51.006	CSAH	51	CSAH 51 (University Ave NW) and MSAS 104 (Egret Blvd NW)	★		★	★	★	★	★★★★★
123	74	52.004	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 106 (101st Ave NE)	★		★	★	★	★	★★★★★
8	75	56.002	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 104 (Sunwood Dr NW)	★		★	★	★	★	★★★★★
9	76	56.003	CSAH	56	CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★		★	★	★	★	★★★★★
10	*77*	*57.001*	*CSAH*	*57*	*US 10 / US 169 and CSAH 57 (Sunfish Lake Blvd NW)*	★	★	★	★	★		★★★★★
12	78	57.003	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★		★	★	★	★	★★★★★
13	79	6.001	CSAH	6	MN 47 (University Ave NE) and CSAH 6 (Mississippi St NE)	★	★	★	★		★	★★★★★
18	80	6.006	CSAH	6	MN 65 and CSAH 6 (Mississippi St NE)	★	★		★	★	★	★★★★★
25	81	7.005	CSAH	7	CSAH 7 (7th Ave) and WB MN 47 / US 10 Ramps	★	★		★	★	★	★★★★★
27	*82*	*7.007*	*CSAH*	*7*	*CSAH 7 (7th Ave) and MSAS 158 (North St / Buchanan St)*	★		★	★	★	★	★★★★★
31	83	7.011	CSAH	7	CSAH 7 (7th Ave) and MSAS 142 (38th Ave NW)	★		★	★	★	★	★★★★★
32	84	7.012	CSAH	7	CSAH 116 (Bunker Lake Blvd NW) and CSAH 7 (7th Ave N)	★	★	★	★		★	★★★★★
35	85	7.015	CSAH	7	CSAH 7 (Rum River Blvd NW) and CSAH 20 (157th Ave NW)	★		★	★	★	★	★★★★★
47	86	78.007	CSAH	78	CSAH 78 (Hanson Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★	★	★	★	★		★★★★★
50	87	78.010	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 18 (Crosstown Blvd NW)	★		★	★	★	★	★★★★★
65	88	83.003	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 104 (Sunwood Dr NW)	★		★	★	★	★	★★★★★
68	89	9.002	CSAH	9	CSAH 9 (Round Lake Blvd NW) and EB US 10 / MN 47 RAMPS	★	★	★		★	★	★★★★★
69	90	9.003	CSAH	9	CSAH 9 (Round Lake Blvd NW) and WB US 10 / MN 47 RAMPS	★	★	★		★	★	★★★★★
71	91	9.005	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 149 (Riverdale Dr)		★	★	★	★	★	★★★★★
72	92	9.006	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 146 (Roosevelt St)	★	★		★	★	★	★★★★★
86	93	132.002	CR	132	CR 13 (85th Ave NW) and MSAS 341 (W University Service Dr)	★		★	★	★	★	★★★★★
100	94	3.005	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 118 (93rd Ave NW / Flintwood St NW)	★		★	★	★	★	★★★★★
2	*95*	*1.002*	*CSAH*	*1*	*CSAH 1 (E River Rd) and CSAH 2 (Main St NE)*	★			★	★	★	★★★★
11	96	1.011	CSAH	1	CSAH 1 (E River Rd) and CR 13 (85th Ave NW)	★			★	★	★	★★★★
13	97	1.013	CSAH	1	CSAH 1 (E River Rd) and WB MN 610 Ramps	★		★		★	★	★★★★
15	*98*	*1.015*	*CSAH*	*1*	*CSAH 1 (E River Rd) and CSAH 11 (Foley Blvd NW)*	★			★	★	★	★★★★
19	99	1.019	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 104 (Egret Blvd NW)	★		★	★		★	★★★★
20	100	1.020	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 78 (Hanson Blvd NW)	★		★	★		★	★★★★
22	101	1.022	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 155 (Direct River Dr)			★	★	★	★	★★★★
25	102	1.025	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 105 (Mississippi Blvd NW)	★		★	★	★		★★★★
27	103	1.027	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 121 (Resiling Blvd NW)	★		★	★	★		★★★★
28	104	1.028	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 119 (Blackfoot St NW)	★			★	★	★	★★★★
30	105	1.030	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 116 (South St) / MSAS 115 (Military Rd)	★		★	★		★	★★★★
34	106	1.034	CSAH	1	CSAH 14 (Main St) and CSAH 1 / MSAS 119 (5th Ave)	★		★	★		★	★★★★
43	107	102.003	CSAH	102	CSAH 102 (Main St NE) and CSAH 102 (57th Ave NE)			★	★	★	★	★★★★
52	108	11.008	CSAH	11	CSAH 11 / CSAH 12 (Northdale Blvd NW) and CSAH 11 (Foley Blvd NW) / MSAS 114	★		★	★		★	★★★★
57	109	11.013	CSAH	11	CSAH 11 (Hanson Blvd NW) and US 10 / MN 47 Ramps	★	★			★	★	★★★★
58	110	11.014	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 153 (Raven St)	★		★		★	★	★★★★
66	111	116.008	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 142 (38th Ave NW)	★			★	★	★	★★★★
69	112	116.011	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 130 (Heather St NW)	★			★	★	★	★★★★
71	113	116.013	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 119 (Crosstown Dr NW)			★	★	★	★	★★★★
72	114	116.014	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 150 (Thrush St NW)			★	★	★	★	★★★★
73	115	116.015	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 151 (Martin St NW)			★	★	★	★	★★★★
75	116	116.017	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 101 (Prairie Rd NW)	★			★	★	★	★★★★
77	*117*	*12.002*	*CSAH*	*12*	*CSAH 51 (University Ave NW) and CSAH 12 (Northdale Blvd NW / 109th Ave NE)*	★		★	★		★	★★★★
78	118	12.003	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 117 (Jefferson St NE)	★		★	★		★	★★★★
80	119	12.005	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 124 (Ulysses St NE)			★	★	★	★	★★★★
83	120	12.008	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 133 (Tournament Players Pkwy)			★	★	★	★	★★★★
91	121	14.006	CSAH	14	CSAH 14 (Main St) and SB US 10 / MN 47 Ramps	★	★			★	★	★★★★
96	122	14.011	CSAH	14	CSAH 14 (Main St) and MSAS 144 (Avocet St NW)	★			★	★	★	★★★★
104	123	14.019	CSAH	14	CSAH 14 (Main St) and MN 65 Ramps	★	★			★	★	★★★★
108	124	14.023	CSAH	14	CSAH 14 (Main St) and MSAS 137 (Harpers St NE)	★			★	★	★	★★★★
110	125	14.025	CSAH	14	CSAH 14 (Main St) and CSAH 17 (Lexington Ave NE)	★			★	★	★	★★★★

Urban Intersection Pedestrian/Bike Based Prioritization List for Anoka County

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Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page Number	Intersection ID	Route System	Route No.	Intersection Description	Traffic Control	Total Entering ADT	Adjacent Development	Max Number of Lanes Crossed	Sidewalk Presence	Pedestrian Crossing	Total Stars
111	126	14.026	CSAH	14	CSAH 14 (Main St) and MSAS 142 (Lever St NE)	★			★	★	★	★★★★
113	127	14.031	CSAH	14	CSAH 14 (Main St) and CSAH 21 (Centerville Rd)			★	★	★	★	★★★★
119	*128*	*17.001*	*CSAH*	*17*	*CSAH 32 (85th Ave NE) and CSAH 17 (Lexington Ave NE)*	★			★	★	★	★★★★
4	129	17.008	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 120 (Ball Rd NE)	★		★	★	★		★★★★
6	130	17.010	CSAH	17	CSAH 17 (Lexington Ave NE) and SB I-35W Ramps	★	★			★	★	★★★★
8	131	17.012	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 142 (Woodland Pkwy NE)	★			★	★	★	★★★★
9	*132*	*17.013*	*CSAH*	*17*	*CSAH 17 (Lexington Ave NE) and MSAS 142 (122nd Ave NE)*			★	★	★	★	★★★★
10	133	17.014	CSAH	17	CSAH 17 (Lexington Ave) and MSAS 141 (131st Ave NE)	★			★	★	★	★★★★
11	134	17.015	CSAH	17	CSAH 17 (Lexington Ave) and CSAH 116 (Bunker Lake Blvd NE)	★			★	★	★	★★★★
14	135	18.003	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 140 (131st Ave NW)	★			★	★	★	★★★★
27	136	2.007	CSAH	2	MN 65 (Central Ave NE) and CSAH 2 (40th Ave NE)	★		★	★		★	★★★★
42	*137*	*23.007*	*CSAH*	*23*	*CSAH 23 (Lake Dr) and MSAS 103 (Civic Heights Dr)*	★			★	★	★	★★★★
57	138	3.001	CSAH	3	MN 47 (University Ave NE) and CSAH 3 (University Ave NE)	★	★	★		★		★★★★
61	139	31.001	CSAH	31	MSAS 135 (Main St) and CSAH 31 (4th Ave)	★		★	★		★	★★★★
72	140	32.004	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 131 (Xylite St NE)	★			★	★	★	★★★★
74	141	32.006	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 252 (Parkview Dr)	★			★	★	★	★★★★
78	142	32.010	CSAH	32	CSAH 49 (Hodgson Rd) and CSAH 32 (85th Ave NE)	★		★		★	★	★★★★
80	143	34.001	CSAH	34	CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	★		★		★	★	★★★★
82	144	34.003	CSAH	34	CSAH 34 (Birch St) and MSAS 105 (Ware Rd)	★			★	★	★	★★★★
92	145	35.004	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 305 (69th Ave NE)	★		★		★	★	★★★★
95	146	4.001	CSAH	4	MN 47 (University Ave NE) and CR 104 / CSAH 4 (49th Ave NE)	★			★	★	★	★★★★
112	147	51.002	CSAH	51	CSAH 51 (University Ave NW) and WB MN 610 Ramps	★			★	★	★	★★★★
113	148	51.003	CSAH	51	CSAH 51 (University Ave NW) and EB MN 610 Ramps	★			★	★	★	★★★★
114	149	51.004	CSAH	51	CSAH 51 (University Ave NW) and MSAS 128 (101st Ave NW)	★			★	★	★	★★★★
118	150	51.008	CSAH	51	CSAH 51 (University Ave NW) and MSAS 109 (117th Ave NE)	★			★	★	★	★★★★
119	151	51.009	CSAH	51	CSAH 51 (University Ave NW) and MSAS 102 (121st Ave NW)	★		★	★	★		★★★★
122	152	52.003	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 107 (Naples St NE) / MSAS 131 (95th Ave NE)	★			★	★	★	★★★★
124	*153*	*52.005*	*CSAH*	*52*	*CSAH 52 (Flanders St NE) and MSAS 147 (105th Ave NE)*	★			★	★	★	★★★★
3	154	52.007	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 143 (Lakes Pkwy NE) / MSAS 109 (119th Ave)	★			★	★	★	★★★★
4	155	52.008	CSAH	52	CR 52 (Radisson Rd NE) and MSAS 141 (129th Ave NE / Quail Creek Pkwy NE)	★			★	★	★	★★★★
19	*156*	*6.007*	*CSAH*	*6*	*CSAH 35 (Central Ave NE) and CSAH 6 / MSAS 304 (Mississippi St NE)*			★	★	★	★	★★★★
20	157	6.008	CSAH	6	CSAH 35 (Central Ave NE) and CSAH 6 (Rice Creek Dr NE) / MSAS 302			★	★	★	★	★★★★
21	158	7.001	CSAH	7	CSAH 14 (Main St) and MSAS 156 (7th Ave)	★		★	★		★	★★★★
29	159	7.009	CSAH	7	CSAH 7 (7th Ave) and CSAH 31 (Grant St)	★			★	★	★	★★★★
33	160	7.013	CSAH	7	CSAH 7 (7th Ave N) and MSAS 148 (Inca St NW)	★			★	★	★	★★★★
40	161	7.025	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 144 (227th Ave NW)			★	★	★	★	★★★★
43	162	78.003	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 153 (Raven St)			★	★	★	★	★★★★
45	163	78.005	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 112 (133rd Ave NW)	★			★	★	★	★★★★
46	164	78.006	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 117 (Station Pkwy NW)			★	★	★	★	★★★★
48	165	78.008	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 118 (Jay St NW)	★			★	★	★	★★★★
49	166	78.009	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 16 / MSAS 110 (Andover Blvd NW)	★			★	★	★	★★★★
53	167	8.001	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 3334 (Commerce La NE)			★	★	★	★	★★★★
54	168	8.002	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 341 (University Service Rd)			★	★	★	★	★★★★
60	169	8.008	CSAH	8	CSAH 35 (Central Ave NE) and CSAH 8 (Osborne Rd NE)			★	★	★	★	★★★★
61	170	8.009	CSAH	8	CSAH 35 (Central Ave NE) and CSAH 8 (73rd Ave NE) / MSAS 307			★	★	★	★	★★★★
66	171	83.004	CSAH	83	CSAH 83 (Armstrong Blvd NW) and CSAH 116 (Bunker Lake Blvd NW) / MSAS 121	★			★	★	★	★★★★
74	172	9.008	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 121 (143rd Ave NW)	★			★	★	★	★★★★
76	173	9.011	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 20 (161st Ave NW) / MSAS 106	★			★	★	★	★★★★
95	174	18.005	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 139 (Tower Dr NW)			★	★	★	★	★★★★
99	175	3.004	CR	3	CR 3 (Coon Rapids Blvd NW) and WB MN 610 Ramps	★		★		★	★	★★★★
108	176	57.002	CR	57	CR 57 (Sunfish Lake Blvd NW) and MSAS 107 (153rd Ave NW)	★			★	★	★	★★★★
5	177	1.005	CSAH	1	CSAH 1 (E River Rd) and WB I-694 Ramps	★			★	★		★★★
33	178	1.033	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 124 (Monroe St)			★	★	★		★★★
35	179	10.001	CSAH	10	CR 3 (Coon Rapids Blvd NW) and SB MN 47 Ramps	★				★	★	★★★
48	180	11.004	CSAH	11	CSAH 11 (Foley Blvd NW) and SB MN 47 Ramps	★				★	★	★★★
49	181	11.005	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 128 (101st Ave NW) / NB MN 47 Ramps	★		★		★		★★★
50	182	11.006	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 104 (Egret Blvd NW)	★			★		★	★★★
51	183	11.007	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 122 (Dogwood St NW)			★	★	★		★★★
59	*184*	*11.015*	*CSAH*	*11*	*CSAH 11 / MSAS 127 (Northdale Blvd NW) and MSAS 136 / CSAH 18 (Crooked Lake Blvd NW)*	★			★		★	★★★
62	185	116.002	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 101 (Town Center Dr)				★	★	★	★★★
94	186	14.009	CSAH	14	CSAH 14 (Main St) and MSAS 129 (Partridge St NW)	★			★	★		★★★
97	187	14.012	CSAH	14	CSAH 14 (Main St) and MSAS 143 (Olive St NW)				★	★	★	★★★

Urban Intersection Pedestrian/Bike Based Prioritization List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

Highlighted and italicized locations have recently constructed or planned improvement projects

List No.	Project Page Number	Intersection ID	Route System	Route No.	Intersection Description	Traffic Control	Total Entering ADT	Adjacent Development	Max Number of Lanes Crossed	Sidewalk Presence	Pedestrian Crossing	Total Stars
99	188	14.014	CSAH	14	CSAH 14 (Main St) and MSAS 152 (Flintwood St)				★	★	★	★★★
107	189	14.022	CSAH	14	CSAH 14 (Main St) and MSAS 146 (Cloud Dr NE)	★			★		★	★★★
109	190	14.024	CSAH	14	CSAH 14 (Main St) and North Lake Blvd	★			★	★		★★★
118	191	14.036	CSAH	14	CSAH 14 (Main St) / CSAH 8 (Frenchman Rd N) and MSAS 115 (Elmcrest Ave N)				★	★	★	★★★
121	192	17.003	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 112 (Woodland Rd)			★	★	★		★★★
123	193	17.005	CSAH	17	CSAH 17 (Lexington Ave NE) and CSAH 52 (Lovell Rd)			★	★	★		★★★
2	194	17.006	CSAH	17	CSAH 17 (Lexington Ave NE) and West Rd				★	★	★	★★★
5	195	17.009	CSAH	17	CSAH 17 (Lexington Ave NE) and NB I-35W Ramps	★				★	★	★★★
12	196	18.001	CSAH	18	CSAH 18 (Crooked Lake Blvd NW) and MSAS 105 (Mississippi Blvd NW)	★				★	★	★★★
13	197	18.002	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 135 (128th Ave NW)				★	★	★	★★★
15	198	18.004	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 109 (133rd Ave NW)	★				★	★	★★★
24	199	2.004	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 108 (5th St NE)			★	★	★		★★★
32	200	20.005	CSAH	20	CSAH 78 (Hanson Blvd NW) and CSAH 20 (161st Ave NW)	★			★	★		★★★
37	201	23.002	CSAH	23	CSAH 23 (Lake Dr) / I-35W Ramps and CSAH 23 (Naples St NE)	★				★	★	★★★
39	202	23.004	CSAH	23	CSAH 23 (Lake Dr) and Woodland Rd			★	★	★		★★★
40	203	23.005	CSAH	23	CSAH 23 (Lake Dr) and MSAS 112 (Village Pkwy)			★		★	★	★★★
47	204	23.012	CSAH	23	CSAH 23 (Lake Dr) and MSAS 116 (Elm St)	★				★	★	★★★
49	205	23.014	CSAH	23	CSAH 23 (Lake Dr) and NB I-35W Ramps	★				★	★	★★★
50	206	23.015	CSAH	23	CSAH 23 (Lake Dr) and SB I-35W Ramps	★				★	★	★★★
63	207	31.003	CSAH	31	CSAH 31 (4th Ave) and MSAS 132 (Van Buren St)			★		★	★	★★★
73	208	32.005	CSAH	32	CSAH 32 (85th Ave NE) and NB I35 W Ramps	★				★	★	★★★
81	209	34.002	CSAH	34	CSAH 34 (Birch St) and Lakota Tr			★		★	★	★★★
90	210	35.002	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 321 (Hackman Ave NE)				★	★	★	★★★
110	211	5.012	CSAH	5	CSAH 22 (Viking Blvd NW) and CSAH 5 (Nowthen Blvd NW)			★	★	★		★★★
120	212	52.001	CSAH	52	CSAH 52 (95th Ave NE) and NB I-35W Ramps	★				★	★	★★★
121	213	52.002	CSAH	52	CSAH 52 (95th Ave NE) and SB I-35W Ramps	★				★	★	★★★
6	214	54.002	CSAH	54	CSAH 54 (20th Ave N) and MSAS 146 (21st St)				★	★	★	★★★
11	215	57.002	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and MSAS 118 (Mckinley St NW)			★	★	★		★★★
14	216	6.002	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 340 (5th St NE)				★	★	★	★★★
15	*217*	*6.003*	*CSAH*	*6*	*CSAH 6 (Mississippi St NE) and MSAS 312 (7th St NE)*				★	★	★	★★★
16	218	6.004	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 316 (Monroe St NE)				★	★	★	★★★
17	219	6.005	CSAH	6	CSAH 6 (Mississippi St NE) and MSAS 322 (Able St NE)				★	★	★	★★★
22	220	7.002	CSAH	7	CSAH 7 (7th Ave) and MSAS 125 (Jackson St)			★	★	★		★★★
24	221	7.004	CSAH	7	CSAH 7 (7th Ave) and EB MN 47 / US 10 Ramps	★				★	★	★★★
26	222	7.006	CSAH	7	CSAH 7 (7th Ave) and CSAH 30 (Pierce St)				★	★	★	★★★
37	*223*	*7.021*	*CSAH*	*7*	*CSAH 22 (Viking Blvd NW) and CSAH 7 (Rum River Blvd NW)*			★		★	★	★★★
38	224	7.023	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 113 (217th Ave NW)			★	★	★		★★★
41	225	78.001	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 120 (111th Ave NW)	★			★		★	★★★
42	226	78.002	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 139 (113th Ave NW)	★			★	★		★★★
51	227	78.011	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 149 (Bluebird St NW)			★		★	★	★★★
63	228	83.001	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 115 (Riverdale Dr NW)			★	★	★		★★★
64	229	83.002	CSAH	83	CSAH 83 (Armstrong Blvd NW) and US 10 WB ramps	★				★	★	★★★
75	230	9.009	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 108 (S Coon Creek Dr)				★	★	★	★★★
91	231	18.001	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 118 (Crosstown Dr NW)				★	★	★	★★★
93	232	18.003	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 110 (Andover Blvd NW)	★			★	★		★★★
94	*233*	*18.004*	*CR*	*18*	*CR 18 (Crosstown Blvd NW) and MSAS 124 (Nightingale St NW)*			★		★	★	★★★
98	234	3.003	CR	3	CR 3 (Coon Rapids Blvd NW) and EB MN 610 Ramps			★	★	★		★★★
116	235	84.003	CR	84	CR 84 (22nd Ave S) and E Cedar St			★	★	★		★★★
4	236	1.004	CSAH	1	CSAH 1 (E River Rd) and EB I-694 Ramps	★				★		★★
10	237	1.010	CSAH	1	CSAH 1 (E River Rd) and MSAS 141 (Mississippi Blvd NW)				★	★		★★
12	238	1.012	CSAH	1	CSAH 1 (E River Rd) and MSAS 141 (86th Ave NW)				★	★		★★
14	239	1.014	CSAH	1	CSAH 1 (E River Rd) and EB MN 610 Ramps				★	★		★★
16	*240*	*1.016*	*CSAH*	*1*	*CSAH 1 (Coon Rapids Blvd NW / East River Rd) and CR 3 (Coon Rapids Blvd NW)*				★	★		★★
17	241	1.017	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 126 (Old Coon Rapids Blvd NW)				★	★		★★
32	242	1.032	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 124 (Monroe St)				★		★	★★
36	243	10.002	CSAH	10	CSAH 10 and NB MN 47 Ramps	★				★		★★
61	244	116.001	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 120 (Civic Center Dr)				★	★		★★
65	245	116.007	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 148 (Inca St NW)					★	★	★★
67	246	116.009	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 145 (12th Ave)				★	★		★★
70	247	116.012	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 119 (Crooked Lake Blvd NW)				★	★		★★
76	248	12.001	CSAH	12	CSAH 12 (Northdale Blvd NW) and MSAS 123 / MSAS 122 (Dogwood St NW)				★	★		★★
79	249	12.004	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 132 (Fillmore St NE)				★	★		★★

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86	250	14.001	CSAH	14	CSAH 14 (Main St) and MSAS 133 (6th Ave)			★	★			★★
115	251	14.033	CSAH	14	CSAH 14 (Main St) and SB I-35E Ramps	★				★		★★
116	252	14.034	CSAH	14	CSAH 14 (Main St) and NB I-35E Ramps	★				★		★★
120	253	17.002	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 151 (87th Ave NE)				★	★		★★
16	254	18.005	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 150 (135th Ln)			★		★		★★
17	255	18.006	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 117 (Station Pkwy NW)			★		★		★★
21	256	2.001	CSAH	2	CSAH 2 (Main St NE) / CSAH 102 and CSAH 2 (44th Ave NE) / MSAS 104				★	★		★★
25	257	2.005	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 120 (Mill St NE)			★	★			★★
26	258	2.006	CSAH	2	CSAH 2 (40th Ave NE) and MSAS 107 (Jefferson St NE)				★		★	★★
28	259	2.008	CSAH	2	CSAH 2 (40th Ave NE) / MSAS 112 and CSAH 2 (Reservoir Blvd NE) /MSAS 103					★	★	★★
34	260	21.001	CSAH	21	CSAH 21 (Centerville Rd) and CR 81 (Ash St)			★		★		★★
41	261	23.006	CSAH	23	CSAH 23 (Lake Dr) and MSAS 106 (Golden Lake Rd)					★	★	★★
44	262	23.009	CSAH	23	CSAH 23 (Lake Dr) and MSAS 105 (Point Cross Dr)				★	★		★★
46	263	23.011	CSAH	23	CSAH 23 (Lake Dr) and MSAS 101 (2nd Ave)			★		★		★★
52	264	23.017	CSAH	23	CSAH 23 (Lake Dr) and MSAS 136 (Lois Ln)			★		★		★★
53	265	23.018	CSAH	23	CSAH 23 (Lake Dr) and MSAS 142 (79th St)			★		★		★★
54	266	23.019	CSAH	23	CSAH 23 (Lake Dr) and MSAS 137 (Kelly St)			★		★		★★
55	267	24.011	CSAH	24	CSAH 24 (Bridge St NW) and MSAS 122 (Butterfield Dr NW)			★		★		★★
60	268	30.002	CSAH	30	CSAH 30 (Pleasant St) and CSAH 31 (4th Ave)					★	★	★★
62	269	31.002	CSAH	31	CSAH 31 (4th Ave) and MSAS 125 (Jackson St)			★			★	★★
65	270	31.005	CSAH	31	CSAH 31 (4th Ave) and MSAS 128 (Polk St)					★	★	★★
67	271	31.007	CSAH	31	CSAH 31 (4th Ave) / CSAH 131 and CSAH 31 (Grant St)					★	★	★★
70	272	32.002	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 244 (Spring Lake Rd)				★	★		★★
71	273	32.003	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 230 (Groveland Rd)				★	★		★★
75	274	32.007	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 256 (W Royal Oaks Dr)					★	★	★★
79	275	32.011	CSAH	32	CSAH 32 (Ash St) and MSAS 105 (Ware Rd)			★		★		★★
83	276	34.004	CSAH	34	CSAH 34 (Birch St) and MSAS 107 (W Shadow Lake Dr)			★		★		★★
86	277	34.007	CSAH	34	CSAH 34 (Birch St) and MSAS 131 (Timberwolf Tr)					★	★	★★
87	278	34.008	CSAH	34	CSAH 34 (Birch St) and MSAS 132 (Sherman Lake Rd)				★	★		★★
94	279	35.006	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 109 (Arthur St NE)			★		★		★★
96	280	4.002	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 107 (Jefferson St NE)					★	★	★★
104	281	5.002	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 110 (Nowthen Blvd NW)				★	★		★★
107	282	5.005	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 57 (Sunfish Lake Blvd NW)			★		★		★★
111	283	51.001	CSAH	51	CSAH 51 (University Ave NE) and MSAS 139 (89th Ave NE)				★	★		★★
2	*284*	*52.006*	*CSAH*	*52*	*CSAH 52 (Flanders St NE) and MSAS 133 (Tournament Players Pkwy)*				★	★		★★
5	285	54.001	CSAH	54	CR 81 (Ash St) and CSAH 54 (20th Ave S) / SB I-35W Ramps	★				★		★★
7	286	54.003	CSAH	54	CSAH 54 (20th Ave N) and MSAS 148 (Watermark Way)					★	★	★★
23	287	7.003	CSAH	7	CSAH (7th Ave) and MSAS 120 (Harrison St)				★	★		★★
28	288	7.008	CSAH	7	CSAH 7 (7th Ave) and MSAS 137 (Johnson St)				★	★		★★
30	289	7.010	CSAH	7	CSAH 7 (7th Ave) and MSAS 143 (Sunny La)				★	★		★★
36	290	7.016	CSAH	7	CSAH 7 (Rum River Blvd NW) and CR 58 (Valley Dr NW)				★	★		★★
39	291	7.024	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 140 (225th La NW)			★		★		★★
52	292	78.012	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 146 (155th Ln NW)					★	★	★★
56	293	8.004	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 105 (Terrace Rd NE)					★	★	★★
57	294	8.005	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 106 (Monroe St NE)			★		★		★★
92	295	18.002	CR	18	CR 18 (Crosstown Blvd NW) and MSAS 108 (S Coon Creek Dr)					★	★	★★
96	296	3.001	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 159 (Norway St NW)				★	★		★★
102	297	49.001	CR	49	CR 49 (North Rd) and MSAS 120 (Lever St NE)					★	★	★★
103	298	49.002	CR	49	CR 49 (North Rd) and CR 53 (Sunset Ave NE / Pointcross Dr)			★		★		★★
107	299	57.001	CR	57	CR 57 (Sunfish Lake Blvd NW) and MSAS 104 (Sunwood Dr NW)				★	★		★★
114	300	81.001	CR	81	CR 81 (Ash St) and NB I-35W Ramps	★				★		★★
31	301	1.031	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 135 (Jefferson St)				★			★
38	302	10.004	CSAH	10	CSAH 10 and SB MN 65 (Central Ave NE) Ramps					★		★
39	303	10.005	CSAH	10	CSAH 10 and MN 65 (Central Ave NE) Ramps					★		★
40	304	10.006	CSAH	10	CSAH 10 and NB MN 65 (Central Ave NE) Ramps					★		★
41	305	102.001	CSAH	102	CSAH 102 (Main St NE) and CR 104 (49th Ave NE)					★		★
42	306	102.002	CSAH	102	CSAH 102 (Main St NE) and MSAS 319 (53rd Ave NE)					★		★
53	307	11.009	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 142 (Kumquat St NW)					★		★
54	308	11.010	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 143 (Olive St NW)					★		★
19	*309*	*18.008*	*CSAH*	*18*	*CSAH 18 (Crosstown Blvd NW) / MSAS 140 and CSAH 20 (161st Ave NW) / CR 60 (Constance Blvd NW)*					★		★
20	310	18.011	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 114 (3rd St NE)					★		★
22	311	2.002	CSAH	2	CSAH 102 (Main St NE) / CSAH 2 and CSAH 2 (40th Ave NE)					★		★

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29	312	2.009	CSAH	2	CSAH 2 (Reservoir Blvd NE) / MSAS 104 and CSAH 2 (45th Ave NE)					★		★
30	313	2.010	CSAH	2	CSAH 2 (45th Ave NE) and MSAS 106 (Arthur St NE)					★		★
31	314	2.011	CSAH	2	CSAH 2 (45th Ave NE) and CSAH 4 (Stinson Blvd NE)					★		★
33	315	20.006	CSAH	20	CSAH 20 (161st Ave NW) and MSAS 138 (Wintergreen St NW)					★		★
35	*316*	*21.002*	*CSAH*	*21*	*CSAH 21 (Centerville Rd) and CSAH 32 (Ash St)*					★		★
38	317	23.003	CSAH	23	CSAH 23 (Lake Dr) and Restwood Rd					★		★
56	318	24.013	CSAH	24	CSAH 24 (Bridge St NW) and CR 72 (Rum River Blvd NW)			★				★
64	319	31.004	CSAH	31	CSAH 31 (4th Ave) and MSAS 120 (Harrison St)						★	★
66	320	31.006	CSAH	31	CSAH 31 (4th Ave) and MSAS 137 (Johnson St)					★		★
68	321	31.008	CSAH	31	CSAH 31 (Grant St) and MSAS 138 (6th Ave)					★		★
76	322	32.008	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 126 (Baldwin Lake Rd)					★		★
77	323	32.009	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 127 (Woodridge La)					★		★
84	324	34.005	CSAH	34	CSAH 34 (Birch St) and MSAS 139 (Deerwood La)					★		★
85	325	34.006	CSAH	34	CSAH 34 (Birch St) and MSAS 122 (12th Ave S)					★		★
88	326	34.009	CSAH	34	CSAH 54 (20th Ave N) and CSAH 34 (Birch St)					★		★
91	327	35.003	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 303 (Gardena Ave NE)					★		★
93	328	35.005	CSAH	35	CSAH 35 (Central Ave NE) and MSAS 331 (75th Ave NE)					★		★
98	329	4.004	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 116 (Fillmore St NE)					★		★
99	330	4.005	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 121 (Johnson St NE)					★		★
100	331	4.006	CSAH	4	CSAH 4 (49th Ave NE) and MSAS 121 (Upland Crst W)					★		★
101	332	4.007	CSAH	4	CSAH 4 (Stinson Blvd NE) and CSAH 4 (49th Ave NE)					★		★
102	333	49.001	CSAH	49	CSAH 49 (Hodgson Rd) and MSAS 105 (Ware Rd)					★		★
105	334	5.003	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 104 (Sunwood Dr NW)					★		★
108	335	5.006	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CSAH 56 (Ramsey Blvd NW)					★		★
109	336	5.007	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 102 (167th Ave NW)					★		★
117	337	51.007	CSAH	51	CSAH 51 (University Ave NW) and MSAS 123 (Dogwood St NW)					★		★
34	338	7.014	CSAH	7	CSAH 7 (Rum River Blvd NW) and MSAS 120 (147th Ave NW)					★		★
58	339	8.006	CSAH	8	CSAH 8 (Osborne Rd NE) and MSAS 110 (Able St NE)					★		★
62	340	8.010	CSAH	8	CSAH 8 (73rd Ave NE) / MSAS 234 (County Rd H2) and MSAS 242 (Stinson Blvd)					★		★
77	341	9.012	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 116 (168th La NW)					★		★
78	342	9.016	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 136 (Orchid St NW)					★		★
79	*343*	*9.021*	*CSAH*	*9*	*CSAH 9 (Lake George Blvd NW) and MSAS 109 (221st Ave NW)*					★		★
80	344	9.023	CSAH	9	CSAH 24 (Bridge St NW) and CSAH 9 (Lake George Blvd NW) / MSAS 154 (Kerry St NW)			★				★
81	345	108.001	CR	108	CR 108 (Osborne Rd NE) /MSAS 237 (County Rd I) and MSAS 353 (Stinson Blvd NE)					★		★
82	346	12.001	CR	12	CR 53 (Sunset Ave NE) and CSAH 12 (Apollo Dr)						★	★
83	347	12.002	CR	12	CSAH 12 (Apollo Dr) and MSAS 103 (4th Ave)					★		★
84	348	12.003	CR	12	CSAH 12 (Apollo Dr) / CR 12 and MSAS 138 (Lilac St)					★		★
85	*349*	*132.001*	*CR*	*132*	*CR 13 (85th Ave NW) and MSAS 117 (Evergreen Blvd NW)*					★		★
88	350	16.001	CR	16	MSAS 101 (Prairie Rd NW) and CR 16 (Andover Blvd NW)					★		★
89	351	16.002	CR	16	CR 16 (Andover Blvd NW) and MSAS 114 (University Ave NE)					★		★
90	352	16.003	CR	16	CR 16 (Andover Blvd NW) and MSAS 102 (Jackson St NE)					★		★
97	353	3.002	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 126 (Old Coon Rapids Blvd NW)					★		★
104	354	49.003	CR	49	CR 49 (North Rd) and MSAS 133					★		★
105	355	53.001	CR	53	CR 53 (Sunset Ave NE) and MSAS 116 (Elm St)					★		★
106	356	53.003	CR	53	CR 53 (Sunset Ave NE) and MSAS 135 (Century Tr)					★		★
109	357	58.004	CR	58	CR 58 (Tulip St NW) and MSAS 112 (173rd La NW)					★		★
110	358	59.001	CR	59	CR 59 (Verdin St NW) and MSAS 116 (168th La NW)					★		★
112	359	61.001	CR	61	CR 61 (153rd Ave NE) and CR 61 (Xylite St NE)					★		★
113	360	74.001	CR	74	CR 74 (221st Ave NW) and MSAS 119 (Holly St NW)					★		★
115	361	84.001	CR	84	CR 84 (22nd Ave S) and CR 81 (Ash St)					★		★

Stars	Count	%
★★★★★	20	6%
★★★★	74	20%
★★★	82	23%
★★	59	16%
★	65	18%
	61	17%
	0	0%
Total	**361**	**100%**

Count of Stars --	187	47	161	231	333	227
Percent of Stars --	52%	13%	45%	64%	92%	63%

List and Maps of Recommended Projects

APPENDIX F

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Rural Segment Project List for Anoka County

CRSP2 ID Example: 1.001: 1= Route Number, 001 = First Segment

List No.	Project Page No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	Total Stars	Project Timeline	Buffer Between Opposing Lanes	Clear Zone Enhancements	6" Wet Reflective Paint in Groove	Shoulder Paving & Safety Edge	Centerline Rumble Strip	Edgeline Rumble Strip	Shoulder Rumble Strip	Enhanced Edgeline	Total Cost
3	1	17.003	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)	00 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd N	3.83	★★★★★	Short-term (0-3 years)	1	-	1	-	1	-	-	-	$625,070
6	2	18.005	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	4.43	★★★★★	Short-term (0-3 years)	-	1	1	-	1	-	-	-	$500,990
7	3	18.006	CSAH	18	Intersection of CSAH 18 (Broadway Ave) and Dnr Rd	Intersection of CSAH 18 (Broadway Ave) and Lyons St	5.15	★★★★★	Short-term (0-3 years)	-	-	1	-	1	-	-	-	$66,950
11	4	22.003	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	3.95	★★★★★	Short-term (0-3 years)	1	-	1	-	1	-	-	-	$643,730
12	5	22.004	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE	5.13	★★★★★	Short-term (0-3 years)	-	-	1	-	1	-	-	-	$66,680
15	6	23.006	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	4.07	★★★★★	Short-term (0-3 years)	-	-	1	-	1	-	-	-	$52,880
25	7	49.002	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	0.96	★★★★★	Short-term (0-3 years)	-	-	1	-	1	-	-	-	$12,440
29	8	65.001	CSAH	65	Intersection of CSAH 65 (Viking Blvd NW) and Twin Pkwy NW	Intersection of CSAH 65 (Viking Blvd NW) and CR 65 (Baugh St NW)	0.48	★★★★★	Short-term (0-3 years)	-	-	-	-	-	1	-	1	$6,780
35	9	9.002	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 9 (Round Lake Blvd NW) and 157th Ave NW	5.23	★★★★★	Short-term (0-3 years)	1	-	-	-	-	1	-	1	$856,980
36	10	9.003	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	4.63	★★★★★	Short-term (0-3 years)	1	-	-	-	-	1	-	1	$759,570
46	11	60.001	CR	60	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	3.99	★★★★★	Short-term (0-3 years)	-	1	-	-	-	1	-	1	$455,120
47	12	60.002	CR	60	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)	Intersection of CR 60 (Constance Blvd NE) and CSAH 17 (Lexington Ave NE)	2.65	★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	1	$26,470
5	13	18.004	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)	1.18	★★★★	Mid-term (4-6 years)	-	-	1	-	1	-	-	-	$15,390
8	14	20.001	CSAH	20	Intersection of CSAH 20 (157th Ave NW) and CSAH 7 (7th Ave NW)	Intersection of CSAH 20 (157th Ave NW) and CSAH 18 (Crosstown Blvd NE)	4.48	★★★★	Mid-term (4-6 years)	-	-	1	-	1	-	-	-	$58,210
9	15	22.001	CSAH	22	1000 feet west of the intersection of CSAH 22 (Baugh St NW) and CR 83 (Baugh St NW)	Intersection of CSAH 22 (Baugh St NW) and Jasper St NW	5.25	★★★★	Mid-term (4-6 years)	-	-	1	-	1	-	-	-	$68,240
10	16	22.002	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	5.18	★★★★	Mid-term (4-6 years)	1	-	1	-	1	-	-	-	$843,600
13	17	22.005	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	4.90	★★★★	Mid-term (4-6 years)	-	-	1	-	1	-	-	-	$63,690
14	18	22.006	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	4.44	★★★★	Mid-term (4-6 years)	-	-	-	-	1	-	1	1	$57,770
26	19	5.002	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	5.06	★★★★	Mid-term (4-6 years)	1	-	1	-	1	-	-	-	$824,780
32	20	78.003	CSAH	78	Intersection of CSAH 22 (Viking Blvd NW) & CSAH 78 (Hanson Blvd NW)	0.55 MI North of the Intersection of CR 18 (Crosstown Blvd) & CSAH 78 (Hanson Blvd NW)	4.69	★★★★	Mid-term (4-6 years)	-	-	1	-	1	-	-	-	$60,920
33	21	83.002	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	4.59	★★★★	Mid-term (4-6 years)	-	-	1	-	1	-	-	-	$59,720
37	22	103.001	CR	103	Intersection of CR 103 (229th Ave NW) and CSAH 24 (237th Ave NW)	Intersection of CR 103 (229th Ave NW) and CSAH 13 (University Ave NE)	1.49	★★★★	Mid-term (4-6 years)	-	-	-	-	-	1	-	1	$20,900
44	23	52.001	CR	52	Intersection of CR 52 (Radisson St NE) and CR 61 (153rd Ave NE)	Intersection of CSAH 116 (Bunker Lake Blvd NE) & CR 52 (Radisson St NE)	2.01	★★★★	Mid-term (4-6 years)	-	-	1	-	1	-	-	-	$26,130
49	24	62.001	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	1.50	★★★★	Mid-term (4-6 years)	-	-	1	-	1	-	-	-	$19,500
50	25	63.001	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	1.14	★★★★	Mid-term (4-6 years)	-	-	-	-	-	1	-	1	$15,960
51	26	64.001	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	2.60	★★★★	Mid-term (4-6 years)	-	-	-	-	-	1	-	1	$36,440
66	27	86.001	CR	86	Intersection of CR 86 (Sims Rd NW) and CSAH 13 (Cedar Dr NW)	Intersection of CR 86 (Sims Rd NW) and MN 65	2.41	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$24,140
1	28	13.001	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	3.38	★★★	Long-term (7-10 years)	-	1	-	-	-	-	-	1	$361,520
2	29	13.002	CSAH	13	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	2.94	★★★	Long-term (7-10 years)	-	1	-	-	-	1	-	1	$334,760
17	30	24.002	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	3.88	★★★	Long-term (7-10 years)	-	1	-	-	-	-	-	1	$415,440
21	31	26.001	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	3.42	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$23,940
22	32	26.002	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	3.10	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$21,710
24	33	49.001	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	Intersection of CSAH 49 (Hodgson Rd) and CSAH 1 (Ash St)	0.30	★★★	Long-term (7-10 years)	-	-	1	-	1	-	-	-	$3,890
28	34	58.001	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	5.18	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$36,290
30	35	7.004	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	3.97	★★★	Long-term (7-10 years)	-	-	-	-	1	-	1	1	$51,660
34	36	85.001	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	2.99	★★★	Long-term (7-10 years)	-	-	-	-	1	-	1	1	$38,910
43	37	19.001	CR	19	Intersection of CR 19 (Potomac St NE) and CSAH 18 (Broadway Ave)	Intersection of CR 19 (Potomac St NE) and CSAH 23 (Lake Dr)	3.31	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$23,180
55	38	70.001	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	3.62	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$25,350
60	39	74.001	CR	74	Intersection of CR 74 (221st Ave NE) and CSAH 24 (237th Ave NW)	500 feet west of the intersection of CR 74 (221st Ave NE) and E Bethel Blvd NE	5.16	★★★	Long-term (7-10 years)	-	1	-	-	-	1	-	1	$588,240
61	40	74.002	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	4.45	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$31,160
64	41	77.001	CR	77	Intersection of CR 77 (Ryan Lake Dr NE) and CR 75 (Sunrise Rd NE)	Intersection of CR 77 (Lyons St NE) and CSAH 19 (Fawn Lake Dr NE)	1.62	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$11,370
						Total Length (Miles)	142.77			6	6	18	-	21	9	5	23	$8,236,470

Rural Curve Project List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	Total Stars	Project Timeline	Clear Zone Enhancements	High-Friction Surface Treatment	Reconstruct TT to Single T	Lighting	Curve Warning Sign	Speed Advisory Sign	Chevrons or Arrow Board	Total Cost
64	1	22.026	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.19	★★★★★★	Short-term (0-3 years)	-	1	-	-	-	-	1	$101,530
133	2	5.004	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.12	★★★★★★	Short-term (0-3 years)	1	1	-	-	County Completed	-	County Completed	$162,100
238	3	16.001	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.06	★★★★★★	Short-term (0-3 years)	1	County Nominated	-	-	County Completed	-	County Completed	$128,450
281	4	64.001	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.07	★★★★★★	Short-term (0-3 years)	County Not to Pursue	-	-	-	-	-	1	$3,000
300	5	68.002	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.11	★★★★★★	Short-term (0-3 years)	County Not to Pursue	County Not to Pursue	-	-	-	-	County Completed	No Project Pursued
6	6	116.007	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.08	★★★★★	Short-term (0-3 years)	County Nominated	1	-	-	County Completed	-	County Completed	$140,770
87	7	24.002	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.10	★★★★★	Short-term (0-3 years)	-	1	-	1	County Completed	-	1	$77,040
104	8	24.019	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.09	★★★★★	Short-term (0-3 years)	1	-	-	-	-	-	County Completed	$100,000
120	9	28.005	CSAH	28	miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blv	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.22	★★★★★	Short-term (0-3 years)	1	-	-	-	-	-	County Completed	$100,000
143	10	54.001	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.05	★★★★★	Short-term (0-3 years)	1	1	-	County Completed	County Completed	-	1	$126,170
147	11	54.005	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.08	★★★★★	Short-term (0-3 years)	1	-	-	-	-	-	County Completed	$100,000
150	12	54.008	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.04	★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	$3,000
153	13	54.011	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	0.07	★★★★★	Short-term (0-3 years)	1	1	-	-	-	-	County Completed	$131,980
205	14	76.005	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.13	★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	County Completed	No Project - Previously Completed Project
215	15	85.001	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.13	★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	$3,000
239	16	16.002	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	★★★★★	Short-term (0-3 years)	1	-	-	-	County Completed	-	-	$100,000
269	17	58.008	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	$3,000
283	18	64.003	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.09	★★★★★	Short-term (0-3 years)	1	-	-	-	County Completed	-	-	$100,000
284	19	64.004	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.06	★★★★★	Short-term (0-3 years)	1	-	-	-	County Completed	-	-	$100,000
301	20	68.003	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.06	★★★★★	Short-term (0-3 years)	1	-	-	-	-	-	-	$100,000
317	21	71.001	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.03	★★★★★	Short-term (0-3 years)	1	-	-	-	-	-	1	$103,000
333	22	74.001	CR	74	Intersection of CR 74 (221st Ave NE) and CSAH 24 (237th Ave NW)	500 feet west of the intersection of CR 74 (221st Ave NE) and E Bethel Blvd NE	0.03	★★★★★	Short-term (0-3 years)	County Not to Pursue	-	-	-	County Completed	County Completed	County Completed	No Project Pursued
336	23	74.004	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.04	★★★★★	Short-term (0-3 years)	1	-	-	-	County Completed	County Completed	1	$103,000
340	24	75.001	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.12	★★★★★	Short-term (0-3 years)	County Not to Pursue	-	-	-	County Completed	-	County Completed	No Project Pursued
1	25	116.002	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.13	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
2	26	116.003	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.07	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	1	-	-	-	$25,000
5	27	116.006	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.11	★★★★	Mid-term (4-6 years)	1	-	-	-	-	-	County Completed	$100,000
10	28	13.004	CSAH	13	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	0.21	★★★★	Mid-term (4-6 years)	1	-	-	-	County Completed	-	County Completed	$100,000
16	29	17.002	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)	0 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd	0.16	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	1	-	-	-	$25,000
23	30	17.009	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.06	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	County Completed	County Completed	-	No Project Pursued
24	31	17.010	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.05	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
29	32	18.006	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)	0.10	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
34	33	18.011	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.17	★★★★	Mid-term (4-6 years)	County Not to Pursue	1	-	1	County Completed	-	County Completed	$118,200
36	34	21.001	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.06	★★★★	Mid-term (4-6 years)	-	1	-	1	County Completed	-	-	$56,330
42	35	22.004	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	0.08	★★★★	Mid-term (4-6 years)	1	-	-	-	-	-	-	$100,000
86	36	24.001	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.20	★★★★	Mid-term (4-6 years)	-	-	-	1	County Completed	-	County Completed	$25,000
88	37	24.003	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St	0.09	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	County Completed	-	County Completed	No Project Pursued
92	38	24.007	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.07	★★★★	Mid-term (4-6 years)	1	-	-	-	County Completed	-	1	$103,000
100	39	24.015	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.06	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
105	40	24.020	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.11	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	1	-	-	-	$25,000
106	41	24.021	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.10	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
110	42	24.025	CSAH	24	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)	0.22	★★★★	Mid-term (4-6 years)	-	-	-	-	County Completed	-	County Completed	No Project - Previously Completed Project
111	43	26.001	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.18	★★★★	Mid-term (4-6 years)	-	-	-	-	County Completed	-	County Completed	No Project - Previously Completed Project
113	44	26.003	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.21	★★★★	Mid-term (4-6 years)	1	-	-	1	County Completed	-	County Completed	$125,000
118	45	28.003	CSAH	28	miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blv	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.15	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	County Completed	-	County Completed	No Project Pursued
119	46	28.004	CSAH	28	miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blv	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.17	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	County Completed	-	County Completed	No Project Pursued
126	47	36.001	CSAH	36	Intersection of CSAH 36 (Rutgers St) and 245th Ave	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)	0.06	★★★★	Mid-term (4-6 years)	1	-	-	-	County Completed	-	County Completed	$100,000
131	48	5.002	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.14	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	$3,000
144	49	54.002	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.16	★★★★	Mid-term (4-6 years)	1	-	-	-	-	-	-	$100,000
145	50	54.003	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.07	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
146	51	54.004	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.10	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	1	-	-	-	$25,000
148	52	54.006	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.07	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
149	53	54.007	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.05	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
155	54	54.013	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.08	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	County Completed	No Project - Previously Completed Project
171	55	58.003	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.15	★★★★	Mid-term (4-6 years)	-	-	-	-	County Completed	County Completed	County Completed	No Project - Previously Completed Project
182	56	62.010	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	0.05	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	$3,000
186	57	7.004	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.10	★★★★	Mid-term (4-6 years)	1	1	-	-	-	-	-	$197,890
188	58	7.006	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.10	★★★★	Mid-term (4-6 years)	County Not to Pursue	1	-	-	County Completed	-	County Completed	$72,420
190	59	7.008	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.11	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
200	60	7.018	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.09	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	County Completed	-	-	County Completed	No Project Pursued
201	61	76.001	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.06	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
203	62	76.003	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.07	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
204	63	76.004	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.16	★★★★	Mid-term (4-6 years)	1	-	-	-	-	-	County Completed	$100,000
206	64	76.006	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.04	★★★★	Mid-term (4-6 years)	1	1	-	1	County Completed	-	-	$143,770
225	65	9.004	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.11	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
233	66	15.005	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.06	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
243	67	163.002	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.07	★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	$3,000
244	68	163.003	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.03	★★★★	Mid-term (4-6 years)	-	-	-	1	County Completed	County Completed	County Completed	$25,000
268	69	58.007	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
271	70	58.010	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.03	★★★★	Mid-term (4-6 years)	-	1	-	1	County Completed	County Completed	County Completed	$41,280
276	71	62.001	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	0.06	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	1	$3,000
279	72	63.001	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	0.05	★★★★	Mid-term (4-6 years)	-	-	-	-	County Completed	-	-	No Project - Previously Completed Project
282	73	64.002	CR	64	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	0.06	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
287	74	65.003	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	0.13	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
288	75	66.001	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.04	★★★★	Mid-term (4-6 years)	1	-	-	-	County Completed	County Completed	County Completed	$100,000
289	76	66.002	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.06	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
290	77	66.003	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.07	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	County Completed	County Completed	-	No Project Pursued
302	78	68.004	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.07	★★★★	Mid-term (4-6 years)	1	-	-	-	-	-	County Completed	$100,000
304	79	68.006	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.05	★★★★	Mid-term (4-6 years)	1	-	-	-	County Completed	County Completed	County Completed	$100,000
310	80	70.002	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.19	★★★★	Mid-term (4-6 years)	-	-	-	-	County Completed	-	1	$3,000
351	81	76.001	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.08	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	County Completed	-	County Completed	No Project Pursued
354	82	76.004	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.09	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
355	83	76.005	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.10	★★★★	Mid-term (4-6 years)	County Not to Pursue	-	-	-	County Completed	-	County Completed	No Project Pursued
3	84	116.004	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.06	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
4	85	116.005	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17 (Lexington Ave NE)	0.06	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
7	86	13.001	CSAH	13	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)	0.04	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	1	1	$5,000
12	87	14.002	CSAH	14	450 feet east of the intersection of CSAH 14 (E Main St) and James St	Intersection of CSAH 14 (E Main St) and Lavalle Dr	0.15	★★★	Long-term (7-10 years)	1	-	-	-	-	-	County Completed	$100,000
19	88	17.005	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Broadway Ave)	0.03	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	-	No Project - Previously Completed Project
25	89	18.001	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	0.15	★★★	Long-term (7-10 years)	1	-	-	-	-	-	1	$103,000
31	90	18.008	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.09	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
33	91	18.010	CSAH	18	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd	0.17	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	1	County Completed	-	County Completed	$25,000
35	92	18.012	CSAH	18	Intersection of CSAH 18 (Broadway Ave) and Dnr Rd	Intersection of CSAH 18 (Broadway Ave) and Lyons St	0.08	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	County Completed	-	-	-	No Project Pursued
37	93	21.002	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.15	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
38	94	21.003	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	0.11	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued

Rural Curve Project List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	Total Stars	Project Timeline	Clear Zone Enhancements	High-Friction Surface Treatment	Reconstruct TT to Single T	Lighting	Curve Warning Sign	Speed Advisory Sign	Chevrons or Arrow Board	Total Cost
47	95	22.009	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.10	★★★	Long-term (7-10 years)	-	-	-	1	County Completed	-	County Completed	$25,000
49	96	22.011	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.07	★★★	Long-term (7-10 years)	-	-	-	-	-	-	County Completed	No Project - Previously Completed Project
50	97	22.012	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	0.19	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
53	98	22.015	CSAH	22	Intersection of CSAH 22 (Viking Blvd NW) and University Ave	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE	0.20	★★★	Long-term (7-10 years)	1	-	-	-	-	-	1	$103,000
60	99	22.022	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.13	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
61	100	22.023	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.11	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
62	101	22.024	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	0.11	★★★	Long-term (7-10 years)	1	-	-	-	-	-	County Completed	$100,000
66	102	22.028	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.06	★★★	Long-term (7-10 years)	1	-	-	-	-	-	1	$103,000
68	103	22.030	CSAH	22	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE	0.16	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
77	104	23.004	CSAH	23	Intersection of CSAH 23 (Lake Dr) and CSAH 14 (Main St)	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	0.06	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
83	105	23.010	CSAH	23	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE	Intersection of CSAH 23 (Lake Dr) and I-35	0.13	★★★	Long-term (7-10 years)	1	-	-	1	-	-	County Completed	$125,000
89	106	24.004	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.16	★★★	Long-term (7-10 years)	1	-	-	1	County Completed	-	County Completed	$125,000
93	107	24.008	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.11	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	-	County Completed	$100,000
95	108	24.010	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.10	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	-	No Project - Previously Completed Project
98	109	24.013	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.08	★★★	Long-term (7-10 years)	County Nominated	-	-	-	1	1	1	$107,000
99	110	24.014	CSAH	24	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW	0.05	★★★	Long-term (7-10 years)	1	-	-	-	1	1	1	$107,000
103	111	24.018	CSAH	24	300 feet south of the intersection of CSAH 24 (237th Ave NW) and Kerry St N	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave NE)	0.11	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
112	112	26.002	CSAH	26	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	0.18	★★★	Long-term (7-10 years)	1	1	-	-	County Completed	-	-	$193,260
114	113	26.004	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	0.17	★★★	Long-term (7-10 years)	1	1	-	-	-	-	-	$186,290
115	114	26.005	CSAH	26	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)	0.15	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
116	115	28.001	CSAH	28	miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blv	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.15	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	-	-	$100,000
117	116	28.002	CSAH	28	miles north of the intersection of CSAH 28 (Ambassador Blvd NW) and CSAH 24 (Rum River Blv	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW) and 233 Ave NW	0.16	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	-	-	No Project Pursued
123	117	32.003	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.05	★★★	Long-term (7-10 years)	County Not to Pursue	1	-	1	-	-	-	$51,950
124	118	34.001	CSAH	34	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)	0.15	★★★	Long-term (7-10 years)	1	1	-	County Completed	-	-	County Completed	$213,960
125	119	34.002	CSAH	34	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)	0.17	★★★	Long-term (7-10 years)	County Nominated	1	-	-	-	-	County Completed	$185,230
129	120	49.001	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln	0.09	★★★	Long-term (7-10 years)	-	1	-	-	-	-	-	$47,550
130	121	49.002	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 23 (Lake Dr)	Intersection of CR 49 (Hodgson Rd) and CSAH 34 (Birch St)	0.13	★★★	Long-term (7-10 years)	-	1	-	-	-	-	1	$105,070
134	122	5.005	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.16	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	1	-	-	1	$28,000
136	123	5.007	CSAH	5	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW	0.09	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
139	124	5.010	CSAH	5	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake Rd NW)	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and CR 64 (181st Ave NW)	0.08	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	1	$3,000
151	125	54.009	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	0.03	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
152	126	54.010	CSAH	54	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH 14 (Main St)	0.10	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
156	127	54.014	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.11	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
160	128	54.018	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.06	★★★	Long-term (7-10 years)	-	-	-	-	-	-	County Completed	No Project - Previously Completed Project
162	129	54.020	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.26	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
163	130	54.021	CSAH	54	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140 (80th St E)	0.11	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	County Completed	1	$3,000
165	131	56.001	CSAH	56	50 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NV	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.13	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
167	132	56.003	CSAH	56	50 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NV	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.10	★★★	Long-term (7-10 years)	-	1	-	-	County Completed	-	County Completed	$74,840
168	133	56.004	CSAH	56	50 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NV	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen Blvd NW)	0.13	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	County Completed	No Project - Previously Completed Project
169	134	58.001	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.16	★★★	Long-term (7-10 years)	1	-	-	1	County Completed	1	-	$127,000
170	135	58.002	CSAH	58	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)	0.14	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	County Completed	-	No Project - Previously Completed Project
183	136	7.001	CSAH	7	Intersection of CSAH 7 (7th Ave NW) and 170th Ave NW	0.25 miles north of intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW	0.22	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	County Completed	No Project - Previously Completed Project
184	137	7.002	CSAH	7	Intersection of CSAH 7 (7th Ave NW) and 170th Ave NW	0.25 miles north of intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW	0.23	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	County Completed	No Project - Previously Completed Project
185	138	7.003	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.13	★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	$3,000
187	139	7.005	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.13	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	-	-	No Project Pursued
194	140	7.012	CSAH	7	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd NW)	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW	0.15	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	1	$3,000
198	141	7.016	CSAH	7	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)	0.09	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	-	County Completed	No Project Pursued
202	142	76.002	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.08	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	-	No Project - Previously Completed Project
207	143	76.007	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.06	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	-	-	$100,000
208	144	76.008	CSAH	76	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St NE)	0.04	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
209	145	83.001	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.20	★★★	Long-term (7-10 years)	County Not to Pursue	1	-	1	County Completed	-	County Completed	$177,440
210	146	83.002	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.08	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
213	147	83.005	CSAH	83	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW	0.09	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	County Completed	No Project Pursued
217	148	85.003	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.06	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	1	$3,000
221	149	85.007	CSAH	85	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)	0.07	★★★	Long-term (7-10 years)	1	-	-	-	-	-	1	$103,000
222	150	9.001	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.06	★★★	Long-term (7-10 years)	1	1	-	County Completed	-	-	-	$147,190
223	151	9.002	CSAH	9	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW	0.11	★★★	Long-term (7-10 years)	1	-	-	-	-	-	County Completed	$100,000
228	152	12.001	CR	12	Intersection of CR 12 (109th Ave NE) and Phesant Ridge Dr NE	Intersection of CR 12 (109th Ave NE) and CR 53 (Sunset Ave NE)	0.04	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	County Completed	-	No Project Pursued
230	153	15.002	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.05	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	County Completed	-	No Project Pursued
231	154	15.003	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.06	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	-	1	$3,000
232	155	15.004	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.05	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
234	156	15.006	CR	15	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)	0.08	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	County Completed	-	No Project Pursued
240	157	16.003	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
241	158	16.004	CR	16	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd NW)	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)	0.05	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	County Completed	1	$3,000
245	159	163.004	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
247	160	163.006	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.09	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
250	161	163.009	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
251	162	163.010	CR	163	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St NW)	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)	0.05	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
252	163	19.001	CR	19	Intersection of CR 19 (Potomac St NE) and CSAH 18 (Broadway Ave)	Intersection of CR 19 (Potomac St NE) and CSAH 23 (Lake Dr)	0.03	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	County Completed	County Completed	$100,000
255	164	27.003	CR	27	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW	0.04	★★★	Long-term (7-10 years)	County Not to Pursue	1	-	-	-	-	1	$22,670
257	165	57.002	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen Blvd)	0.13	★★★	Long-term (7-10 years)	County Not to Pursue	1	-	-	-	-	1	$132,060
263	166	58.002	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
264	167	58.003	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	★★★	Long-term (7-10 years)	1	1	-	-	County Completed	County Completed	-	$136,560
265	168	58.004	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.04	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
266	169	58.005	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.05	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	County Completed	-	No Project Pursued
270	170	58.009	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.04	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	County Completed	County Completed	No Project - Previously Completed Project
278	171	62.003	CR	62	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave	0.09	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
280	172	63.002	CR	63	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)	Intersection of CR 63 (Green Valley Rd NW) and MN 47	0.11	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
286	173	65.002	CR	65	Intersection of CR 65 (201st Ave NW) and CSAH 65 (Viking Blvd NW)	Intersection of CR 65 (201st Ave NW) and CSAH 5 (Norris Lake Rd NW)	0.07	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
291	174	66.004	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.05	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
293	175	66.006	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.09	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
297	176	66.010	CR	66	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd NW)	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)	0.10	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
299	177	68.001	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.06	★★★	Long-term (7-10 years)	County Not to Pursue	1	-	-	County Completed	County Completed	County Completed	$29,710
305	178	68.007	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.05	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
307	179	68.009	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.04	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	County Completed	County Completed	No Project Pursued
308	180	68.010	CR	68	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)	0.04	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	County Completed	County Completed	No Project Pursued
309	181	70.001	CR	70	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite St	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)	0.07	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
318	182	71.002	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.06	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	-	County Completed	$100,000
319	183	71.003	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.21	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	-	No Project - Previously Completed Project
320	184	71.004	CR	71	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake Rd NW)	0.14	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	-	No Project - Previously Completed Project
321	185	71.006	CR	71	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave NW	0.06	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	1	1	$105,000
322	186	71.007	CR	71	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28 (Ambassador Blvd NW)	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave NW	0.05	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	County Completed	No Project - Previously Completed Project
323	187	72.001	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.07	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	-	-	$100,000
325	188	72.003	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.07	★★★	Long-term (7-10 years)	-	-	-	-	County Completed	-	County Completed	No Project - Previously Completed Project

Rural Curve Project List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Curve

List No.	Project Page No.	Curve ID	Route System	Route No.	Start Description	End Description	Length [miles]	Total Stars	Project Timeline	Clear Zone Enhancements	High-Friction Surface Treatment	Reconstruct TT to Single T	Lighting	Curve Warning Sign	Speed Advisory Sign	Chevrons or Arrow Board	Total Cost
328	189	72.006	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.17	★★★	Long-term (7-10 years)	1	1	-	1	County Completed	County Completed	County Completed	$209,360
329	190	72.007	CR	72	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave NW)	0.18	★★★	Long-term (7-10 years)	-	-	-	-	-	-	County Completed	No Project - Previously Completed Project
335	191	74.003	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.03	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	County Completed	County Completed	$100,000
337	192	74.005	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.04	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	County Completed	-	$100,000
338	193	74.006	CR	74	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	0.06	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
341	194	75.002	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.06	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
342	195	75.003	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	-	-	$100,000
343	196	75.004	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.14	★★★	Long-term (7-10 years)	1	-	-	-	County Completed	-	-	$100,000
346	197	75.007	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.06	★★★	Long-term (7-10 years)	1	-	-	-	-	-	-	$100,000
347	198	75.008	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	-	-	No Project Pursued
348	199	75.009	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	No Project - Criteria Not Met
349	200	75.010	CR	75	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)	0.07	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	County Completed	-	-	No Project Pursued
352	201	76.002	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.07	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
353	202	76.003	CR	76	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 12 (Naples St NE)	Intersection of CR 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek Dr NE)	0.06	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
357	203	84.001	CR	84	Intersection of CR 84 (22nd Ave) and CR 81 (Ash St)	500 feet south of the intersection of CR 81 (22nd Ave S) and E Cedar St	0.10	★★★	Long-term (7-10 years)	County Not to Pursue	-	-	-	-	-	-	No Project Pursued
262	350	58.001	CR	58	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)	0.07	★	Long-term (7-10 years)	-	County Nominated	-	-	County Completed	County Completed	-	$35,410
						Total Length (Miles)	19.57			72	29	-	21	2	5	34	$9,669,480

Rural Intersection Project List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Total Stars	Project Timeline	Reconstruct TT to Single T	Roundabout	J-Turn	LED Stop Signs	Thru-Stop to All-Way Stop/Yield	Left Turn Lanes on Major Roads (Thru-Traffic)	Lighting	Upgrade Signs & Pavement Markings	Total Cost
6	1	116.021	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 132 (Aberdeen St NE)	★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	County Not to Pursue	-	No Project Pursued
116	2	56.001	CSAH	56	US 10 / US 169 and CSAH 56 (Ramsey Blvd NW)	★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	$3,000
16	3	13.008	CSAH	13	CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	$3,000
2	4	116.004	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 104 (Sunwood Dr NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	County Completed	1	$3,000
5	5	116.020	CSAH	116	MN 65 and CSAH 116 (Bunker Lake Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	1	-	-	-	-	-	$1,500,000
9	6	13.001	CSAH	13	CSAH 22 (Viking Blvd NW) and CSAH 13 (Cedar Dr NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	$3,000
32	7	18.015	CSAH	18	MN 65 and CSAH 18 (Crosstown Blvd NE)	★★★★★	Mid-term (4-6 years)	-	-	1	-	-	-	-	-	$1,500,000
35	8	18.018	CSAH	18	CSAH 18 (Crosstown Blvd NE) and MSAS 121 (E Lake Netta Dr / Interlachen Dr NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$25,000
37	9	18.020	CSAH	18	CSAH 18 (Broadway Ave) and CSAH 62 (Kettle River Blvd)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	$3,000
61	10	22.019	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 15 (E Bethel Blvd NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	$3,000
69	11	23.023	CSAH	23	CSAH 23 (Lake Dr) and SB I-35 Ramps	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	$3,000
110	12	5.010	CSAH	5	CSAH 5 (Nowthen Blvd NW) and CR 64 (181st Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	$3,000
132	13	78.014	CSAH	78	78 (Hanson Blvd NW) and MSAS 103 (Ward Lake Dr NW) / MSAS 104 (177th Ave	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
136	14	83.008	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 128 (173rd Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	$3,000
151	15	16.005	CR	16	MN 65 and CR 16 (Andover Blvd NW) / MSAS 104 (147th Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	1	-	-	-	-	-	$1,500,000
173	16	72.001	CR	72	CR 72 (Rum River Blvd NW) and MSAS 109 (235th Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	1	-	-	County Completed	1	$9,000
183	17	86.003	CR	86	MN 65 and CR 86 (Sims Rd NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	$3,000
4	18	116.019	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 123 (Central Ave)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$25,000
11	19	13.003	CSAH	13	MSAS 107 (Sims Rd NW) and CSAH 13 (Cedar Dr NW)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	County Completed	1	$9,000
28	20	18.010	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 128 (Butternut St NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
29	21	18.012	CSAH	18	CSAH 18 (Crosstown Blvd NE) and CSAH 58 (175th Ave NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
31	22	18.014	CSAH	18	CSAH 18 (Crosstown Blvd NE) and CSAH 125 (Central Ave)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
38	23	20.001	CSAH	20	CSAH 20 (157th Ave NW) and MSAS 143 (Dakota St NW)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	1	1	$34,000
49	24	22.007	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 130 (Blackfoot St NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
55	25	22.013	CSAH	22	CSAH 22 (Viking Blvd NW) and MSAS 126 (Cedar Dr NW)	★★★★	Long-term (7-10 years)	-	1	-	-	-	-	-	-	$2,500,000
57	26	22.015	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 101 (Jackson St NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
58	27	22.016	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 111 (Taylor St)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
62	28	22.020	CSAH	22	CSAH 22 (Viking Blvd NE) and MSAS 105 (Wild Rice Dr)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	County Completed	1	$9,000
64	29	22.022	CSAH	22	CSAH 22 (Viking Blvd NE) and CSAH 85 (Typo Creek Dr NE)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	County Completed	1	$9,000
65	30	22.023	CSAH	22	CSAH 22 (Viking Blvd NE) and CR 75 (217th Ave NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
66	31	23.020	CSAH	23	CSAH 23 (Lake Dr) and CR 19 (Potomac St NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$25,000
67	32	23.021	CSAH	23	CSAH 23 (Lake Dr) and CSAH 62 (Kettle River Blvd)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$25,000
79	33	24.010	CSAH	24	CSAH 24 (Bridge St NW) and CSAH 28 (Ambassador Blvd NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
81	34	24.014	CSAH	24	CSAH 24 (Bridge St NW) and MSAS 135 (Zion Pkwy NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
82	35	24.015	CSAH	24	CSAH 24 (229th Ave NW) and MSAS 153 (229th Ln NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
88	36	24.021	CSAH	24	MN 65 and CSAH 24 (237th Ave NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
95	37	26.005	CSAH	26	CSAH 85 (Typo Creek Dr NE) and CSAH 26 (227th Ave NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$25,000
114	38	52.009	CSAH	52	CSAH 116 (Bunker Lake Blvd NW) and CR 52 (Radisson St NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
117	39	56.004	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 107 (155th Ave NW)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	County Completed	1	$9,000
118	40	56.005	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 124 (Jasper St NW)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	County Completed	1	$9,000
127	41	7.020	CSAH	7	CSAH 7 (Rum River Blvd NW) and CR 27 (179th La NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
129	42	7.026	CSAH	7	CSAH 7 / CSAH 24 (Rum River Blvd NW) and CSAH 24 (227th Ave NW)	★★★★	Long-term (7-10 years)	-	County Nominated	-	-	1	-	-	1	$2,508,000
130	43	76.001	CSAH	76	CSAH 76 (Fawn Lake Dr NE) / CR 76 and CSAH 85 (Typo Creek Dr NE)	★★★★	Long-term (7-10 years)	-	County Nominated	-	-	1	-	1	-	$2,530,000
131	44	78.013	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 116 (167th Ave)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
133	45	83.005	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 112 (153rd Ave NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
135	46	83.007	CSAH	83	CSAH 83 (Armstrong Blvd NW) and Tiger St NW	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	County Completed	1	$9,000
143	47	9.019	CSAH	9	CSAH 9 (Lake George Blvd NW) and MSAS 102 (201st Ave NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
150	48	16.004	CR	16	CR 16 (Andover Blvd NW) and MSAS 125 (Central Ave NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
163	49	60.002	CR	60	CR 60 (Constance Blvd NW) and MSAS 114 (University Ave NE)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	County Completed	1	$9,000
167	50	63.001	CR	63	MN 47 (Saint Francis Blvd NW) and CR 63 (Green Valley Rd NW)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
175	51	74.003	CR	74	MN 65 and CR 74 (221st Ave NE)	★★★★	Long-term (7-10 years)	-	-	1	-	-	-	-	-	$1,500,000
182	52	86.002	CR	86	CR 86 (Sims Rd NE) and MSAS 116 (Johnson St NE)	★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	1	$3,000
8	56	116.023	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 105 (Naples St NE)	★★★	Long-term (7-10 years)	-	1	-	-	-	-	-	-	$2,500,000
18	58	14.028	CSAH	14	CSAH 14 (Main St) and MSAS 103 (4th Ave)	★★★	Long-term (7-10 years)	-	1	-	-	-	-	-	-	$2,500,000
102	76	28.007	CSAH	28	CSAH 28 (Ambassador Blvd NE) and MN 47 (St Francis Blvd NW)	★★★	Long-term (7-10 years)	-	1	-	-	-	-	-	-	$2,500,000
47	106	22.005	CSAH	22	MN 47 (Saint Francis Blvd NW) and CSAH 22 (Viking Blvd NW)	★★	Long-term (7-10 years)	-	1	-	-	-	-	-	-	$2,500,000
140	129	9.015	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 58(181st Ave NW)	★★	Long-term (7-10 years)	-	1	-	-	-	-	-	-	$2,500,000
					Total Projects --			-	8	4	9	2	-	7	39	$26,356,000

Urban Segment Project List for Anoka County

CRSP2 ID Example: 1.001: 1= Route Number, 001 = First Segment

List No.	Project Page No.	Segment ID	Route System	Route No.	Start Description	End Description	Length [miles]	Total Stars	Project Timeline	Divided 2-Lane or 4-Lane	Access Management	Roadway Configuration (Convert to 3-Lane)	Vehicle Speed Feedback Sign	Sidewalks	Total Cost
43	1	3.001	CSAH	3	Intersection of CSAH 3 (University Ave NE) and CSAH 10	Intersection of CSAH 3 (University Ave NE) and MN 47	0.28	★★★★★★	Short-term (0-3 years)	-	1	-	-	1	$205,800
72	2	7.001	CSAH	7	.25 miles north of the intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd NW	Intersection of CSAH 7 (7th Ave NW) and CSAH 14 (East Main St)	2.36	★★★★★★	Short-term (0-3 years)	1	1	-	-	-	$12,649,600
75	3	78.001	CSAH	78	Intersection of CSAH 78 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW)	Intersection of CSAH 78 (Hanson Blvd NW) and CSAH 1 (Coon Rapids Blvd)	1.35	★★★★★★	Short-term (0-3 years)	-	1	-	-	-	$486,000
80	4	9.001	CSAH	9	Intersection of CSAH 9 (Round Lake Blvd NW) and 157th Ave NW	Intersection of CSAH 9 (Round Lake Blvd NW) and CSAH 14 (Main St NW)	4.19	★★★★★★	Short-term (0-3 years)	-	1	-	-	-	$1,508,400
4	5	1.004	CSAH	1	Intersection of CSAH 1 (5th Ave) and CSAH 14 (E Main St)	Intersection of CSAH 1 (Coon Rapids Blvd NW) and CSAH 78 (Hanson Blvd NW)	4.33	★★★★★	Short-term (0-3 years)	-	1	-	-	-	$1,558,800
5	6	10.001	CSAH	10	Intersection of CSAH 10 (Coon Rapids Blvd) and MN 47 SB ramps	Intersection of CSAH 10 (Coon Rapids Blvd) and Hwy 10 Service Road	2.58	★★★★★	Short-term (0-3 years)	-	-	-	-	1	$967,500
19	7	14.001	CSAH	14	Intersection of CSAH 14 (E Main St) and CSAH 1 (5th Ave)	Intersection of CSAH 14 (E Main St) and and CSAH 51 (University Ave NE)	6.32	★★★★★	Short-term (0-3 years)	-	-	-	-	1	$2,370,000
26	8	17.002	CSAH	17	00 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd NE	Intersection of CSAH 17 (Lexington Ave NE) and Woodland Pkwy NE	3.10	★★★★★	Short-term (0-3 years)	-	-	-	-	-	No Project - Criteria Not Met
57	9	51.001	CSAH	51	Intersection of CSAH 51 (University Ave NW) and CSAH 14 (E Main St/125th Ave NE)	Intersection of CSAH 51 (University Ave NW) and CSAH 10 (County Rd 10 NE)	4.60	★★★★★	Short-term (0-3 years)	-	-	-	-	1	$1,725,000
76	10	78.002	CSAH	78	0.55 miles north of the intersection of CSAH 78 (Hanson Blvd NW) and CR 18 (Crosstown Blvd)	Intersection of CSAH 78 (Hanson Blvd NW) and CR 11 (Northdale Blvd NW)	4.75	★★★★★	Short-term (0-3 years)	-	-	-	-	-	No Project - Criteria Not Met
85	11	132.001	CR	132	Intersection of CR 132 (85th Ave NW) and CSAH 1 (E River Rd)	Intersection of CR 132 (85th Ave NW) and MN 47 (University Ave NE)	1.05	★★★★★	Short-term (0-3 years)	-	-	1	-	-	$105,000
88	12	18.001	CR	18	Intersection of CR 18 (Crosstown Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Intersection of CR 18 (Crosstown Blvd NW) and CSAH 78 (Hanson Blvd NW)	2.40	★★★★★	Short-term (0-3 years)	-	1	-	-	-	$864,000
2	13	1.002	CSAH	1	Intersection of CSAH 1 (E River Rd) and I-694	Intersection of CSAH 1 (E River Rd) and CR 132 (85th Ave NW)	4.15	★★★★	Mid-term (4-6 years)	-	1	-	-	1	$3,050,250
3	14	1.003	CSAH	1	Intersection of CSAH 1 (E River Rd) and CR 132 (85th Ave NW)	Intersection of CSAH 1(E River Rd) and CSAH 78 (Hanson Blvd NW)	3.20	★★★★	Mid-term (4-6 years)	-	1	-	-	-	$1,152,000
7	15	102.002	CSAH	102	Intersection of CSAH 102 (Main St NE) and CSAH 102 (57th Ave NE)	Intersection of CSAH 102 (57th Ave NE) and MN 47 (University Ave NE)	0.23	★★★★	Mid-term (4-6 years)	-	1	-	-	-	$82,800
11	16	116.002	CSAH	116	Intersection of CSAH 116 (Bunker Lake Blvd NW) and Thurston Ave	Intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 9 (Round Lake Blvd NW)	2.82	★★★★	Mid-term (4-6 years)	-	-	-	-	1	$1,057,500
12	17	116.003	CSAH	116	Intersection of Round Lake Blvd NW (CSAH 9) & CSAH 116 (Bunker Lake Blvd NW)	25 miles east of the intersection of CSAH 78 (Hanson Blvd NW) & CSAH 116 (Bunker Lake Blvd NW	2.87	★★★★	Mid-term (4-6 years)	-	-	-	-	1	$1,076,250
13	18	116.004	CSAH	116	0.25 miles east of the intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 78	Intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 78 and Radisson St NE	5.27	★★★★	Mid-term (4-6 years)	-	-	-	-	1	$1,976,250
15	19	12.001	CSAH	12	Intersection of CSAH 12 (Northdale Blvd/109th Ave NE) and CSAH 11 (Northdale Blvd NW)	Intersection of CSAH 12 (Northdale Blvd/109th Ave NE) and CSAH 52 (Radisson St NE)	3.40	★★★★	Mid-term (4-6 years)	-	1	-	-	-	$1,224,000
20	20	14.002	CSAH	14	Intersection of CSAH 14 (E Main St) and CSAH 51 (University Ave NE)	Intersection of CSAH 14 (E Main St) and Sunset Ave	6.02	★★★★	Mid-term (4-6 years)	-	-	-	-	-	No Project - Criteria Not Met
25	21	17.001	CSAH	17	Intersection of CSAH 17 (Lexington Ave NE) and Woodland Pkwy NE	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 32 (85th Ave NE)	4.01	★★★★	Mid-term (4-6 years)	-	-	-	-	1	$1,503,750
28	22	18.002	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NW) and CSAH 14 (Main St)	Intersection of CSAH 18 (Crosstown Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	1.60	★★★★	Mid-term (4-6 years)	-	-	-	-	-	No Project - Criteria Not Met
50	23	34.001	CSAH	34	Intersection of CSAH 34 (Birch St) & CR 49 (Hodgson Rd)	Intersection of CSAH 34 (Birch St) and Kingfisher Ct	0.92	★★★★	Mid-term (4-6 years)	-	1	-	-	-	$331,200
59	24	52.002	CSAH	52	500 feet south of the intersection of CSAH 52 (Lovell Rd) and 101st Ave NE	400 feet east of the intersection of CSAH 52 (Lovell Rd) and Naples St NE	1.06	★★★★	Mid-term (4-6 years)	-	-	-	-	-	No Project - Criteria Not Met
60	25	52.003	CSAH	52	Intersection of CSAH 52 (Radisson Ave NE) and 105th Ave NE	500 feet south of the intersection of CSAH 52 (Radisson Ave NE) and 101st Ave NE	1.52	★★★★	Mid-term (4-6 years)	-	-	-	-	-	No Project - Criteria Not Met
61	26	52.004	CSAH	52	Intersection of CSAH 116 (Bunker Lake Blvd NE) & CSAH 52 (Radisson Rd NE)	300 ft S of the Intersection of 105th Ave NE & CSAH 52 (Radisson Rd NE)	4.65	★★★★	Mid-term (4-6 years)	-	-	-	-	County Completed	No Project - Previously Completed Project
68	27	57.001	CSAH	57	Intersection of CSAH 83 (Sunfish Lake Blvd NW) and Highway 10 NW	Intersection of CSAH 83 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	0.46	★★★★	Mid-term (4-6 years)	-	1	-	-	-	$165,600
90	28	3.001	CR	3	Intersection of CR 3 (Coon Rapids Blvd) and CSAH 1 (E River Rd/Coon Rapids Blvd)	Intersection of CR 3 (Coon Rapids Blvd) and MN 47 (University Ave)	1.57	★★★★	Mid-term (4-6 years)	-	-	-	-	1	$588,750
94	29	57.001	CR	57	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW	0.19	★★★★	Mid-term (4-6 years)	-	1	-	-	1	$139,650
9	30	11.002	CSAH	11	Intersection of CSAH 11 (Northdale Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)	Intersection of CSAH 11 (Northdale Blvd NW) and Olive St NW	2.86	★★★	Long-term (7-10 years)	-	1	-	-	1	$2,102,100
16	31	12.002	CSAH	12	Intersection of CSAH 12 (109th Ave NE) and CSAH 52 (Radisson St NE)	Intersection of CSAH 12 (109th Ave NE) and Austin St	2.12	★★★	Long-term (7-10 years)	-	1	-	-	1	$1,560,510
17	32	12.003	CSAH	12	Intersection of CSAH 12 (109th Ave NE) and Austin St	900 feet east of intersection of CSAH 12 (109th Ave NE) and Phesant Ridge Dr NE	0.71	★★★	Long-term (7-10 years)	-	-	-	-	-	No Project - Criteria Not Met
18	33	131.001	CSAH	131	Intersection of CSAH 131 (4th Ave) and CSAH 31 (Grant St)	Intersection of CSAH 131 (4th Ave) and CSAH 31 (Grant St)	0.50	★★★	Long-term (7-10 years)	-	-	-	1	-	$30,000
21	34	14.003	CSAH	14	730 feet east of the intersection of CSAH 14 (E Main St) and Sunset Ave	Intersection of CSAH 14 (E Main St) and Glenwood Dr	1.55	★★★	Long-term (7-10 years)	-	1	-	-	1	$1,136,820
24	35	14.006	CSAH	14	Intersection of CSAH 14 (E Main St) and Lavalle Dr	Intersection of CSAH 14 (E Main St) and Victor Path	2.35	★★★	Long-term (7-10 years)	-	1	-	-	1	$1,727,250
29	36	18.003	CSAH	18	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE	3.48	★★★	Long-term (7-10 years)	-	1	-	-	1	$2,557,800
33	37	21.001	CSAH	21	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)	2.06	★★★	Long-term (7-10 years)	-	-	-	1	1	$803,930
35	38	23.001	CSAH	23	Intersection of CSAH 23 (Naples St NE) & CSAH 32 (85th Ave NE)	Intersection of CSAH 23 (Naples St NE) and CSAH 23 (Lake Dr)	0.30	★★★	Long-term (7-10 years)	-	1	-	-	1	$220,500
36	39	23.002	CSAH	23	Intersection of CSAH 23 (Lake Dr) and Naples St NE	575 feet north of the intersection of CSAH 23 (Lake Dr) and Hodgson Rd	3.03	★★★	Long-term (7-10 years)	-	-	-	-	1	$1,136,250
38	40	23.004	CSAH	23	Intersection of CSAH 23 (Lake Dr) and Park Ct	Intersection of CSAH 23 (Lake Dr) and CSAH 14 (E Main St)	1.83	★★★	Long-term (7-10 years)	-	1	-	-	-	$658,800
46	41	32.001	CSAH	32	Intersection of CSAH 32 (85th Ave NE) and MN 65 (Central Ave NE)	Intersection of CSAH 32 (85th Ave NE) and Indian Hills Lane	4.30	★★★	Long-term (7-10 years)	-	-	1	-	1	$2,042,500
49	42	32.004	CSAH	32	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)	0.89	★★★	Long-term (7-10 years)	-	1	-	-	1	$654,090
55	43	49.003	CSAH	49	Intersection of CSAH 49 (Hodgson Rd) and CSAH 23 (Lake Dr)	Intersection of CR 49 (Hodgson Rd) and CSAH 34 (Birch St)	0.90	★★★	Long-term (7-10 years)	-	1	-	-	1	$661,500
62	44	54.001	CSAH	54	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)	2.68	★★★	Long-term (7-10 years)	-	-	-	1	1	$1,035,280
63	45	54.002	CSAH	54	Intersection of CSAH 54 (20th Ave S) and S Robin Ln	Intersection of CSAH 54 (20th Ave S) and Commerce Dr	0.32	★★★	Long-term (7-10 years)	-	1	-	-	-	$115,200
66	46	56.001	CSAH	56	Intersection of CSAH 56 (Ramsey Blvd NW) and US 10	650 ft north of the intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Blvd NW)	0.87	★★★	Long-term (7-10 years)	-	-	-	-	-	No Project - Criteria Not Met
71	47	62.001	CSAH	62	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)	3.47	★★★	Long-term (7-10 years)	-	-	-	1	1	$1,331,250
79	48	83.001	CSAH	83	Intersection of CSAH 83 (Armstrong Blvd NW) and Riverdale Dr NW	Intersection of CSAH 83 (Armstrong Blvd NW) and 150th Ln NW	0.78	★★★	Long-term (7-10 years)	-	-	-	-	-	No Project - Criteria Not Met
98	49	73.001	CR	73	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE	1.00	★★★	Long-term (7-10 years)	-	-	-	1	-	$30,000
69	88	6.001	CSAH	6	Intersection of CSAH 6 (Mississippi St NE) and CSAH 1 (E River Rd)	intersection of CSAH 6 (Mississippi St NE) and CSAH 35 (Central Ave NE)	2.08	★	Long-term (7-10 years)	-	-	County Nominated	1	-	$238,190
						Total Length (Miles)	119.34			1	23	3	6	24	$52,830,070

Urban Intersection Vehicle Based Project List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Total Stars	Project Timeline	Lighting	Roundabout	J-Turn	Signalized J-Turn	Thru-Stop to All-Way Stop/Yield	Upgrade Signs & Pavement Markings	Confirmation Lights	Upgrade Signal Hardware	Total Cost
20	1	1.020	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 78 (Hanson Blvd NW)	★★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
23	2	1.023	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)	★★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
6	3	1.006	CSAH	1	CSAH 1 (E River Rd) and CSAH 6 (Mississippi St NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
19	4	1.019	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 104 (Egret Blvd NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
25	5	1.025	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 105 (Mississippi Blvd NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
37	6	10.003	CSAH	10	CSAH 10 and MSAS 115 (Jefferson St NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
64	7	116.006	CSAH	116	MN 47 (Saint Francis Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	1	$78,000
90	8	14.005	CSAH	14	CSAH 14 (Main St) and MSAS 127 (Northdale Blvd NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	County Not to Pursue	-	-	1	-	$3,000
103	9	14.018	CSAH	14	CSAH 14 (Main St) and MSAS 124 (Ulysses St NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
105	10	14.020	CSAH	14	CSAH 14 (Main St) and MSAS 130 (Central Ave NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
129	11	17.011	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 128 (Pheasant Ridge Dr NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
159	12	23.002	CSAH	23	CSAH 23 (Lake Dr) / I-35W Ramps and CSAH 23 (Naples St NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
191	13	32.001	CSAH	32	MN 65 and CSAH 32 (85th Ave NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
219	14	4.003	CSAH	4	MN 65 (Central Ave NE) and CSAH 4 (49th Ave NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
255	15	57.001	CSAH	57	US 10 / US 169 and CSAH 57 (Sunfish Lake Blvd NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
257	16	57.003	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
289	17	78.004	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 102 (121st Ave NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
295	18	78.010	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 18 (Crosstown Blvd NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	1	$78,000
300	19	8.003	CSAH	8	MN 47 (University Ave NE) and CSAH 8 (Osborne Rd NE)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
312	20	9.001	CSAH	9	CSAH 14 (Main St) and CSAH 9 / MSAS 121 (Round Lake Blvd NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	County Not to Pursue	-	-	1	-	$3,000
331	21	132.002	CR	132	CR 13 (85th Ave NW) and MSAS 341 (W University Service Dr)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
345	22	3.005	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 118 (93rd Ave NW / Flintwood St NW)	★★★★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	-	$3,000
13	23	1.013	CSAH	1	CSAH 1 (E River Rd) and WB MN 610 Ramps	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
18	24	1.018	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (100th Ave NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
21	25	1.021	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 137 (Xavis St NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
34	26	1.034	CSAH	1	CSAH 14 (Main St) and CSAH 1 / MSAS 119 (5th Ave)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
44	27	102.004	CSAH	102	MN 47 (University Ave NE) and MSAS 301 / CSAH 102 (57th Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
46	28	11.002	CSAH	11	CR 3 (Coon Rapids Blvd NW) and CSAH 11 (Foley Blvd NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
49	29	11.005	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 128 (101st Ave NW) / NB MN 47 Ramps	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
50	30	11.006	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 104 (Egret Blvd NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
52	31	11.008	CSAH	11	SAH 11 / CSAH 12 (Northdale Blvd NW) and CSAH 11 (Foley Blvd NW) / MSAS 11	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
56	32	11.012	CSAH	11	CSAH 78 / CSAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
57	33	11.013	CSAH	11	CSAH 11 (Hanson Blvd NW) and US 10 / MN 47 Ramps	★★★★★★★★	Mid-term (4-6 years)	-	-	-	County Not to Pursue	-	-	1	-	$3,000
60	34	11.016	CSAH	11	SAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW) / MSAS 107 (Robin	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
63	35	116.005	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 122 (Thurston Ave)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
74	36	116.016	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 118 (Jay St NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
77	37	12.002	CSAH	12	CSAH 51 (University Ave NW) and CSAH 12 (Northdale Blvd NW / 109th Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
81	38	12.006	CSAH	12	MN 65 (Central Ave NE) and CSAH 12 (109th Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	County Nominated	-	County Not to Pursue	-	-	County Not to Pursue	-	$3,000,000
82	39	12.007	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 130 (Davenport St)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
89	40	14.004	CSAH	14	CSAH 14 (Main St) and MSAS 136 (124th Ave NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
93	41	14.008	CSAH	14	CSAH 14 (Main St) and CSAH 18 (Coon Creek Blvd NW)	★★★★★★★★	Mid-term (4-6 years)	-	County Nominated	-	County Not to Pursue	-	-	1	-	$3,003,000
98	42	14.013	CSAH	14	CSAH 14 (Main St) and MSAS 114 (Foley Blvd NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
101	43	14.016	CSAH	14	CSAH 14 (Main St) and MSAS 121 (Jefferson St)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
114	44	14.032	CSAH	14	CSAH 14 (Main St) and CSAH 54 (20th Ave N)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
117	45	14.035	CSAH	14	CSAH 14 (Main St) and CR 84 (22nd Ave S)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
122	46	17.004	CSAH	17	CSAH 23 (Lake Dr) and CSAH 17 (Lexington Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
145	47	2.003	CSAH	2	MN 47 (University Ave NE) and CSAH 2 (40th Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
149	48	2.007	CSAH	2	MN 65 (Central Ave NE) and CSAH 2 (40th Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
158	49	23.001	CSAH	23	CSAH 32 (85th Ave NE) and MSAS 268 (Rice Creek Pkwy)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
173	50	23.016	CSAH	23	CSAH 23 (Lake Dr) and CR 12 (Apollo Dr)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
179	51	3.001	CSAH	3	MN 47 (University Ave NE) and CSAH 3 (University Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
180	52	3.002	CSAH	3	CSAH 10 and CSAH 51 / CSAH 3 (University Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
194	53	32.004	CSAH	32	CSAH 32 (85th Ave NE) and MSAS 131 (Xylite St NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
245	54	52.004	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 106 (101st Ave NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
292	55	78.007	CSAH	78	CSAH 78 (Hanson Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
304	56	8.007	CSAH	8	MN 65 and CSAH 8 (Osborne Rd NE)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
313	57	9.002	CSAH	9	CSAH 9 (Round Lake Blvd NW) and EB US 10 / MN 47 RAMPS	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
315	58	9.004	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 127 (Northdale Blvd NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	County Not to Pursue	-	-	1	-	$3,000
318	59	9.007	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★★★★	Mid-term (4-6 years)	-	County Nominated	-	County Not to Pursue	-	-	1	-	$3,003,000
332	60	132.003	CR	132	MN 47 (University Ave NE) and CR 13 (85th Ave NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	-	$3,000
346	61	3.006	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 130 (Springbrook Dr NW)	★★★★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	$78,000
1	62	1.001	CSAH	1	CSAH 1 (E River Rd) and MSAS 272 (37th Ave NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
3	63	1.003	CSAH	1	CSAH 1 (E River Rd) and MSAS 355 (51st Ave NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
9	64	1.009	CSAH	1	CSAH 1 (E River Rd) and MSAS 309	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
15	65	1.015	CSAH	1	CSAH 1 (E River Rd) and CSAH 11 (Foley Blvd NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
24	66	1.024	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 154 (11th Ave NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
27	67	1.027	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 121 (Resiling Blvd NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
28	68	1.028	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 119 (Blackfoot St NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
29	69	1.029	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (7th Ave)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
36	70	10.002	CSAH	10	CSAH 10 and NB MN 47 Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
45	71	11.001	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 159 (Norway St NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
73	72	116.015	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 151 (Martin St NW)	★★★★★★★	Long-term (7-10 years)	-	-	1	-	-	-	-	-	$1,500,000
85	73	12.010	CSAH	12	CSAH 17 (Lexington Ave NE) and CSAH 12 (109th Ave NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
88	74	14.003	CSAH	14	CSAH 14 (Main St) and MSAS 134 (Wedgewood Dr NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
91	75	14.006	CSAH	14	CSAH 14 (Main St) and SB US 10 / MN 47 Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
92	76	14.007	CSAH	14	CSAH 14 (Main St) and NB US 10 / MN 47 Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
94	77	14.009	CSAH	14	CSAH 14 (Main St) and MSAS 129 (Partridge St NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
95	78	14.010	CSAH	14	CSAH 78 (Hanson Blvd NW) and CSAH 14 (Main St)	★★★★★★★	Long-term (7-10 years)	-	County Nominated	-	County Not to Pursue	-	-	1	-	$3,003,000
100	79	14.015	CSAH	14	CSAH 14 (Main St) and CSASH 51 / MSAS 124 (University Ave NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
102	80	14.017	CSAH	14	CSAH 14 (Main St) and MSAS 111 (Oak Park Blvd NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
104	81	14.019	CSAH	14	CSAH 14 (Main St) and MN 65 Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met

Urban Intersection Vehicle Based Project List for Anoka County

CRSP3 ID Example: 1.001: 1= Route Number, 001 = First Intersection

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Total Stars	Project Timeline	Lighting	Roundabout	J-Turn	Signalized J-Turn	Thru-Stop to All-Way Stop/Yield	Upgrade Signs & Pavement Markings	Confirmation Lights	Upgrade Signal Hardware	Total Cost
108	82	14.023	CSAH	14	CSAH 14 (Main St) and MSAS 137 (Harpers St NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
110	83	14.025	CSAH	14	CSAH 14 (Main St) and CSAH 17 (Lexington Ave NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	1	$78,000
116	84	14.034	CSAH	14	CSAH 14 (Main St) and NB I-35E Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
125	85	17.007	CSAH	17	CSAH 17 (Lexington Ave NE) and CR 49 (North Rd)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
126	86	17.008	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 120 (Ball Rd NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	1	$78,000
127	87	17.009	CSAH	17	CSAH 17 (Lexington Ave NE) and NB I-35W Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
128	88	17.010	CSAH	17	CSAH 17 (Lexington Ave NE) and SB I-35W Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
140	89	18.007	CSAH	18	CSAH 116 (Bunker Lake Blvd NW) and CSAH 18 (Crosstown Blvd NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
170	90	23.013	CSAH	23	CSAH 23 (Lake Dr) and MSAS 143	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
211	91	35.001	CSAH	35	MN 65 and CSAH 35 (Central Ave NE) / MSAS 356 (Medronic Pkwy NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
225	92	5.001	CSAH	5	)7 (Saint Francis Blvd NW) and CSAH 5 (Nowthen Blvd NW) / MSAS 117 (Xkimo Ct	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
238	93	51.006	CSAH	51	CSAH 51 (University Ave NW) and MSAS 104 (Egret Blvd NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
241	94	51.009	CSAH	51	CSAH 51 (University Ave NW) and MSAS 102 (121st Ave NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
253	95	56.002	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 104 (Sunwood Dr NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
254	96	56.003	CSAH	56	CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
256	97	57.002	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and MSAS 118 (Mckinley St NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	1	-	-	$5,000
258	98	6.001	CSAH	6	MN 47 (University Ave NE) and CSAH 6 (Mississippi St NE)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
266	99	7.001	CSAH	7	CSAH 14 (Main St) and MSAS 156 (7th Ave)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	1	$78,000
270	100	7.005	CSAH	7	CSAH 7 (7th Ave) and WB MN 47 / US 10 Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
272	101	7.007	CSAH	7	CSAH 7 (7th Ave) and MSAS 158 (North St / Buchanan St)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
277	102	7.012	CSAH	7	CSAH 116 (Bunker Lake Blvd NW) and CSAH 7 (7th Ave N)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	1	$78,000
293	103	78.008	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 118 (Jay St NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
294	104	78.009	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 16 / MSAS 110 (Andover Blvd NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
309	105	83.002	CSAH	83	CSAH 83 (Armstrong Blvd NW) and US 10 WB ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
310	106	83.003	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 104 (Sunwood Dr NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
314	107	9.003	CSAH	9	CSAH 9 (Round Lake Blvd NW) and WB US 10 / MN 47 RAMPS	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	-	-	No Project - Criteria Not Met
344	108	3.004	CR	3	CR 3 (Coon Rapids Blvd NW) and WB MN 610 Ramps	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
356	109	60.004	CR	60	MN 65 and CR 60 (Constance Blvd NW)	★★★★★★★	Long-term (7-10 years)	-	-	-	-	-	-	1	-	$3,000
16	149	1.016	CSAH	1	CSAH 1 (Coon Rapids Blvd NW / East River Rd) and CR 3 (Coon Rapids Blvd NW)	★★★★★	Long-term (7-10 years)	1	-	-	-	-	1	-	-	$30,000
154	168	20.005	CSAH	20	CSAH 78 (Hanson Blvd NW) and CSAH 20 (161st Ave NW)	★★★★★	Long-term (7-10 years)	-	1	-	-	-	-	-	-	$3,000,000
162	169	23.005	CSAH	23	CSAH 23 (Lake Dr) and MSAS 112 (Village Pkwy)	★★★★★	Long-term (7-10 years)	1	-	-	-	-	1	-	-	$30,000
121	201	17.003	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 112 (Woodland Rd)	★★★★	Long-term (7-10 years)	1	-	-	-	-	1	-	-	$30,000
224	254	49.001	CSAH	49	CSAH 49 (Hodgson Rd) and MSAS 105 (Ware Rd)	★★★	Long-term (7-10 years)	1	-	-	-	-	1	-	-	$30,000
232	256	5.012	CSAH	5	CSAH 22 (Viking Blvd NW) and CSAH 5 (Nowthen Blvd NW)	★★★	Long-term (7-10 years)	1	-	-	-	-	1	-	-	$30,000
348	269	49.002	CR	49	CR 49 (North Rd) and CR 53 (Sunset Ave NE / Pointcross Dr)	★★★	Long-term (7-10 years)	1	-	-	-	-	1	-	-	$30,000
361	270	84.003	CR	84	CR 84 (22nd Ave S) and E Cedar St	★★★	Long-term (7-10 years)	1	-	-	-	-	1	-	-	$30,000
						Total Projects --		7	5	1	-	-	1	81	17	$15,023,000

Urban Intersection Pedestrian-Bicycle Based Project List for Anoka County

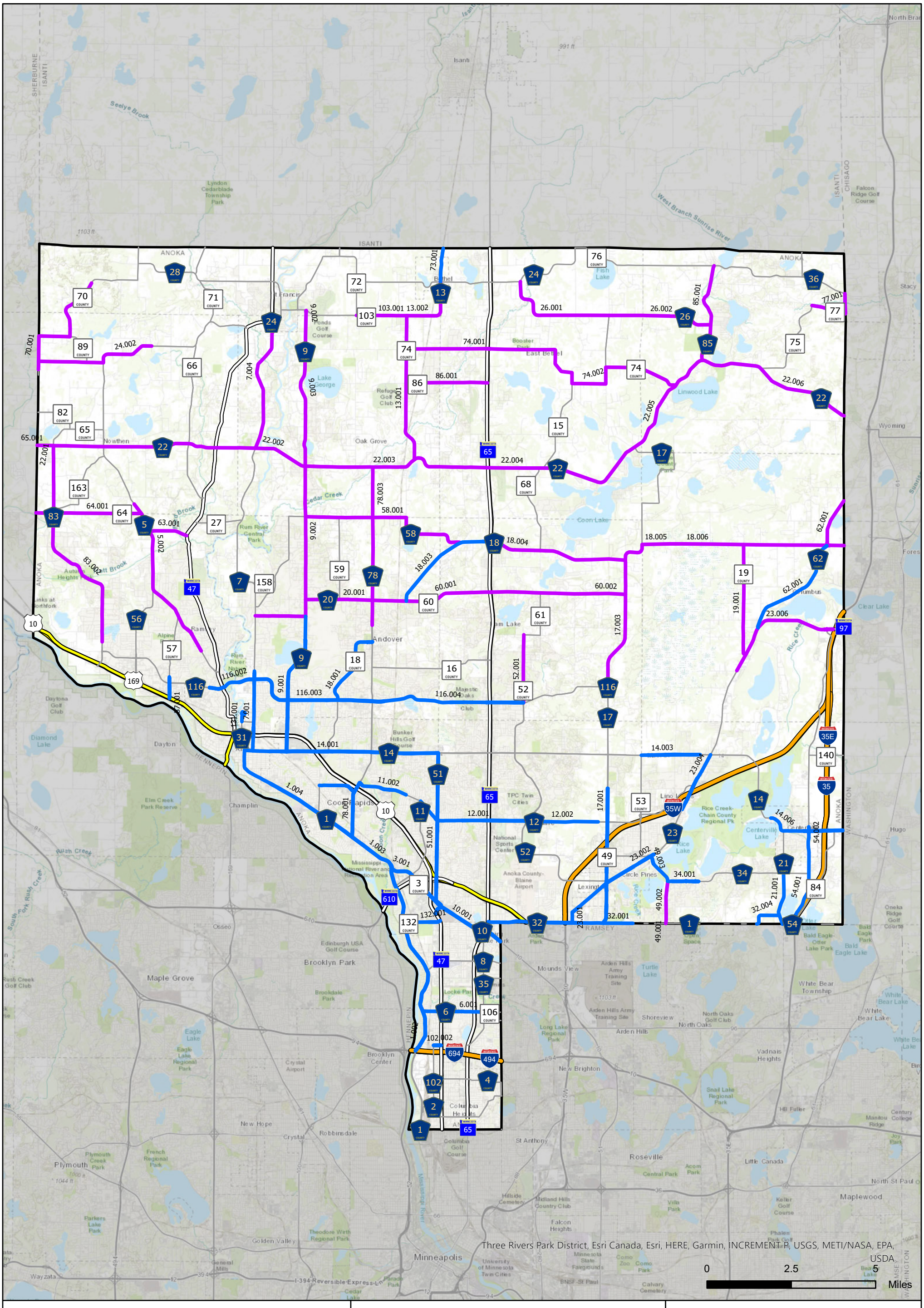
CRSP2 ID Example: 1.001: 1= Route Number, 001 = First Intersection

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Total Stars	Project Timeline	Mini Roundabout	Median Refuge Island	RRFB	RRFB w/ Refuge Island	Pedestrian Hybrid Beacon	No Right Turn on Red Sign (static or blank out)	Curb Extensions	Leading Pedestrian Interval	Countdown Timer	Upgrade Signal Hardware & Review & Revise Signal Timing & Operations	Total Cost
44	1	102.004	CSAH	102	MN 47 (University Ave NE) and MSAS 301 / CSAH 102 (57th Ave NE)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	-	1	$7,000
56	2	11.012	CSAH	11	CSAH 78 / CSAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd)	★★★★★★	Short-term (0-3 years)	-	County Completed	-	-	-	-	-	1	-	1	$7,000
64	3	116.006	CSAH	116	MN 47 (Saint Francis Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	-	1	$7,000
81	4	12.006	CSAH	12	MN 65 (Central Ave NE) and CSAH 12 (109th Ave NE)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	1	-	1	-	1	$10,000
82	5	12.007	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 130 (Davenport St)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	-	1	$7,000
89	6	14.004	CSAH	14	CSAH 14 (Main St) and MSAS 136 (124th Ave NW)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	-	1	$7,000
103	7	14.018	CSAH	14	CSAH 14 (Main St) and MSAS 124 (Ulysses St NE)	★★★★★★	Short-term (0-3 years)	-	1	-	-	-	-	-	1	1	1	$69,000
105	8	14.020	CSAH	14	CSAH 14 (Main St) and MSAS 130 (Central Ave NE)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	1	-	1	$32,000
129	9	17.011	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 128 (Pheasant Ridge Dr NE)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	-	1	$7,000
191	10	32.001	CSAH	32	MN 65 and CSAH 32 (85th Ave NE)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	-	1	$7,000
219	11	4.003	CSAH	4	MN 65 (Central Ave NE) and CSAH 4 (49th Ave NE)	★★★★★★	Short-term (0-3 years)	-	1	-	-	-	-	-	1	-	1	$57,000
289	12	78.004	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 102 (121st Ave NW)	★★★★★★	Short-term (0-3 years)	-	1	-	-	-	-	-	1	-	1	$57,000
300	13	8.003	CSAH	8	MN 47 (University Ave NE) and CSAH 8 (Osborne Rd NE)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	1	-	1	-	1	$10,000
304	14	8.007	CSAH	8	MN 65 and CSAH 8 (Osborne Rd NE)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	-	1	$7,000
312	15	9.001	CSAH	9	CSAH 14 (Main St) and CSAH 9 / MSAS 121 (Round Lake Blvd NW)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	1	-	1	-	1	$10,000
315	16	9.004	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 127 (Northdale Blvd NW)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	1	-	1	-	1	$10,000
318	17	9.007	CSAH	9	CSAH 9 (Round Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	-	1	-	1	$7,000
332	18	132.003	CR	132	MN 47 (University Ave NE) and CR 13 (85th Ave NW)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	1	-	1	-	1	$10,000
346	19	3.006	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 130 (Springbrook Dr NW)	★★★★★★	Short-term (0-3 years)	-	1	-	-	-	-	-	1	-	1	$57,000
356	20	60.004	CR	60	MN 65 and CR 60 (Constance Blvd NW)	★★★★★★	Short-term (0-3 years)	-	-	-	-	-	-	1	1	-	1	$32,000
1	21	1.001	CSAH	1	CSAH 1 (E River Rd) and MSAS 272 (37th Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	1	1	$44,000
3	22	1.003	CSAH	1	CSAH 1 (E River Rd) and MSAS 355 (51st Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
6	23	1.006	CSAH	1	CSAH 1 (E River Rd) and CSAH 6 (Mississippi St NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
7	24	1.007	CSAH	1	CSAH 1 (E River Rd) and CSAH 8 (Osborne Rd NE) / MSAS 332	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
8	25	1.008	CSAH	1	CSAH 1 (E River Rd) and MSAS 343 (77th Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
9	26	1.009	CSAH	1	CSAH 1 (E River Rd) and MSAS 309	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
18	27	1.018	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (100th Ave NW)	★★★★★	Mid-term (4-6 years)	-	County Completed	-	-	-	1	-	1	-	1	$10,000
21	28	1.021	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 137 (Xavis St NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
23	29	1.023	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
24	30	1.024	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 154 (11th Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	1	1	1	-	1	$35,000
26	31	1.026	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 113 (Round Lake Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
29	32	1.029	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 156 (7th Ave)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	1	1	1	-	1	$35,000
37	33	10.003	CSAH	10	CSAH 10 and MSAS 115 (Jefferson St NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	1	1	$19,000
45	34	11.001	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 159 (Norway St NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
46	35	11.002	CSAH	11	CR 3 (Coon Rapids Blvd NW) and CSAH 11 (Foley Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
47	36	11.003	CSAH	11	CSAH 11 (Foley Blvd NW) and MSAS 103 (99th Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
55	37	11.011	CSAH	11	CSAH 11 (Northdale Blvd NW) and MSAS 120 (Xeon St NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
60	38	11.016	CSAH	11	SAH 11 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW) / MSAS 107 (Robi	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
63	39	116.005	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 122 (Thurston Ave)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
68	40	116.010	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 130 (Quay St NW)	★★★★★	Mid-term (4-6 years)	-	1	-	-	-	-	-	1	-	1	$57,000
74	41	116.016	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 118 (Jay St NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	1	1	$19,000
84	42	12.009	CSAH	12	CSAH 12 (109th Ave NE) and CSAH 52 (Flanders St NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
85	43	12.010	CSAH	12	CSAH 17 (Lexington Ave NE) and CSAH 12 (109th Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
87	44	14.002	CSAH	14	CSAH 14 (Main St) and MSAS 111 (9th Ave)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
88	45	14.003	CSAH	14	CSAH 14 (Main St) and MSAS 134 (Wedgewood Dr NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
90	46	14.005	CSAH	14	CSAH 14 (Main St) and MSAS 127 (Northdale Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
92	47	14.007	CSAH	14	CSAH 14 (Main St) and NB US 10 / MN 47 Ramps	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
93	48	14.008	CSAH	14	CSAH 14 (Main St) and CSAH 18 (Coon Creek Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
95	49	14.010	CSAH	14	CSAH 78 (Hanson Blvd NW) and CSAH 14 (Main St)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
98	50	14.013	CSAH	14	CSAH 14 (Main St) and MSAS 114 (Foley Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
100	51	14.015	CSAH	14	CSAH 14 (Main St) and CSASH 51 / MSAS 124 (University Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
101	52	14.016	CSAH	14	CSAH 14 (Main St) and MSAS 121 (Jefferson St)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
102	53	14.017	CSAH	14	CSAH 14 (Main St) and MSAS 111 (Oak Park Blvd NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
106	54	14.021	CSAH	14	CSAH 14 (Main St) and CSAH 52 (Radisson Rd NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
112	55	14.030	CSAH	14	CSASH 23 (Lake Dr NE) and CSAH 14 (Main St)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
114	56	14.032	CSAH	14	CSAH 14 (Main St) and CSAH 54 (20th Ave N)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
117	57	14.035	CSAH	14	CSAH 14 (Main St) and CR 84 (22nd Ave S)	★★★★★	Mid-term (4-6 years)	-	1	-	-	-	-	-	1	-	1	$57,000
122	58	17.004	CSAH	17	CSAH 23 (Lake Dr) and CSAH 17 (Lexington Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
125	59	17.007	CSAH	17	CSAH 17 (Lexington Ave NE) and CR 49 (North Rd)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	1	1	1	-	1	$35,000
140	60	18.007	CSAH	18	CSAH 116 (Bunker Lake Blvd NW) and CSAH 18 (Crosstown Blvd NW)	★★★★★	Mid-term (4-6 years)	-	1	-	-	-	-	-	1	-	1	$57,000
145	61	2.003	CSAH	2	MN 47 (University Ave NE) and CSAH 2 (40th Ave NE)	★★★★★	Mid-term (4-6 years)	-	1	-	-	-	-	-	1	-	1	$57,000
158	62	23.001	CSAH	23	CSAH 32 (85th Ave NE) and MSAS 268 (Rice Creek Pkwy)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
165	63	23.008	CSAH	23	CSAH 23 (Lake Dr) and MSAS 104	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
167	64	23.010	CSAH	23	CSAH 23 (Lake Dr) and CSAH 49 / CR 49 (Hodgson Rd / North Rd)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
170	65	23.013	CSAH	23	CSAH 23 (Lake Dr) and MSAS 143	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
173	66	23.016	CSAH	23	CSAH 23 (Lake Dr) and CR 12 (Apollo Dr)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
180	67	3.002	CSAH	3	CSAH 10 and CSAH 51 / CSAH 3 (University Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
181	68	30.001	CSAH	30	MN 47 (Saint Francis Blvd NW) and CSAH 30 (Pleasant St)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
211	69	35.001	CSAH	35	MN 65 and CSAH 35 (Central Ave NE) / MSAS 356 (Medronic Pkwy NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
225	70	5.001	CSAH	5	7 (Saint Francis Blvd NW) and CSAH 5 (Nowthen Blvd NW) / MSAS 117 (Xkimo C	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
228	71	5.004	CSAH	5	CSAH 5 (Nowthen Blvd NW) and MSAS 107 (153rd Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
237	72	51.005	CSAH	51	CSAH 51 (University Ave NW) and MSAS 148 (105th Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
238	73	51.006	CSAH	51	CSAH 51 (University Ave NW) and MSAS 104 (Egret Blvd NW)	★★★★★	Mid-term (4-6 years)	-	1	-	-	-	-	-	1	-	1	$57,000
245	74	52.004	CSAH	52	CSAH 52 (Flanders St NE) and MSAS 106 (101st Ave NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
253	75	56.002	CSAH	56	CSAH 56 (Ramsey Blvd NW) and MSAS 104 (Sunwood Dr NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
254	76	56.003	CSAH	56	CSAH 56 (Ramsey Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
255	77	57.001	CSAH	57	US 10 / US 169 and CSAH 57 (Sunfish Lake Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
257	78	57.003	CSAH	57	CSAH 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
258	79	6.001	CSAH	6	MN 47 (University Ave NE) and CSAH 6 (Mississippi St NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	1	-	1	-	1	$10,000
263	80	6.006	CSAH	6	MN 65 and CSAH 6 (Mississippi St NE)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
270	81	7.005	CSAH	7	CSAH 7 (7th Ave) and WB MN 47 / US 10 Ramps	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	1	1	$19,000
272	82	7.007	CSAH	7	CSAH 7 (7th Ave) and MSAS 158 (North St / Buchanan St)	★★★★★	Mid-term (4-6 years)	-	1	-	-	-	-	-	1	-	1	$57,000
276	83	7.011	CSAH	7	CSAH 7 (7th Ave) and MSAS 142 (38th Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000

Urban Intersection Pedestrian-Bicycle Based Project List for Anoka County

CRSP2 ID Example: 1.001: 1= Route Number, 001 = First Intersection

List No.	Project Page No.	Intersection ID	Route System	Route No.	Intersection Description	Total Stars	Project Timeline	Mini Roundabout	Median Refuge Island	RRFB	RRFB w/ Refuge Island	Pedestrian Hybrid Beacon	No Right Turn on Red Sign (static or blank out)	Curb Extensions	Leading Pedestrian Interval	Countdown Timer	Upgrade Signal Hardware & Review & Revise Signal Timing & Operations	Total Cost
277	84	7.012	CSAH	7	CSAH 116 (Bunker Lake Blvd NW) and CSAH 7 (7th Ave N)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
280	85	7.015	CSAH	7	CSAH 7 (Rum River Blvd NW) and CSAH 20 (157th Ave NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
292	86	78.007	CSAH	78	CSAH 78 (Hanson Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	1	-	1	-	1	$10,000
295	87	78.010	CSAH	78	CSAH 78 (Hanson Blvd NW) and CR 18 (Crosstown Blvd NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
310	88	83.003	CSAH	83	CSAH 83 (Armstrong Blvd NW) and MSAS 104 (Sunwood Dr NW)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
313	89	9.002	CSAH	9	CSAH 9 (Round Lake Blvd NW) and EB US 10 / MN 47 RAMPS	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
314	90	9.003	CSAH	9	CSAH 9 (Round Lake Blvd NW) and WB US 10 / MN 47 RAMPS	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	-	1	-	1	$7,000
316	91	9.005	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 149 (Riverdale Dr)	★★★★★	Mid-term (4-6 years)	1	-	-	-	-	-	-	-	-	-	$500,000
317	92	9.006	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 146 (Roosevelt St)	★★★★★	Mid-term (4-6 years)	-	1	-	-	-	-	-	1	-	1	$57,000
331	93	132.002	CR	132	CR 13 (85th Ave NW) and MSAS 341 (W University Service Dr)	★★★★★	Mid-term (4-6 years)	-	-	-	-	-	-	1	1	-	1	$32,000
345	94	3.005	CR	3	CR 3 (Coon Rapids Blvd NW) and MSAS 118 (93rd Ave NW / Flintwood St NW)	★★★★★	Mid-term (4-6 years)	-	1	-	-	-	-	-	1	-	1	$57,000
22	101	1.022	CSAH	1	CSAH 1 (Coon Rapids Blvd NW) and MSAS 155 (Direct River Dr)	★★★★	Long-term (7-10 years)	-	-	-	-	1	-	-	-	-	-	$150,000
71	113	116.013	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 119 (Crosstown Dr NW)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
72	114	116.014	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 150 (Thrush St NW)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
73	115	116.015	CSAH	116	CSAH 116 (Bunker Lake Blvd NW) and MSAS 151 (Martin St NW)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
80	119	12.005	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 124 (Ulysses St NE)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
83	120	12.008	CSAH	12	CSAH 12 (109th Ave NE) and MSAS 133 (Tournament Players Pkwy)	★★★★	Long-term (7-10 years)	-	-	-	-	1	-	-	-	-	-	$150,000
131	132	17.013	CSAH	17	CSAH 17 (Lexington Ave NE) and MSAS 142 (122nd Ave NE)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
288	162	78.003	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 153 (Raven St)	★★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
291	164	78.006	CSAH	78	CSAH 78 (Hanson Blvd NW) and MSAS 117 (Station Pkwy NW)	★★★★	Long-term (7-10 years)	-	-	-	-	1	-	-	-	-	-	$150,000
97	187	14.012	CSAH	14	CSAH 14 (Main St) and MSAS 143 (Olive St NW)	★★★	Long-term (7-10 years)	-	-	-	-	1	-	-	-	-	-	$150,000
99	188	14.014	CSAH	14	CSAH 14 (Main St) and MSAS 152 (Flintwood St)	★★★	Long-term (7-10 years)	-	-	-	-	1	-	-	-	-	-	$150,000
123	193	17.005	CSAH	17	CSAH 17 (Lexington Ave NE) and CSAH 52 (Lovell Rd)	★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
124	194	17.006	CSAH	17	CSAH 17 (Lexington Ave NE) and West Rd	★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
135	197	18.002	CSAH	18	CSAH 18 (Crosstown Blvd NW) and MSAS 135 (128th Ave NW)	★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
161	202	23.004	CSAH	23	CSAH 23 (Lake Dr) and Woodland Rd	★★★	Long-term (7-10 years)	-	-	1	-	-	-	-	-	-	-	$75,000
162	203	23.005	CSAH	23	CSAH 23 (Lake Dr) and MSAS 112 (Village Pkwy)	★★★	Long-term (7-10 years)	-	-	1	-	-	-	-	-	-	-	$75,000
267	220	7.002	CSAH	7	CSAH 7 (7th Ave) and MSAS 125 (Jackson St)	★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
271	222	7.006	CSAH	7	CSAH 7 (7th Ave) and CSAH 30 (Pierce St)	★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
320	230	9.009	CSAH	9	CSAH 9 (Round Lake Blvd NW) and MSAS 108 (S Coon Creek Dr)	★★★	Long-term (7-10 years)	-	-	-	1	-	-	-	-	-	-	$125,000
343	234	3.003	CR	3	CR 3 (Coon Rapids Blvd NW) and EB MN 610 Ramps	★★★	Long-term (7-10 years)	-	-	-	-	1	-	-	-	-	-	$150,000
						Total Projects --		1	12	2	12	6	11	30	93	5	93	$2,594,000



LEGEND

- Interstate
- US Highway
- MN Highway
- Urban Project Segment
- Rural Project Segment

Priority location risk factor thresholds:

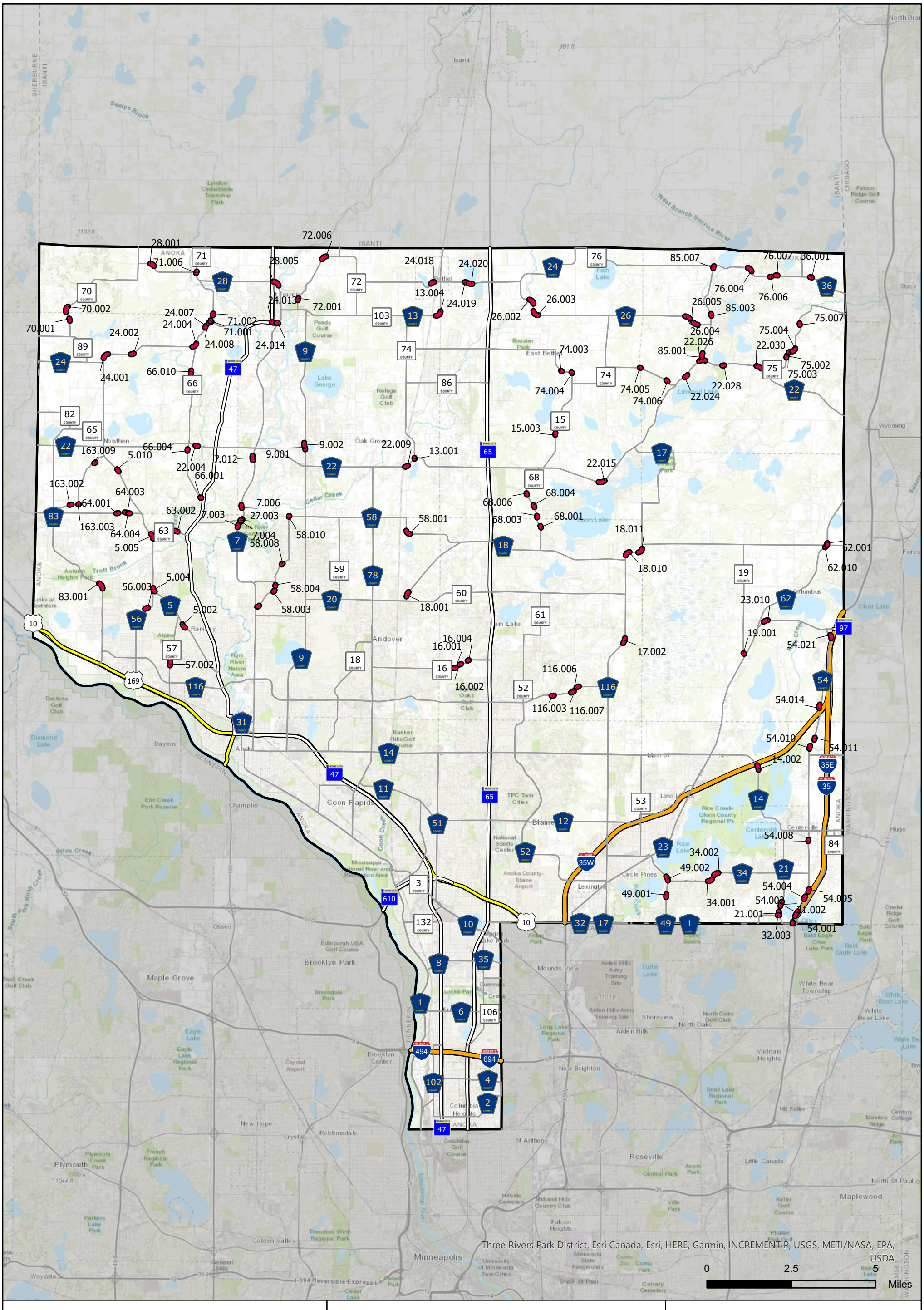
-Rural: 3+

-Urban: 3+

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

ANOKA COUNTY
Project Segments



LEGEND

- Interstate
- US Highway
- MN Highway
- Rural Project Curve

Priority location risk factor threshold:

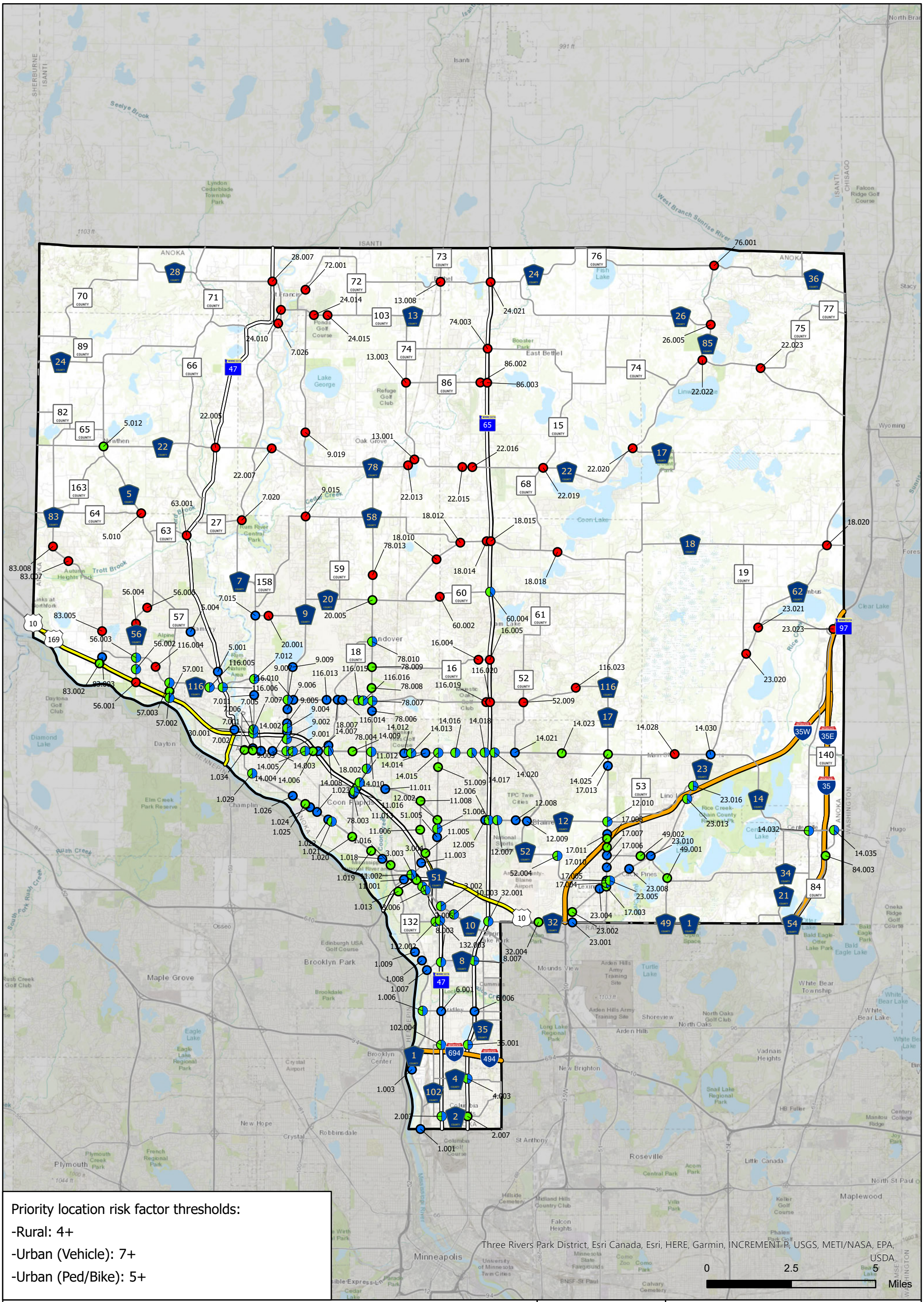
-Rural: 3+

N

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

ANOKA COUNTY Project Curves


Priority location risk factor thresholds:
-Rural: 4+
-Urban (Vehicle): 7+
-Urban (Ped/Bike): 5+
Three Rivers Park District, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA
0
2.5
5
Miles
LEGEND
Interstate
US Highway
MN Highway
Rural Project Intersection
Urban Project Intersection (Ped/Bike Based)
Urban Project Intersection (Vehicle Based)
Urban Project Intersection (Vehicle & Ped/Bike Based)
N
Comprehensive Safety Action Plan
TOWARD ZERO DEATHS
ANOKA COUNTY
Project Intersections

HSIP Project Sheets

APPENDIX G

Comprehensive Safety Action Plan

TOWARD ZERO DEATHS

Rural Segment on CSAH 17 (Lexington Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown Blvd NE)
Segment End:	500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and CSAH 116 (Bunker Lake Blvd
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	17
Facility Type:	Undivided
Segment Length (mile):	3.83
AADT (vpd):	8,617
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	25	3	9	1
Density (per mile per yr):	1.3	0.2	0.5	0.1
Rate (per MVM):	0.4	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	8617	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	8617	xx ≥ 3,000	★
Curve Density (cur per mile):	0.5	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	12.5	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile	3.83	$575,220
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	3.83	$11,500
6" Wet Reflective in Groove	Proactive	$10,000	per mile	3.83	$38,350
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$625,070

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 18 (Crosstown Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook Dr)
Segment End:	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	18
Facility Type:	Undivided
Segment Length (mile):	4.43
AADT (vpd):	6,806
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	22	4	6	2
Density (per mile per yr):	1	0.2	0.3	0.1
Rate (per MVM):	0.4	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	6806	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	6806	xx ≥ 3,000	★
Curve Density (cur per mile):	1.1	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	12.2	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile	4.43	$443,350
Centerline Rumble Strip*	Proactive	$3,000	per mile	4.43	$13,300
6" Wet Reflective in Groove	Proactive	$10,000	per mile	4.43	$44,340
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
			Total Estimated Project Cost:		$500,990

Systemic Project	✓

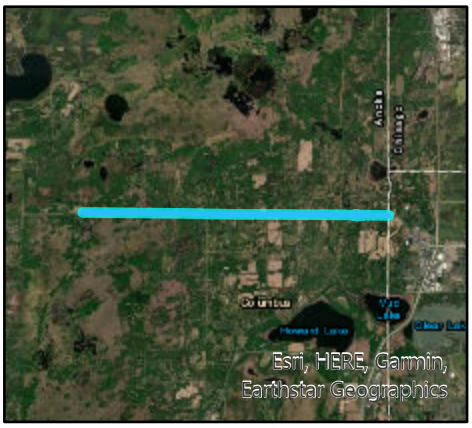
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 18 (Broadway Ave)

Roadway Information

Segment Start:	Intersection of CSAH 18 (Broadway Ave) and Dnr Rd
Segment End:	Intersection of CSAH 18 (Broadway Ave) and Lyons St
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	18
Facility Type:	Undivided
Segment Length (mile):	5.15
AADT (vpd):	6,097
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	22	3	3	0
Density (per mile per yr):	0.9	0.1	0.1	0
Rate (per MVM):	0.4	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	6097	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	6097	xx ≥ 3,000	★
Curve Density (cur per mile):	0.2	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	13.6	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	5.15	$15,450
6" Wet Reflective in Groove	Proactive	$10,000	per mile	5.15	$51,500
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$66,950

Systemic Project	✓

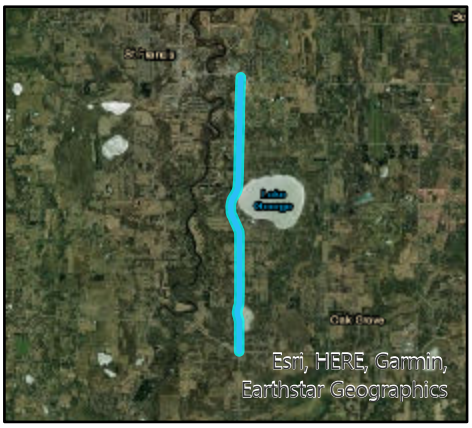
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 9 (Lake George Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW
Segment End:	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW
Area Type:	Rural
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	9
Facility Type:	Undivided
Segment Length (mile):	4.63
AADT (vpd):	7,656
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	44	5	10	1
Density (per mile per yr):	1.9	0.2	0.4	0
Rate (per MVM):	0.7	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	7656	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	7656	xx ≥ 3,000	★
Curve Density (cur per mile):	1.3	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	15.3	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile	4.63	$694,730
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile	4.63	$32,420
Enhanced Edgeline	Proactive	$7,000	per mile	4.63	$32,420
		Total Estimated Project Cost:			$759,570

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CR 60 (Constance Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 18 (Crosstown Blvd NE) & CR 60 (Constance Blvd NE)
Segment End:	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Mixed Use
Route System:	CR
Route No.:	60
Facility Type:	Undivided
Segment Length (mile):	3.99
AADT (vpd):	3,500
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	50	3	5	1
Density (per mile per yr):	2.5	0.2	0.3	0.1
Rate (per MVM):	2	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	3500	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	3500	xx ≥ 3,000	★
Curve Density (cur per mile):	0.8	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	20.8	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile	3.99	$399,220
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile	3.99	$27,950
Enhanced Edgeline	Proactive	$7,000	per mile	3.99	$27,950
		Total Estimated Project Cost:			$455,120

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CR 60 (Constance BLVD NE)

Roadway Information

Segment Start:	Intersection of CR 60 (Constance Blvd NE) and CR 61 (Xylite St NE)
Segment End:	Intersection of CR 60 (Constance Blvd NE) and CSAH 17 (Lexington Ave NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Mixed Use
Route System:	CR
Route No.:	60
Facility Type:	Undivided
Segment Length (mile):	2.65
AADT (vpd):	3,439
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	21	1	0	0
Density (per mile per yr):	1.6	0.1	0	0
Rate (per MVM):	1.3	0.1	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	3439	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	3439	xx ≥ 3,000	★
Curve Density (cur per mile):	0.4	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	21.5	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile	2.65	$7,940
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	2.65	$18,530
		Total Estimated Project Cost:			$26,470

Systemic Project	✓

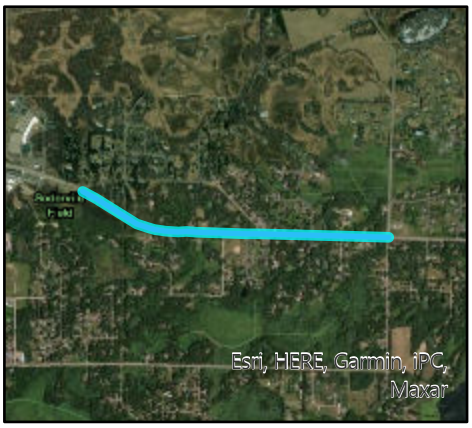
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 18 (Crosstown Blvd)

Roadway Information

Segment Start:	Intersection of CSAH 18 (Crosstown Blvd) and Soderville Dr NE
Segment End:	Intersection of CSAH 18 (Crosstown Blvd) and CSAH 18 (Crosstown Blvd)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	18
Facility Type:	Undivided
Segment Length (mile):	1.18
AADT (vpd):	7,398
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	6	1	1	0
Density (per mile per yr):	1	0.2	0.2	0
Rate (per MVM):	0.4	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	7398	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	7398	xx ≥ 3,000	★
Curve Density (cur per mile):	1.7	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	21.1	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	1.18	$3,550
6" Wet Reflective in Groove	Proactive	$10,000	per mile	1.18	$11,840
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$15,390

Systemic Project	✓

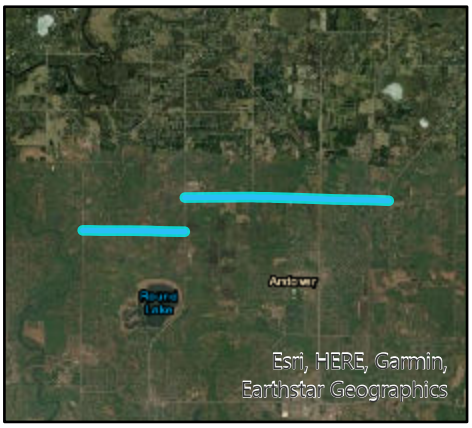
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 20 (157th Ave NW)

Roadway Information

Segment Start:	Intersection of CSAH 20 (157th Ave NW) and CSAH 7 (7th Ave NW)
Segment End:	Intersection of CSAH 20 (157th Ave NW) and CSAH 18 (Crosstown Blvd NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	20
Facility Type:	Undivided
Segment Length (mile):	4.48
AADT (vpd):	5,823
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	42	4	0	0
Density (per mile per yr):	1.9	0.2	0	0
Rate (per MVM):	0.9	0.1	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	5823	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	5823	xx ≥ 3,000	★
Curve Density (cur per mile):	0	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	29.9	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	4.48	$13,430
6" Wet Reflective in Groove	Proactive	$10,000	per mile	4.48	$44,780
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$58,210

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 22 (Baugh St NW)

Roadway Information

Segment Start:	1000 feet west of the intersection of CSAH 22 (Baugh St NW) and CR 83 (Baugh St NW)
Segment End:	Intersection of CSAH 22 (Baugh St NW) and Jasper St NW
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	22
Facility Type:	Undivided
Segment Length (mile):	5.25
AADT (vpd):	5,844
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	22	1	4	1
Density (per mile per yr):	0.8	0	0.2	0
Rate (per MVM):	0.4	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	5844	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	5844	xx ≥ 3,000	★
Curve Density (cur per mile):	0	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	10.9	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	5.25	$15,750
6" Wet Reflective in Groove	Proactive	$10,000	per mile	5.25	$52,490
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$68,240

Systemic Project	✓

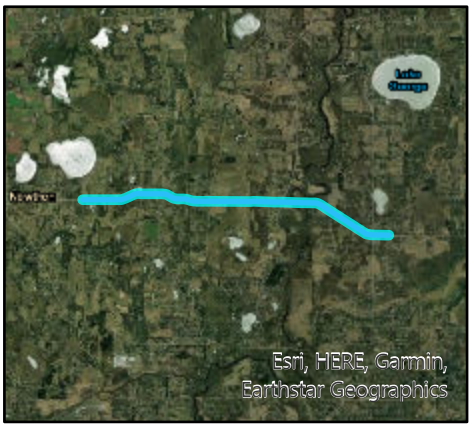
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 22 (Viking Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW
Segment End:	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	22
Facility Type:	Undivided
Segment Length (mile):	5.18
AADT (vpd):	7,817
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	57	7	10	3
Density (per mile per yr):	2.2	0.3	0.4	0.1
Rate (per MVM):	0.8	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	7817	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	7817	xx ≥ 3,000	★
Curve Density (cur per mile):	1.5	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	8.3	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile	5.18	$776,320
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	5.18	$15,530
6" Wet Reflective in Groove	Proactive	$10,000	per mile	5.18	$51,750
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$843,600

Systemic Project	✓

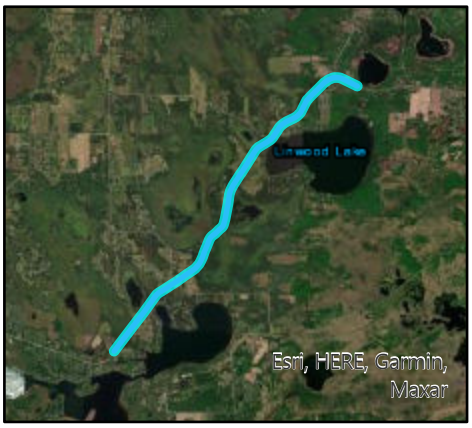
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 22 (Viking Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE
Segment End:	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	22
Facility Type:	Undivided
Segment Length (mile):	4.9
AADT (vpd):	4,067
Lane Width (ft):	13
Shoulder Type:	Paved
Shoulder Width (ft):	9



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	19	4	5	0
Density (per mile per yr):	0.8	0.2	0.2	0
Rate (per MVM):	0.5	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	4067	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	4067	xx ≥ 3,000	★
Curve Density (cur per mile):	2.2	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	15.1	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	4.9	$14,700
6" Wet Reflective in Groove	Proactive	$10,000	per mile	4.9	$48,990
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$63,690

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 22 (Viking Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE
Segment End:	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE
Area Type:	Rural
County:	Anoka
Context Zone:	Natural
Route System:	CSAH
Route No.:	22
Facility Type:	Undivided
Segment Length (mile):	4.44
AADT (vpd):	6,000
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	9



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	9	2	3	0
Density (per mile per yr):	0.4	0.1	0.1	0
Rate (per MVM):	0.2	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	6000	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	6000	xx ≥ 3,000	★
Curve Density (cur per mile):	2	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	10.6	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	4.44	$13,330
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile	4.44	$13,330
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	4.44	$31,110
		Total Estimated Project Cost:			$57,770

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 5 (Nowthen Blvd NW)

Roadway Information

Segment Start:	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)
Segment End:	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln NW
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	5
Facility Type:	Undivided
Segment Length (mile):	5.06
AADT (vpd):	9,234
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	49	0	10	0
Density (per mile per yr):	1.9	0	0.4	0
Rate (per MVM):	0.6	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	9234	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	9234	xx ≥ 3,000	★
Curve Density (cur per mile):	1.4	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	15.6	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile	5.06	$759,000
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	5.06	$15,180
6" Wet Reflective in Groove	Proactive	$10,000	per mile	5.06	$50,600
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
			Total Estimated Project Cost:		$824,780

Systemic Project	✓

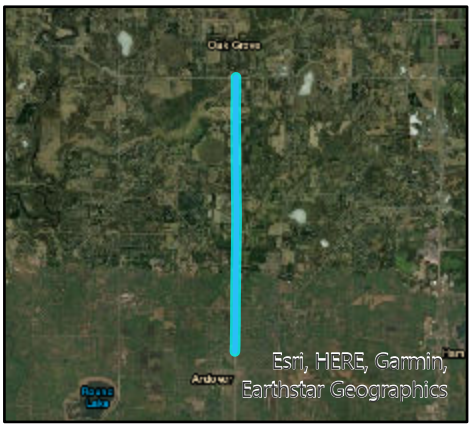
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 78 (Hanson Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NW) & CSAH 78 (Hanson Blvd NW)
Segment End:	0.55 MI North of the Intersection of CR 18 (Crosstown Blvd) & CSAH 78 (Hanson Blvd NW)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	78
Facility Type:	Undivided
Segment Length (mile):	4.69
AADT (vpd):	6,309
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	29	4	4	0
Density (per mile per yr):	1.2	0.2	0.2	0
Rate (per MVM):	0.5	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	6309	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	6309	xx ≥ 3,000	★
Curve Density (cur per mile):	0	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	11.1	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	4.69	$14,060
6" Wet Reflective in Groove	Proactive	$10,000	per mile	4.69	$46,860
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$60,920

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 83 (Baugh St NW / Armstrong Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)
Segment End:	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	83
Facility Type:	Undivided
Segment Length (mile):	4.59
AADT (vpd):	5,044
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	42	3	16	2
Density (per mile per yr):	1.8	0.1	0.7	0.1
Rate (per MVM):	1	0.1	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	5044	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	5044	xx ≥ 3,000	★
Curve Density (cur per mile):	1.3	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	10.4	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	4.59	$13,780
6" Wet Reflective in Groove	Proactive	$10,000	per mile	4.59	$45,940
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$59,720

Systemic Project	✓

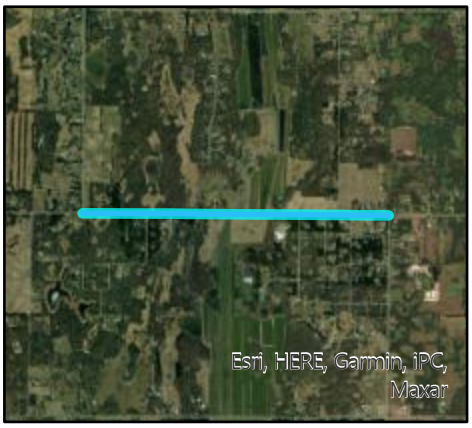
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CR 103 (229th Ave NW)

Roadway Information

Segment Start:	Intersection of CR 103 (229th Ave NW) and CSAH 24 (237th Ave NW)
Segment End:	Intersection of CR 103 (229th Ave NW) and CSAH 13 (University Ave NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Natural
Route System:	CR
Route No.:	103
Facility Type:	Undivided
Segment Length (mile):	1.49
AADT (vpd):	4,080
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	0	0	0
Density (per mile per yr):	0.3	0	0	0
Rate (per MVM):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	4080	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	4080	xx ≥ 3,000	★
Curve Density (cur per mile):	0	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	13.4	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile	1.49	$10,450
Enhanced Edgeline	Proactive	$7,000	per mile	1.49	$10,450
		Total Estimated Project Cost:			$20,900

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CR 52 (Xylite St NE)

Roadway Information

Segment Start:	Intersection of CR 52 (Radisson St NE) and CR 61 (153rd Ave NE)
Segment End:	Intersection of CSAH 116 (Bunker Lake Blvd NE) & CR 52 (Radisson St NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CR
Route No.:	52
Facility Type:	Undivided
Segment Length (mile):	2.01
AADT (vpd):	4,929
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	9	0	0	0
Density (per mile per yr):	0.9	0	0	0
Rate (per MVM):	0.5	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	4929	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	4929	xx ≥ 3,000	★
Curve Density (cur per mile):	0	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	15.4	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	2.01	$6,030
6" Wet Reflective in Groove	Proactive	$10,000	per mile	2.01	$20,100
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$26,130

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CR 62 (Kettle River Blvd NE)

Roadway Information

Segment Start:	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)
Segment End:	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CR
Route No.:	62
Facility Type:	Undivided
Segment Length (mile):	1.5
AADT (vpd):	4,359
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	3	0	1	0
Density (per mile per yr):	0.4	0	0.1	0
Rate (per MVM):	0.3	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	4359	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	4359	xx ≥ 3,000	★
Curve Density (cur per mile):	2	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	22	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	1.5	$4,500
6" Wet Reflective in Groove	Proactive	$10,000	per mile	1.5	$15,000
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$19,500

Systemic Project	✓

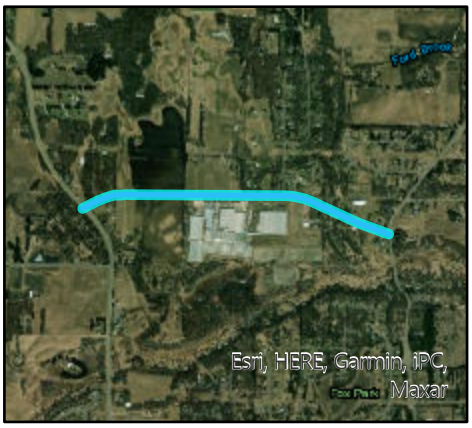
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CR 63 (Green Valley Rd NW)

Roadway Information

Segment Start:	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen Blvd NW)
Segment End:	Intersection of CR 63 (Green Valley Rd NW) and MN 47
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CR
Route No.:	63
Facility Type:	Undivided
Segment Length (mile):	1.14
AADT (vpd):	3,167
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	9	1	4	0
Density (per mile per yr):	1.6	0.2	0.7	0
Rate (per MVM):	1.4	0.2	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	3167	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	3167	xx ≥ 3,000	★
Curve Density (cur per mile):	1.8	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	18.4	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile	1.14	$7,980
Enhanced Edgeline	Proactive	$7,000	per mile	1.14	$7,980
		Total Estimated Project Cost:			$15,960

Systemic Project	✓

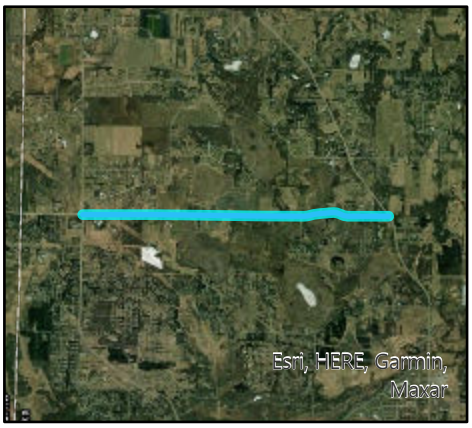
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CR 64 (181st Ave NW)

Roadway Information

Segment Start:	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)
Segment End:	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CR
Route No.:	64
Facility Type:	Undivided
Segment Length (mile):	2.6
AADT (vpd):	3,096
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	6



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	8	0	2	0
Density (per mile per yr):	0.6	0	0.2	0
Rate (per MVM):	0.5	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	3096	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	3096	xx ≥ 3,000	★
Curve Density (cur per mile):	1.5	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	15	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile	2.6	$18,220
Enhanced Edgeline	Proactive	$7,000	per mile	2.6	$18,220
		Total Estimated Project Cost:			$36,440

Systemic Project	✓

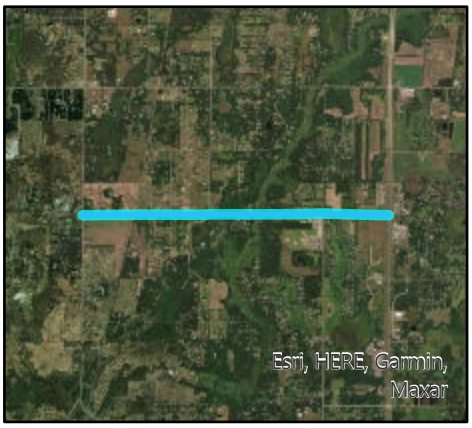
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CR 86 (Sims Rd NW)

Roadway Information

Segment Start:	Intersection of CR 86 (Sims Rd NW) and CSAH 13 (Cedar Dr NW)
Segment End:	Intersection of CR 86 (Sims Rd NW) and MN 65
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CR
Route No.:	86
Facility Type:	Undivided
Segment Length (mile):	2.41
AADT (vpd):	3,000
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	12	2	1	0
Density (per mile per yr):	1	0.2	0.1	0
Rate (per MVM):	0.9	0.2	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	3000	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	3000	xx ≥ 3,000	★
Curve Density (cur per mile):	0	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	14.5	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile	2.41	$7,240
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	2.41	$16,900
			Total Estimated Project Cost:		$24,140

Systemic Project	✓

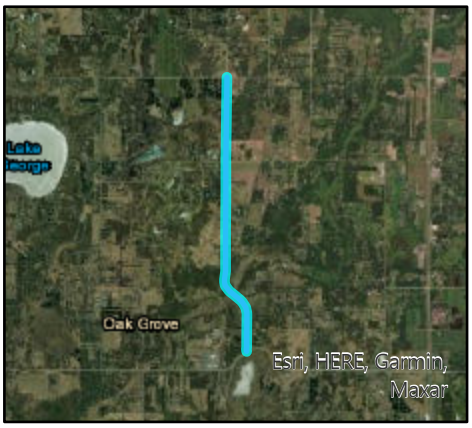
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 13 (Cedar Dr NW)

Roadway Information

Segment Start:	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)
Segment End:	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	13
Facility Type:	Undivided
Segment Length (mile):	3.38
AADT (vpd):	1,370
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	5	1	2	1
Density (per mile per yr):	0.3	0.1	0.1	0.1
Rate (per MVM):	0.6	0.1	0.2	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	1370	xx ≥ 3,000	
AADT-RM (Rural Multiple-veh) (vpd):	1370	xx ≥ 3,000	
Curve Density (cur per mile):	0.9	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	19.5	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile	3.38	$337,870
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	3.38	$23,650
		Total Estimated Project Cost:			$361,520

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 13 (University Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)
Segment End:	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave NW)
Area Type:	Rural
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	13
Facility Type:	Undivided
Segment Length (mile):	2.94
AADT (vpd):	2,029
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	8	2	3	1
Density (per mile per yr):	0.5	0.1	0.2	0.1
Rate (per MVM):	0.7	0.2	0.3	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	2029	xx ≥ 3,000	
AADT-RM (Rural Multiple-veh) (vpd):	2029	xx ≥ 3,000	
Curve Density (cur per mile):	0.3	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	18.4	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile	2.94	$293,640
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile	2.94	$20,560
Enhanced Edgeline	Proactive	$7,000	per mile	2.94	$20,560
		Total Estimated Project Cost:			$334,760

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 24 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW
Segment End:	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	24
Facility Type:	Undivided
Segment Length (mile):	3.88
AADT (vpd):	1,839
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	7



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	5	2	3	2
Density (per mile per yr):	0.3	0.1	0.2	0.1
Rate (per MVM):	0.4	0.2	0.2	0.2

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	1839	xx ≥ 3,000	
AADT-RM (Rural Multiple-veh) (vpd):	1839	xx ≥ 3,000	
Curve Density (cur per mile):	0.8	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	10.3	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile	3.88	$388,260
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	3.88	$27,180
		Total Estimated Project Cost:			$415,440

Systemic Project	✓

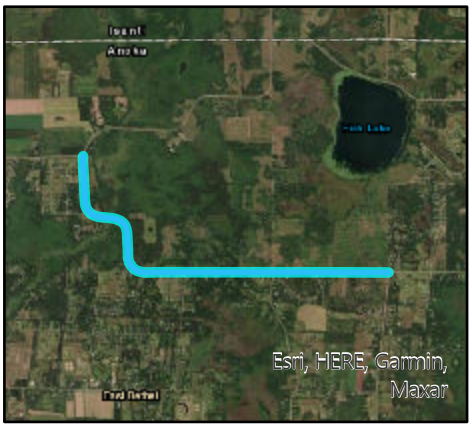
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 26 (Gopher Dr NE/229th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)
Segment End:	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Natural
Route System:	CSAH
Route No.:	26
Facility Type:	Undivided
Segment Length (mile):	3.42
AADT (vpd):	1,719
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	7	1	3	1
Density (per mile per yr):	0.4	0.1	0.2	0.1
Rate (per MVM):	0.7	0.1	0.3	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	1719	xx ≥ 3,000	
AADT-RM (Rural Multiple-veh) (vpd):	1719	xx ≥ 3,000	
Curve Density (cur per mile):	0.9	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	12.9	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	3.42	$23,940
		Total Estimated Project Cost:			$23,940

Systemic Project	✓

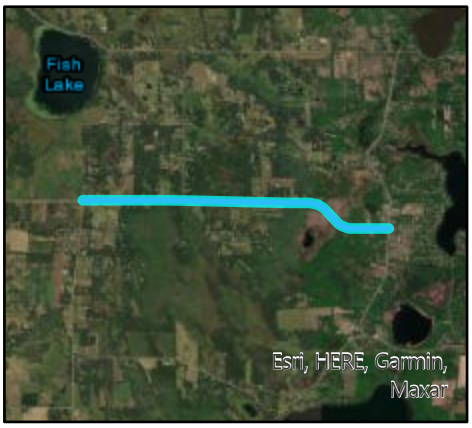
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 26 (229th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)
Segment End:	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	26
Facility Type:	Undivided
Segment Length (mile):	3.1
AADT (vpd):	1,946
Lane Width (ft):	13
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	4	2	1	0
Density (per mile per yr):	0.3	0.1	0.1	0
Rate (per MVM):	0.4	0.2	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	1946	xx ≥ 3,000	
AADT-RM (Rural Multiple-veh) (vpd):	1946	xx ≥ 3,000	
Curve Density (cur per mile):	0.6	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	20.6	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	3.1	$21,710
		Total Estimated Project Cost:			$21,710

Systemic Project	✓

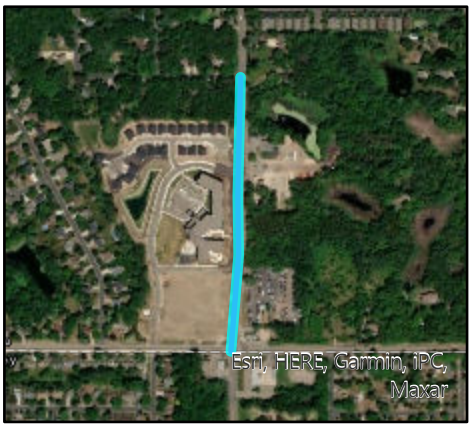
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 49 (Hodgson Rd)

Roadway Information

Segment Start:	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln
Segment End:	Intersection of CSAH 49 (Hodgson Rd) and CSAH 1 (Ash St)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	49
Facility Type:	Undivided
Segment Length (mile):	0.3
AADT (vpd):	6,270
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	7



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	5	0	0	0
Density (per mile per yr):	3.3	0	0	0
Rate (per MVM):	1.5	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 55	
AADT-RS (Rural Single-veh) (vpd):	6270	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	6270	xx ≥ 3,000	★
Curve Density (cur per mile):	0	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	26.8	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	0.3	$900
6" Wet Reflective in Groove	Proactive	$10,000	per mile	0.3	$2,990
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile		$0
		Total Estimated Project Cost:			$3,890

Systemic Project	✓

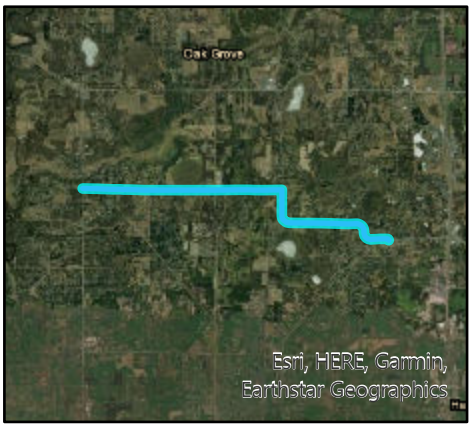
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 58 (181st Ave NW)

Roadway Information

Segment Start:	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George Blvd NW)
Segment End:	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	58
Facility Type:	Undivided
Segment Length (mile):	5.18
AADT (vpd):	1,546
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	13	2	2	0
Density (per mile per yr):	0.5	0.1	0.1	0
Rate (per MVM):	0.9	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 55	★
AADT-RS (Rural Single-veh) (vpd):	1546	xx ≥ 3,000	
AADT-RM (Rural Multiple-veh) (vpd):	1546	xx ≥ 3,000	
Curve Density (cur per mile):	0.8	0.1 ≤ xx ≤ 1.3	★
Access Density (access per mile):	16.8	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile		$0
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile		$0
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	5.18	$36,290
		Total Estimated Project Cost:			$36,290

Systemic Project	✓

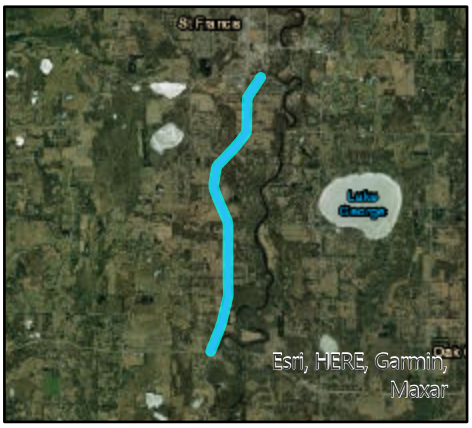
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 7 (Rum River Blvd)

Roadway Information

Segment Start:	Intersection of CSAH 7 (Rum River Blvd) and 227th Ave NW
Segment End:	Intersection of CSAH 7 (Rum River Blvd) and CSAH 22 (Viking Blvd NW)
Area Type:	Rural
County:	Anoka
Context Zone:	Natural
Route System:	CSAH
Route No.:	7
Facility Type:	Undivided
Segment Length (mile):	3.97
AADT (vpd):	7,220
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	27	2	3	1
Density (per mile per yr):	1.4	0.1	0.2	0.1
Rate (per MVM):	0.5	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 55	
AADT-RS (Rural Single-veh) (vpd):	7220	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	7220	xx ≥ 3,000	★
Curve Density (cur per mile):	1.5	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	15.6	xx ≥ 7	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	3.97	$11,920
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile	3.97	$11,920
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	3.97	$27,820
		Total Estimated Project Cost:			$51,660

Systemic Project	✓

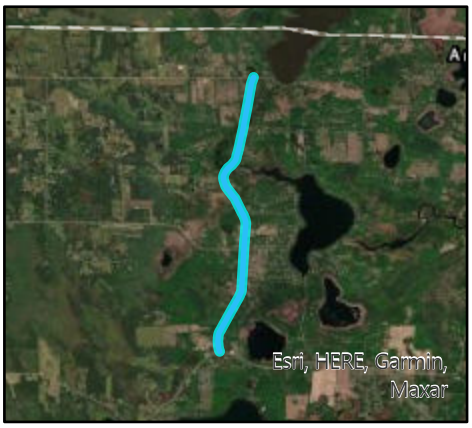
Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Segment on CSAH 85 (Typo Creek Dr NE)

Roadway Information

Segment Start:	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd ME)
Segment End:	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake Dr NE)
Area Type:	Rural
County:	Anoka
Context Zone:	Natural
Route System:	CSAH
Route No.:	85
Facility Type:	Undivided
Segment Length (mile):	2.99
AADT (vpd):	3,888
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	9



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	4	0	1	0
Density (per mile per yr):	0.3	0	0.1	0
Rate (per MVM):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 55	
AADT-RS (Rural Single-veh) (vpd):	3888	xx ≥ 3,000	★
AADT-RM (Rural Multiple-veh) (vpd):	3888	xx ≥ 3,000	★
Curve Density (cur per mile):	2.3	0.1 ≤ xx ≤ 1.3	
Access Density (access per mile):	16.7	xx ≥ 7	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Buffer Between Opposing Lanes	Proactive	$150,000	per mile		$0
Clear Zone Enhancements	Proactive	$100,000	per mile		$0
Centerline Rumble Strip*	Proactive	$3,000	per mile	2.99	$8,980
6" Wet Reflective in Groove	Proactive	$10,000	per mile		$0
Shoulder Paving/Safety Edge	Proactive	$75,000	per mile		$0
Shoulder Rumble Strip	Proactive	$3,000	per mile	2.99	$8,980
Edgeline Rumble Strip	Proactive	$7,000	per mile		$0
Enhanced Edgeline	Proactive	$7,000	per mile	2.99	$20,950
		Total Estimated Project Cost:			$38,910

Systemic Project	✓

Notes

*In noise sensitive areas, centerline mumble strips may be used in place of rumble strips

Rural Curve on CSAH 22 (Viking Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE
Segment End:	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	22
Curve Length (ft):	1,026.3
Curve Radius (ft):	1,143.4
AADT (vpd):	4,386
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	4	1	0	0
Density (per mile per yr):	4.1	1	0	0
Rate (per MVM):	2.6	0.6	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,143.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,386	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2737	$98,530
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$101,530

Systemic Project	✓

Notes

Rural Curve on CSAH 5 (Nowthen Blvd NW)

Roadway Information

Segment Start:	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH
Segment End:	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	5
Curve Length (ft):	646.9
Curve Radius (ft):	832.1
AADT (vpd):	8,600
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	9	0	3	0
Density (per mile per yr):	14.7	0	4.9	0
Rate (per MVM):	4.7	0	1.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	832.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	8,600	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	1725	$62,100
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$162,100

Systemic Project	✓

Notes

Rural Curve on CR 16 (Andover Blvd NE)

Roadway Information

Segment Start:	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd
Segment End:	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	16
Curve Length (ft):	296.4
Curve Radius (ft):	533.9
AADT (vpd):	3,261
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	533.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,261	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	28	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	790	$28,450
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$128,450

Systemic Project	✓

Notes

High-Friction Surface Treatment project nominated by county

Rural Curve on CR 64 (181st Ave NW)

Roadway Information

Segment Start:	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)
Segment End:	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	64
Curve Length (ft):	369.4
Curve Radius (ft):	969.6
AADT (vpd):	3,096
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	969.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,096	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 116 (Bunker Lake Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE
Segment End:	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	116
Curve Length (ft):	424.7
Curve Radius (ft):	595.1
AADT (vpd):	3,217
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	1	0	0
Density (per mile per yr):	2.5	2.5	0	0
Rate (per MVM):	2.1	2.1	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	595.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,217	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	1132	$40,770
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$140,770

Systemic Project	✓

Notes

Clear Zone Enhancements project nominated by county

Rural Curve on CSAH 24 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW
Segment End:	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	510.8
Curve Radius (ft):	753.2
AADT (vpd):	2,190
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	1	1	1
Density (per mile per yr):	4.1	2.1	2.1	2.1
Rate (per MVM):	5.2	2.6	2.6	2.6

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	753.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,190	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	1362	$49,040
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$77,040

Systemic Project	✓

Notes

Rural Curve on CSAH 24 (237th Ave NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave
Segment End:	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	451.8
Curve Radius (ft):	1,052.8
AADT (vpd):	3,027
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,052.8	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,027	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 28 (Ambassador Blvd NW)

Roadway Information

Segment Start:	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd
Segment End:	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	28
Curve Length (ft):	1,153.9
Curve Radius (ft):	960.3
AADT (vpd):	3,202
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	960.3	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,202	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

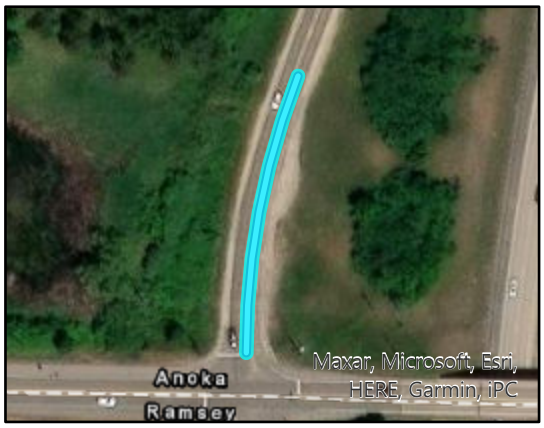
Systemic Project	✓

Notes

Rural Curve on CSAH 54 (20th Ave S)

Roadway Information

Segment Start:	Intersection of CSAH 54 (20th Ave S) and Commerce Dr
Segment End:	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	241.3
Curve Radius (ft):	641.7
AADT (vpd):	3,041
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	5	0	0	0
Density (per mile per yr):	21.9	0	0	0
Rate (per MVM):	19.7	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	641.7	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,041	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	644	$23,170
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$126,170

Systemic Project	✓

Notes

Rural Curve on CSAH 54 (20th Ave S)

Roadway Information

Segment Start:	Intersection of CSAH 54 (20th Ave S) and Commerce Dr
Segment End:	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	444.3
Curve Radius (ft):	793.8
AADT (vpd):	3,041
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	793.8	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,041	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 54 (20th Ave S)

Roadway Information

Segment Start:	Intersection of CSAH 54 (20th Ave S) and Commerce Dr
Segment End:	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)
Area Type:	Small Town
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	215.6
Curve Radius (ft):	1,125.9
AADT (vpd):	5,808
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,125.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	5,808	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 54 (Freeway Dr)

Roadway Information

Segment Start:	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140
Segment End:	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	363.4
Curve Radius (ft):	1,105.2
AADT (vpd):	2,077
Lane Width (ft):	11
Shoulder Type:	Composite
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	2.9	0	0	0
Rate (per MVM):	3.8	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,105.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,077	xx ≥ 2,500	
Lane Width (ft):	11	xx < 12	★
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	888	$31,980
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$131,980

Systemic Project	✓

Notes

Rural Curve on CSAH 85 (Typo Creek Dr NE)

Roadway Information

Segment Start:	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd
Segment End:	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	85
Curve Length (ft):	679.3
Curve Radius (ft):	1,295.4
AADT (vpd):	3,283
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,295.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,283	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CR 16 (Andover Blvd NE)

Roadway Information

Segment Start:	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd
Segment End:	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	16
Curve Length (ft):	289.5
Curve Radius (ft):	657.0
AADT (vpd):	3,261
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	657.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,261	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 58 (Valley Dr)

Roadway Information

Segment Start:	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)
Segment End:	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	58
Curve Length (ft):	253.8
Curve Radius (ft):	744.5
AADT (vpd):	1,205
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	744.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,205	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CR 64 (181st Ave NW)

Roadway Information

Segment Start:	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)
Segment End:	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	64
Curve Length (ft):	492.7
Curve Radius (ft):	855.7
AADT (vpd):	3,096
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	855.7	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,096	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 64 (181st Ave NW)

Roadway Information

Segment Start:	Intersection of CR 64 (181st Ave NW) and CR 83 (Baugh St NW)
Segment End:	Intersection of CR 64 (181st Ave NW) and CSAH 5 (Nowthen Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	64
Curve Length (ft):	318.9
Curve Radius (ft):	781.4
AADT (vpd):	3,096
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	781.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,096	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 68 (Greenbrook Dr)

Roadway Information

Segment Start:	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)
Segment End:	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	68
Curve Length (ft):	299.0
Curve Radius (ft):	906.9
AADT (vpd):	2,662
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	906.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,662	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 71 (Bridgestone Dr NW)

Roadway Information

Segment Start:	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador
Segment End:	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	71
Curve Length (ft):	158.2
Curve Radius (ft):	1,320.0
AADT (vpd):	622
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	6.7	0	0	0
Rate (per MVM):	29.4	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,320.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	622	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$103,000

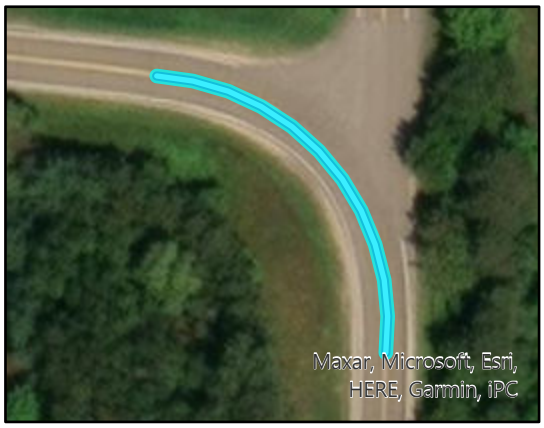
Systemic Project	✓

Notes

Rural Curve on CR 74 (217th Ave NE)

Roadway Information

Segment Start:	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE
Segment End:	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	74
Curve Length (ft):	186.0
Curve Radius (ft):	113.9
AADT (vpd):	650
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	113.9	500 ≤ xx ≤ 1,400	
AADT (vpd):	650	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$103,000

Systemic Project	✓

Notes

Rural Curve on CSAH 116 (Bunker Lake Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE
Segment End:	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	116
Curve Length (ft):	374.7
Curve Radius (ft):	866.8
AADT (vpd):	3,217
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	2.8	0	2.8	0
Rate (per MVM):	2.4	0	2.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	866.8	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,217	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Curve on CSAH 116 (Bunker Lake Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 116 (Bunker Lake Blvd NE) and Radisson St NE
Segment End:	Intersection of CSAH 116 (Bunker Lake Blvd NE) and CSAH 17
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	116
Curve Length (ft):	573.6
Curve Radius (ft):	800.8
AADT (vpd):	3,217
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	800.8	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,217	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	40	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 13 (University Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave
Segment End:	Intersection of CSAH 13 (University Ave NE) and CSAH 24 (237th Ave
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	13
Curve Length (ft):	1,116.4
Curve Radius (ft):	713.2
AADT (vpd):	1,986
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	1	2	1
Density (per mile per yr):	1.9	0.9	1.9	0.9
Rate (per MVM):	2.6	1.3	2.6	1.3

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	713.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,986	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	46	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 17 (Lexington Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 18 (Crosstown
Segment End:	500 ft north of the intersection of CSAH 17 (Lexington Ave NE) and
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	17
Curve Length (ft):	845.8
Curve Radius (ft):	1,859.4
AADT (vpd):	8,617
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	1.2	0	0	0
Rate (per MVM):	0.4	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,859.4	500 ≤ xx ≤ 1,400	
AADT (vpd):	8,617	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Curve on CSAH 18 (Crosstown Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook
Segment End:	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	18
Curve Length (ft):	896.1
Curve Radius (ft):	721.2
AADT (vpd):	6,915
Lane Width (ft):	13
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	1	2	1
Density (per mile per yr):	2.4	1.2	2.4	1.2
Rate (per MVM):	0.9	0.5	0.9	0.5

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	721.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	6,915	xx ≥ 2,500	★
Lane Width (ft):	13	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	46	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2589	$93,200
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$118,200

Systemic Project	✓

Notes

Rural Curve on CSAH 21 (Centerville Rd)

Roadway Information

Segment Start:	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd
Segment End:	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	21
Curve Length (ft):	326.3
Curve Radius (ft):	558.9
AADT (vpd):	6,717
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	5	0	5	0
Density (per mile per yr):	16.2	0	16.2	0
Rate (per MVM):	6.6	0	6.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	558.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	6,717	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	870	$31,330
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$56,330

Systemic Project	✓

Notes

Rural Curve on CSAH 22 (Viking Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NW) and Jasper St NW
Segment End:	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	22
Curve Length (ft):	442.4
Curve Radius (ft):	1,088.2
AADT (vpd):	6,524
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	1	1	1
Density (per mile per yr):	2.4	2.4	2.4	2.4
Rate (per MVM):	1	1	1	1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,088.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	6,524	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	36	28 ≤ xx ≤ 34	
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

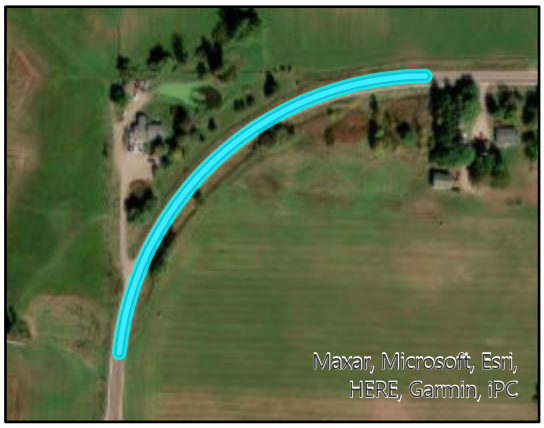
Systemic Project	✓

Notes

Rural Curve on CSAH 24 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (Norris Lake Rd NW) and 215th Ave NW
Segment End:	Intersection of CSAH 24 (Norris Lake Rd NW) and Garnet St
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	1,058.9
Curve Radius (ft):	725.6
AADT (vpd):	2,385
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	1	2	1
Density (per mile per yr):	2	1	2	1
Rate (per MVM):	2.3	1.1	2.3	1.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	725.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,385	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	Present	Present	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Curve on CSAH 24 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW
Segment End:	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	351.2
Curve Radius (ft):	848.1
AADT (vpd):	2,027
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	848.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,027	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$103,000

Systemic Project	✓

Notes

Rural Curve on CSAH 24 (237th Ave NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave
Segment End:	Intersection of CSAH 24 (237th Ave NW) and CR 76 (Fawn Lake Dr NE)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	574.3
Curve Radius (ft):	910.5
AADT (vpd):	3,027
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	1	1	0
Density (per mile per yr):	3.7	1.8	1.8	0
Rate (per MVM):	3.3	1.7	1.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	910.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,027	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Curve on CSAH 26 (Gopher Dr NE/229th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)
Segment End:	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	26
Curve Length (ft):	1,095.0
Curve Radius (ft):	717.8
AADT (vpd):	1,719
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	1	2	1
Density (per mile per yr):	1.9	1	1.9	1
Rate (per MVM):	3.1	1.5	3.1	1.5

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	717.8	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,719	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Rural Curve on CSAH 36 (Rutgers St NE/Fawn Lake Dr NE)

Roadway Information

Segment Start:	Intersection of CSAH 36 (Rutgers St) and 245th Ave
Segment End:	Intersection of CSAH 36 (Fawn Lake Dr NE) and CR 77 (Lyons St NE)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	36
Curve Length (ft):	322.8
Curve Radius (ft):	790.4
AADT (vpd):	3,513
Lane Width (ft):	13
Shoulder Type:	Paved
Shoulder Width (ft):	11



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	790.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,513	xx ≥ 2,500	★
Lane Width (ft):	13	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	61	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

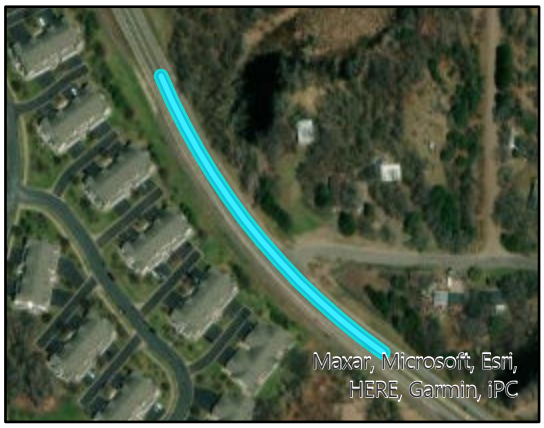
Systemic Project	✓

Notes

Rural Curve on CSAH 5 (Nowthen Blvd NW)

Roadway Information

Segment Start:	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH
Segment End:	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	5
Curve Length (ft):	727.1
Curve Radius (ft):	1,306.4
AADT (vpd):	7,009
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,306.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	7,009	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	36	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 54 (20th Ave S)

Roadway Information

Segment Start:	Intersection of CSAH 54 (20th Ave S) and Commerce Dr
Segment End:	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	854.4
Curve Radius (ft):	4,226.8
AADT (vpd):	3,041
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	4,226.8	500 ≤ xx ≤ 1,400	
AADT (vpd):	3,041	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 54 (20th Ave S)

Roadway Information

Segment Start:	Intersection of CSAH 54 (20th Ave S) and Commerce Dr
Segment End:	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	525.6
Curve Radius (ft):	1,386.0
AADT (vpd):	3,041
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	2	0	0	0
Rate (per MVM):	1.8	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,386.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,041	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

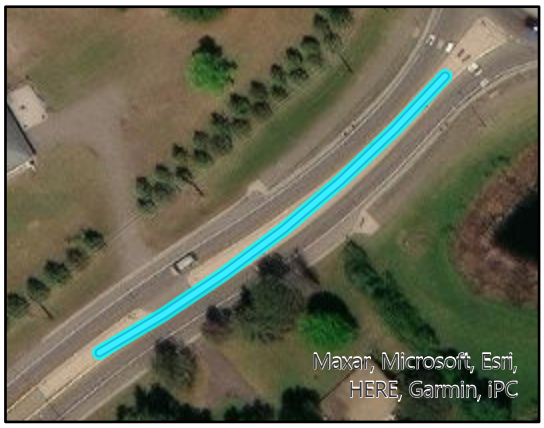
Systemic Project	✓

Notes

Rural Curve on CSAH 62 (Kettle River Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18
Segment End:	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	62
Curve Length (ft):	278.7
Curve Radius (ft):	828.9
AADT (vpd):	2,128
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	828.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,128	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Curb & Gutter	None, Gravel, Composite	
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 7 (Roanoke St NW)

Roadway Information

Segment Start:	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd
Segment End:	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	7
Curve Length (ft):	509.8
Curve Radius (ft):	1,419.2
AADT (vpd):	6,890
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	2.1	0	0	0
Rate (per MVM):	0.8	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,419.2	500 ≤ xx ≤ 1,400	
AADT (vpd):	6,890	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	48	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2719	$97,890
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$197,890

Systemic Project	✓

Notes

Rural Curve on CSAH 7 (Roanoke St NW)

Roadway Information

Segment Start:	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd
Segment End:	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	7
Curve Length (ft):	502.9
Curve Radius (ft):	878.5
AADT (vpd):	6,050
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	0	1	0
Density (per mile per yr):	4.2	0	2.1	0
Rate (per MVM):	1.9	0	1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	878.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	6,050	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	42	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2012	$72,420
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$72,420

Systemic Project	✓

Notes

Rural Curve on CSAH 76 (Fawn Lake Dr NE)

Roadway Information

Segment Start:	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek
Segment End:	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	76
Curve Length (ft):	853.5
Curve Radius (ft):	841.6
AADT (vpd):	1,260
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	841.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,260	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 76 (Fawn Lake Dr NE)

Roadway Information

Segment Start:	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek
Segment End:	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	76
Curve Length (ft):	195.5
Curve Radius (ft):	615.4
AADT (vpd):	1,963
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	3	1	3	1
Density (per mile per yr):	16.2	5.4	16.2	5.4
Rate (per MVM):	22.6	7.5	22.6	7.5

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	615.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,963	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	521	$18,770
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$143,770

Systemic Project	✓

Notes

Rural Curve on CR 163 (Burns Pkwy)

Roadway Information

Segment Start:	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St
Segment End:	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	163
Curve Length (ft):	367.9
Curve Radius (ft):	753.0
AADT (vpd):	391
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	753.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	391	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CR 163 (Burns Pkwy)

Roadway Information

Segment Start:	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St
Segment End:	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	163
Curve Length (ft):	148.1
Curve Radius (ft):	100.8
AADT (vpd):	426
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	7.1	0	7.1	0
Rate (per MVM):	45.9	0	45.9	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	100.8	500 ≤ xx ≤ 1,400	
AADT (vpd):	426	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Curve on CR 58 (Valley Dr)

Roadway Information

Segment Start:	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)
Segment End:	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	58
Curve Length (ft):	169.6
Curve Radius (ft):	114.7
AADT (vpd):	973
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	0	2	0
Density (per mile per yr):	12.5	0	12.5	0
Rate (per MVM):	35.1	0	35.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	114.7	500 ≤ xx ≤ 1,400	
AADT (vpd):	973	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	452	$16,280
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$41,280

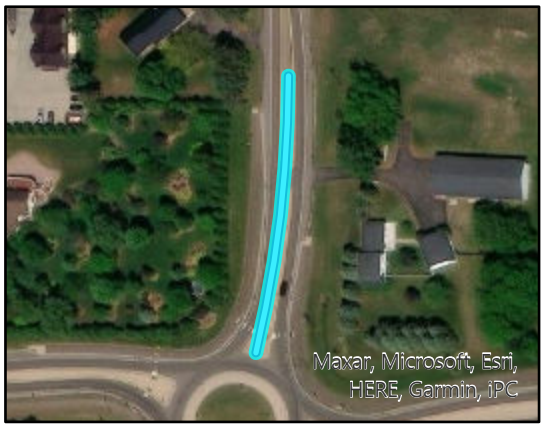
Systemic Project	✓

Notes

Rural Curve on CR 62 (Kettle River Blvd NE)

Roadway Information

Segment Start:	Intersection of CR 62 (Kettle River Blvd NE) and CSAH 18 (Broadway
Segment End:	Intersection of CR 62 (Kettle River Blvd NE) and Elmcrest Ave
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	62
Curve Length (ft):	312.9
Curve Radius (ft):	1,331.3
AADT (vpd):	4,359
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,331.3	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,359	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Curb & Gutter	None, Gravel, Composite	
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CR 66 (Cleary Rd NW)

Roadway Information

Segment Start:	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd
Segment End:	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	66
Curve Length (ft):	220.2
Curve Radius (ft):	224.4
AADT (vpd):	1,075
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	224.4	500 ≤ xx ≤ 1,400	
AADT (vpd):	1,075	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 68 (Greenbrook Dr)

Roadway Information

Segment Start:	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)
Segment End:	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	68
Curve Length (ft):	389.8
Curve Radius (ft):	1,205.8
AADT (vpd):	1,641
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,205.8	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,641	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

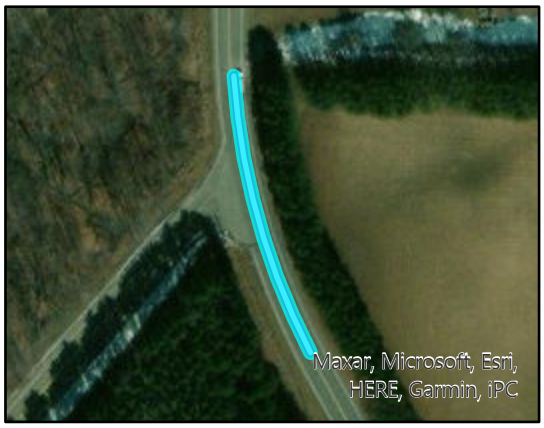
Systemic Project	✓

Notes

Rural Curve on CR 68 (Greenbrook Dr)

Roadway Information

Segment Start:	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)
Segment End:	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	68
Curve Length (ft):	269.3
Curve Radius (ft):	653.9
AADT (vpd):	1,641
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	3.9	0	0	0
Rate (per MVM):	6.5	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	653.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,641	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 70 (Nance St N)

Roadway Information

Segment Start:	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite
Segment End:	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	70
Curve Length (ft):	1,007.3
Curve Radius (ft):	743.2
AADT (vpd):	771
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	743.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	771	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 13 (Cedar Dr NW)

Roadway Information

Segment Start:	Intersection of CSAH 13 (Cedar Dr NW) and CR 74 (221st Ave NW)
Segment End:	Intersection of CSAH 13 (Cedar Dr NW) and CSAH 22 (Viking BLVD)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	13
Curve Length (ft):	195.7
Curve Radius (ft):	285.9
AADT (vpd):	1,731
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	285.9	500 ≤ xx ≤ 1,400	
AADT (vpd):	1,731	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	36	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)	1	$2,000
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$5,000

Systemic Project	✓

Notes

Rural Curve on CSAH 14 (E Main St)

Roadway Information

Segment Start:	450 feet east of the intersection of CSAH 14 (E Main St) and James St
Segment End:	Intersection of CSAH 14 (E Main St) and Lavalle Dr
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	14
Curve Length (ft):	814.1
Curve Radius (ft):	1,322.9
AADT (vpd):	9,167
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	11



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	1.3	0	0	0
Rate (per MVM):	0.4	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,322.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	9,167	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	58	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 18 (Crosstown Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave
Segment End:	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	18
Curve Length (ft):	805.9
Curve Radius (ft):	1,309.9
AADT (vpd):	6,885
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	11



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	1.3	0	0	0
Rate (per MVM):	0.5	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,309.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	6,885	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	46	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$103,000

Systemic Project	✓

Notes

Rural Curve on CSAH 18 (Crosstown Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 18 (W Crosstown Blvd) and CR 68 (Greenbrook
Segment End:	Intersection of CSAH 18 (W Crosstown Blvd) and Dnr Rd
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	18
Curve Length (ft):	883.0
Curve Radius (ft):	722.8
AADT (vpd):	6,815
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	11



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	1	1	1
Density (per mile per yr):	1.2	1.2	1.2	1.2
Rate (per MVM):	0.5	0.5	0.5	0.5

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	722.8	500 ≤ xx ≤ 1,400	★
AADT (vpd):	6,815	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	46	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Curve on CSAH 21 (Centerville Rd)

Roadway Information

Segment Start:	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd
Segment End:	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	21
Curve Length (ft):	770.2
Curve Radius (ft):	4,633.4
AADT (vpd):	6,717
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	4,633.4	500 ≤ xx ≤ 1,400	
AADT (vpd):	6,717	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 22 (Viking Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NW) and Heather St NW
Segment End:	Intersection of CSAH 22 (Viking Blvd NW) and University Ave
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	22
Curve Length (ft):	523.2
Curve Radius (ft):	695.6
AADT (vpd):	6,862
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	11



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	1	1	0
Density (per mile per yr):	4	2	2	0
Rate (per MVM):	1.6	0.8	0.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	695.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	6,862	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	58	28 ≤ xx ≤ 34	
Adjacent Intersection:	Railroad	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Curve on CSAH 22 (Viking Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NW) and University Ave
Segment End:	Intersection of CSAH 22 (Viking Blvd NW) and Sportsman Rd NE
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	22
Curve Length (ft):	1,032.0
Curve Radius (ft):	1,129.2
AADT (vpd):	4,391
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,129.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,391	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	44	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$103,000

Systemic Project	✓

Notes

Rural Curve on CSAH 22 (Viking Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NE) and Sportsman Rd NE
Segment End:	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	22
Curve Length (ft):	562.6
Curve Radius (ft):	1,163.0
AADT (vpd):	3,914
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	12



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,163.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,914	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	48	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 22 (Viking Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE
Segment End:	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	22
Curve Length (ft):	324.5
Curve Radius (ft):	994.2
AADT (vpd):	4,857
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	994.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,857	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	44	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$103,000

Systemic Project	✓

Notes

Rural Curve on CSAH 22 (Viking Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 22 (Viking Blvd NE) and Zodiac St NE
Segment End:	Intersection of CSAH 22 (Viking Blvd NE) and Lyons St NE
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	22
Curve Length (ft):	865.0
Curve Radius (ft):	1,413.3
AADT (vpd):	5,865
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	9



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	1	1	0
Density (per mile per yr):	2.4	1.2	1.2	0
Rate (per MVM):	1.1	0.6	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,413.3	500 ≤ xx ≤ 1,400	
AADT (vpd):	5,865	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	42	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 23 (Lake Dr)

Roadway Information

Segment Start:	Intersection of CSAH 23 (Lake Dr) and 145th Ave NE
Segment End:	Intersection of CSAH 23 (Lake Dr) and I-35
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	23
Curve Length (ft):	707.0
Curve Radius (ft):	1,152.5
AADT (vpd):	6,329
Lane Width (ft):	13
Shoulder Type:	Paved
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	1.5	0	1.5	0
Rate (per MVM):	0.6	0	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,152.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	6,329	xx ≥ 2,500	★
Lane Width (ft):	13	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	55	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Rural Curve on CSAH 24 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW
Segment End:	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	851.8
Curve Radius (ft):	774.8
AADT (vpd):	2,009
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	0	2	0
Density (per mile per yr):	2.5	0	2.5	0
Rate (per MVM):	3.4	0	3.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	774.8	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,009	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	40	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Rural Curve on CSAH 24 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW
Segment End:	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	557.9
Curve Radius (ft):	703.4
AADT (vpd):	2,015
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	703.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,015	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	44	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 24 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW
Segment End:	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	413.9
Curve Radius (ft):	528.2
AADT (vpd):	4,970
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	6	0	0	0
Density (per mile per yr):	15.3	0	0	0
Rate (per MVM):	8.4	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	528.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,970	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	40	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)	1	$2,000
Speed Advisory Sign	Proactive	$2,000	per sign(s)	1	$2,000
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$107,000

Systemic Project	✓

Notes

Clear Zone Enhancements project nominated by county

Rural Curve on CSAH 24 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 24 (Norris Lake Rd NW) and Garner St NW
Segment End:	Intersection of CSAH 24 (Norris Lake Rd NW) and Rum River Blvd NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	283.8
Curve Radius (ft):	560.0
AADT (vpd):	4,970
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	560.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,970	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	52	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)	1	$2,000
Speed Advisory Sign	Proactive	$2,000	per sign(s)	1	$2,000
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$107,000

Systemic Project	✓

Notes

Rural Curve on CSAH 24 (237th Ave NW)

Roadway Information

Segment Start:	300 feet south of the intersection of CSAH 24 (237th Ave NW) and
Segment End:	Intersection of CSAH 24 (237th Ave NW) and CSAH 13 (University Ave
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	24
Curve Length (ft):	593.8
Curve Radius (ft):	490.4
AADT (vpd):	1,033
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	2	2	2
Density (per mile per yr):	3.6	3.6	3.6	3.6
Rate (per MVM):	9.4	9.4	9.4	9.4

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	490.4	500 ≤ xx ≤ 1,400	
AADT (vpd):	1,033	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 26 (Gopher Dr NE/229th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 26 (Gopher Dr NE) and CSAH 24 (237th Ave NE)
Segment End:	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	26
Curve Length (ft):	971.4
Curve Radius (ft):	734.6
AADT (vpd):	1,634
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	1.1	0	1.1	0
Rate (per MVM):	1.8	0	1.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	734.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,634	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2591	$93,260
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$193,260

Systemic Project	✓

Notes

Rural Curve on CSAH 26 (229th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)
Segment End:	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	26
Curve Length (ft):	898.9
Curve Radius (ft):	1,134.6
AADT (vpd):	1,946
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	1.2	0	1.2	0
Rate (per MVM):	1.7	0	1.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,134.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,946	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2397	$86,290
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$186,290

Systemic Project	✓

Notes

Rural Curve on CSAH 26 (229th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 26 (229th Ave NE) and CR 15 (Durant St NE)
Segment End:	Intersection of CSAH 26 (229th Ave NE) and CSAH 85 (Typo Creek Dr
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	26
Curve Length (ft):	803.8
Curve Radius (ft):	1,120.0
AADT (vpd):	1,946
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,120.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,946	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 28 (Ambassador Blvd NW)

Roadway Information

Segment Start:	0.25 miles north of the intersection of CSAH 28 (Ambassador Blvd
Segment End:	624 feet north of the intersection of CSAH 28 (Ambassador Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	28
Curve Length (ft):	769.4
Curve Radius (ft):	737.3
AADT (vpd):	734
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	737.3	500 ≤ xx ≤ 1,400	★
AADT (vpd):	734	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 32 (Ash St)

Roadway Information

Segment Start:	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch
Segment End:	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	32
Curve Length (ft):	280.7
Curve Radius (ft):	1,836.3
AADT (vpd):	5,100
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	9



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	8	0	0	0
Density (per mile per yr):	30.1	0	0	0
Rate (per MVM):	16.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,836.3	500 ≤ xx ≤ 1,400	
AADT (vpd):	5,100	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	42	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	749	$26,950
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$51,950

Systemic Project	✓

Notes

Rural Curve on CSAH 34 (Birch St)

Roadway Information

Segment Start:	Intersection of CSAH 34 (Birch St) and Kingfisher Ct
Segment End:	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	34
Curve Length (ft):	791.4
Curve Radius (ft):	815.2
AADT (vpd):	8,297
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	12



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	3	0	0	0
Density (per mile per yr):	4	0	0	0
Rate (per MVM):	1.3	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	815.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	8,297	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	60	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	3166	$113,960
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$213,960

Systemic Project	✓

Notes

Rural Curve on CSAH 34 (Birch St)

Roadway Information

Segment Start:	Intersection of CSAH 34 (Birch St) and Kingfisher Ct
Segment End:	Intersection of CSAH 34 (Birch St) and CSAH 54 (20th Ave S)
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	34
Curve Length (ft):	887.8
Curve Radius (ft):	863.9
AADT (vpd):	8,297
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	11



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	1.2	0	0	0
Rate (per MVM):	0.4	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	863.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	8,297	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	46	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2368	$85,230
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$185,230

Systemic Project	✓

Notes

Clear Zone Enhancements project nominated by county

Rural Curve on CSAH 49 (Hodgson Rd)

Roadway Information

Segment Start:	Intersection of CSAH 49 (Hodgson Rd) and CSAH 34 (Birch St)
Segment End:	Intersection of CSAH 49 (Hodgson Rd) and Rohavic Ln
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	49
Curve Length (ft):	495.3
Curve Radius (ft):	2,705.3
AADT (vpd):	6,270
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	7



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	3	0	0	0
Density (per mile per yr):	6.4	0	0	0
Rate (per MVM):	2.8	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	2,705.3	500 ≤ xx ≤ 1,400	
AADT (vpd):	6,270	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	38	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2S	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	1321	$47,550
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$47,550

Systemic Project	✓

Notes

Rural Curve on CSAH 49 (Hodgson Rd)

Roadway Information

Segment Start:	Intersection of CSAH 49 (Hodgson Rd) and CSAH 23 (Lake Dr)
Segment End:	Intersection of CR 49 (Hodgson Rd) and CSAH 34 (Birch St)
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	49
Curve Length (ft):	708.8
Curve Radius (ft):	1,190.9
AADT (vpd):	12,861
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	4	2	1	1
Density (per mile per yr):	6	3	1.5	1.5
Rate (per MVM):	1.3	0.6	0.3	0.3

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,190.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	12,861	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	56	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2835	$102,070
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$105,070

Systemic Project	✓

Notes

Rural Curve on CSAH 5 (Nowthen Blvd NW)

Roadway Information

Segment Start:	0.4 miles north of the intersection of CR 64 (181st Ave NW) and CSAH
Segment End:	Intersection of CSAH 5 (Nowthen Blvd NW) and 148th Ln
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	5
Curve Length (ft):	834.2
Curve Radius (ft):	1,176.1
AADT (vpd):	7,302
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	5



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	1.3	0	0	0
Rate (per MVM):	0.5	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,176.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	7,302	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	46	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$28,000

Systemic Project	✓

Notes

Rural Curve on CSAH 5 (Norris Lake Rd NW)

Roadway Information

Segment Start:	Intersection of CSAH 5 (Norris Lake Rd NW) and CSAH 24 (Norris Lake
Segment End:	0.4 miles north of the intersection of CSAH 5 (Norris Lake Rd NW) and
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	5
Curve Length (ft):	440.9
Curve Radius (ft):	1,253.1
AADT (vpd):	3,776
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,253.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,776	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	44	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 54 (Freeway Dr)

Roadway Information

Segment Start:	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140
Segment End:	600 feet north of the intersection of CSAH 54 (Freeway Dr) and CSAH
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	535.7
Curve Radius (ft):	1,041.5
AADT (vpd):	2,077
Lane Width (ft):	11
Shoulder Type:	Gravel
Shoulder Width (ft):	9



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,041.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,077	xx ≥ 2,500	
Lane Width (ft):	11	xx < 12	★
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	40	28 ≤ xx ≤ 34	
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

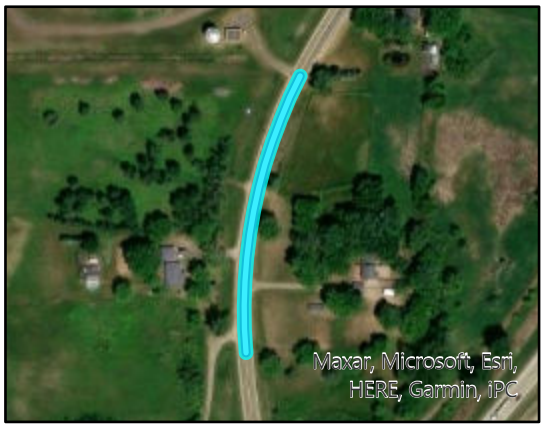
Systemic Project	✓

Notes

Rural Curve on CSAH 54 (Freeway Dr)

Roadway Information

Segment Start:	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)
Segment End:	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	605.1
Curve Radius (ft):	1,093.3
AADT (vpd):	1,945
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,093.3	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,945	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

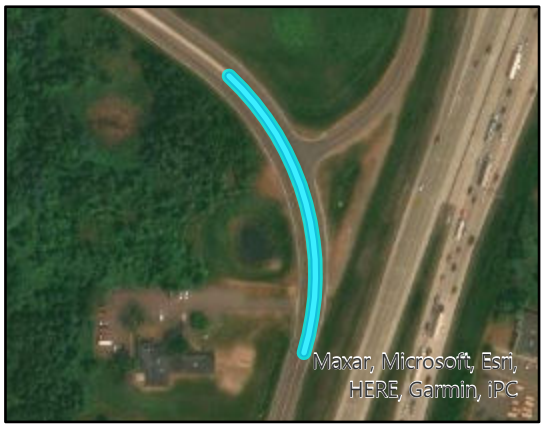
Systemic Project	✓

Notes

Rural Curve on CSAH 54 (Freeway Dr)

Roadway Information

Segment Start:	Intersection of CSAH 54 (Freeway Dr) and CSAH 23 (Lake Dr)
Segment End:	1 mile north of the intersection of CSAH 54 (Freeway Dr) and CR 140
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	54
Curve Length (ft):	599.0
Curve Radius (ft):	539.1
AADT (vpd):	1,945
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	539.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,945	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Curb & Gutter	None, Gravel, Composite	
Total Cross Section Width (ft):	46	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 56 (Ramsey Blvd NW)

Roadway Information

Segment Start:	650 feet north of the intersection of CSAH 56 (Ramsey Blvd NW) and
Segment End:	Intersection of CSAH 56 (Ramsey Blvd NW) and CSAH 5 (Nowthen
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	56
Curve Length (ft):	519.7
Curve Radius (ft):	672.5
AADT (vpd):	3,010
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	2	0	2	0
Rate (per MVM):	1.8	0	1.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	672.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	3,010	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	48	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2079	$74,840
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$74,840

Systemic Project	✓

Notes

Rural Curve on CSAH 58 (181st Ave NW)

Roadway Information

Segment Start:	Intersection of CSAH 58 (181st Ave NW) and CSAH 9 (Lake George
Segment End:	Intersection of CSAH 58 (181st Ave NW) and CSAH 18 (Crosstown Blvd
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	58
Curve Length (ft):	856.8
Curve Radius (ft):	596.3
AADT (vpd):	1,116
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	1.2	0	1.2	0
Rate (per MVM):	3	0	3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	596.3	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,116	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)	1	$2,000
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$127,000

Systemic Project	✓

Notes

Rural Curve on CSAH 7 (Roanoke St NW)

Roadway Information

Segment Start:	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd
Segment End:	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	7
Curve Length (ft):	660.7
Curve Radius (ft):	1,245.7
AADT (vpd):	7,564
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	1	0	0
Density (per mile per yr):	1.6	1.6	0	0
Rate (per MVM):	0.6	0.6	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,245.7	500 ≤ xx ≤ 1,400	★
AADT (vpd):	7,564	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	36	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 7 (Roanoke St NW)

Roadway Information

Segment Start:	Intersection of CSAH 7 (Roanoke St NW) and CSAH 22 (Viking Blvd
Segment End:	Intersection of CSAH 7 (Roanoke St NW) and 170th Ave NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	7
Curve Length (ft):	809.6
Curve Radius (ft):	1,088.3
AADT (vpd):	5,936
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,088.3	500 ≤ xx ≤ 1,400	★
AADT (vpd):	5,936	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	44	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 76 (Fawn Lake Dr NE)

Roadway Information

Segment Start:	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 85 (Typo Creek
Segment End:	Intersection of CSAH 76 (Fawn Lake Dr NE) and CSAH 36 (Rutgers St
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	76
Curve Length (ft):	340.1
Curve Radius (ft):	637.5
AADT (vpd):	1,963
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	637.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,963	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CSAH 83 (Baugh St NW / Armstrong Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 83 (Baugh St NW) and CSAH 22 (181st Ave)
Segment End:	Intersection of CSAH 83 (Baugh St NW) and 150th Ln NW
Area Type:	Suburban
County:	Anoka
Route System:	CSAH
Route No.:	83
Curve Length (ft):	1,058.6
Curve Radius (ft):	849.9
AADT (vpd):	4,692
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	11



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	8	2	8	2
Density (per mile per yr):	8	2	8	2
Rate (per MVM):	4.7	1.2	4.7	1.2

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	849.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,692	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	58	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	4234	$152,440
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$177,440

Systemic Project	✓

Notes

Rural Curve on CSAH 85 (Typo Creek Dr NE)

Roadway Information

Segment Start:	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd
Segment End:	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	85
Curve Length (ft):	342.0
Curve Radius (ft):	757.1
AADT (vpd):	1,737
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	757.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,737	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CSAH 85 (Typo Creek Dr NE)

Roadway Information

Segment Start:	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 22 (Viking Blvd
Segment End:	Intersection of CSAH 85 (Typo Creek Dr NE) and CSAH 76 (Fawn Lake
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	85
Curve Length (ft):	367.5
Curve Radius (ft):	1,084.3
AADT (vpd):	1,057
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,084.3	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,057	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	42	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$103,000

Systemic Project	✓

Notes

Rural Curve on CSAH 9 (Lake George Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW
Segment End:	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	9
Curve Length (ft):	327.7
Curve Radius (ft):	915.5
AADT (vpd):	7,895
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	13



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	8	1	2	0
Density (per mile per yr):	25.8	3.2	6.4	0
Rate (per MVM):	8.9	1.1	2.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	915.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	7,895	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	62	28 ≤ xx ≤ 34	
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	1311	$47,190
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$147,190

Systemic Project	✓

Notes

Rural Curve on CSAH 9 (Lake George Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 9 (Lake George Blvd NW) and Bridge St NW
Segment End:	Intersection of CSAH 9 (Lake George Blvd NW) and Viking Blvd NW
Area Type:	Rural
County:	Anoka
Route System:	CSAH
Route No.:	9
Curve Length (ft):	554.7
Curve Radius (ft):	971.4
AADT (vpd):	7,895
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	7



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	1.9	0	1.9	0
Rate (per MVM):	0.7	0	0.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	971.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	7,895	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	38	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 15 (E Bethel Blvd NE)

Roadway Information

Segment Start:	Intersection of CR 15 (E Bethel Blvd NE) and CR 74 (213th Ave NE)
Segment End:	Intersection of CR 15 (E Bethel Blvd NE) and CR 22 (Viking Blvd NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	15
Curve Length (ft):	317.7
Curve Radius (ft):	797.6
AADT (vpd):	1,476
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	797.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,476	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	56	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CR 16 (Andover Blvd NE)

Roadway Information

Segment Start:	Intersection of CR 16 (Andover Blvd NE) and CSAH 78 (Hanson Blvd
Segment End:	Intersection of CR 16 (Andover Blvd NE) and MN 65 (Central Ave)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	16
Curve Length (ft):	242.2
Curve Radius (ft):	326.3
AADT (vpd):	3,261
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	326.3	500 ≤ xx ≤ 1,400	
AADT (vpd):	3,261	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Curve on CR 163 (Burns Pkwy)

Roadway Information

Segment Start:	Intersection of CR 163 (Burns Pkwy) and CR 83 (Baugh St
Segment End:	Intersection of CR 163 (Burns Pkwy) and CSAH 5 (Nowthen Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	163
Curve Length (ft):	276.6
Curve Radius (ft):	537.0
AADT (vpd):	426
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	537.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	426	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 19 (Potomac St NE)

Roadway Information

Segment Start:	Intersection of CR 19 (Potomac St NE) and CSAH 18 (Broadway Ave)
Segment End:	Intersection of CR 19 (Potomac St NE) and CSAH 23 (Lake Dr)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	19
Curve Length (ft):	180.1
Curve Radius (ft):	133.3
AADT (vpd):	980
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	133.3	500 ≤ xx ≤ 1,400	
AADT (vpd):	980	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	Present	Present	★
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 27 (Saint Francis Blvd)

Roadway Information

Segment Start:	Intersection of CR 27 (Saint Francis Blvd) and 179th Ln NW
Segment End:	Intersection of CR 27 (Sain Francis Blvd) and Roanoke St NW
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	27
Curve Length (ft):	204.9
Curve Radius (ft):	582.4
AADT (vpd):	2,180
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	5.2	0	0	0
Rate (per MVM):	6.5	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	582.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,180	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	546	$19,670
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$22,670

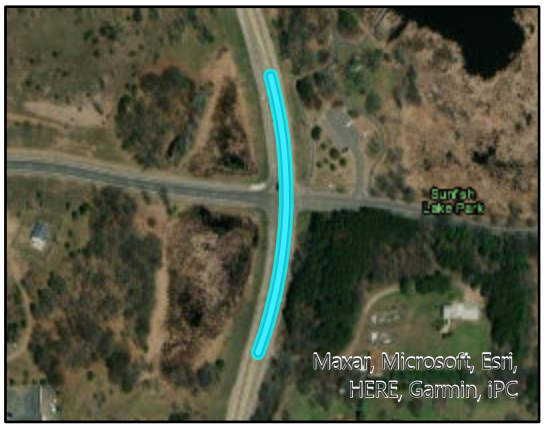
Systemic Project	✓

Notes

Rural Curve on CR 57 (Sunfish Lake Blvd NW)

Roadway Information

Segment Start:	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW
Segment End:	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 5 (Nowthen
Area Type:	Suburban
County:	Anoka
Route System:	CR
Route No.:	57
Curve Length (ft):	672.2
Curve Radius (ft):	1,094.0
AADT (vpd):	4,665
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	13	1	1	0
Density (per mile per yr):	20.4	1.6	1.6	0
Rate (per MVM):	12	0.9	0.9	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,094.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,665	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	58	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	3585	$129,060
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$132,060

Systemic Project	✓

Notes

Rural Curve on CR 58 (Valley Dr)

Roadway Information

Segment Start:	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)
Segment End:	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	58
Curve Length (ft):	380.8
Curve Radius (ft):	413.8
AADT (vpd):	1,062
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	2.8	0	0	0
Rate (per MVM):	7.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	413.8	500 ≤ xx ≤ 1,400	
AADT (vpd):	1,062	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	1015	$36,560
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$136,560

Systemic Project	✓

Notes

Rural Curve on CR 58 (Valley Dr)

Roadway Information

Segment Start:	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)
Segment End:	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	58
Curve Length (ft):	206.5
Curve Radius (ft):	1,283.2
AADT (vpd):	1,062
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,283.2	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,062	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 63 (Green Valley Rd NW)

Roadway Information

Segment Start:	Intersection of CR 63 (Green Valley Rd NW) and CSAH 5 (Nowthen
Segment End:	Intersection of CR 63 (Green Valley Rd NW) and MN 47
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	63
Curve Length (ft):	573.8
Curve Radius (ft):	1,404.4
AADT (vpd):	3,167
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,404.4	500 ≤ xx ≤ 1,400	
AADT (vpd):	3,167	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 66 (Cleary Rd NW)

Roadway Information

Segment Start:	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd
Segment End:	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	66
Curve Length (ft):	289.4
Curve Radius (ft):	1,484.6
AADT (vpd):	761
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,484.6	500 ≤ xx ≤ 1,400	
AADT (vpd):	761	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

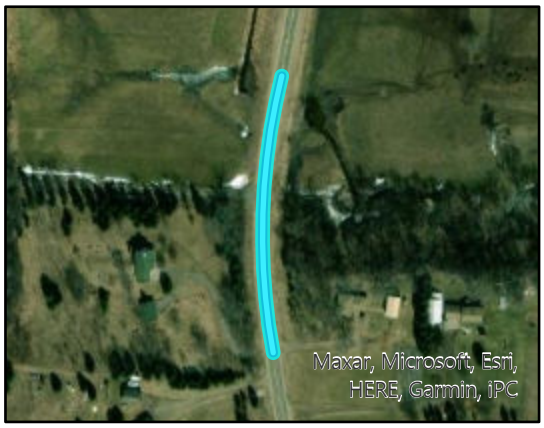
Systemic Project	✓

Notes

Rural Curve on CR 66 (Cleary Rd NW)

Roadway Information

Segment Start:	Intersection of CR 66 (Cleary Rd NW) and CSAH 24 (Norris Lake Rd
Segment End:	Intersection of CR 66 (Cleary Rd NW) and MN 47 (Saint Francis Blvd)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	66
Curve Length (ft):	543.3
Curve Radius (ft):	1,285.1
AADT (vpd):	510
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,285.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	510	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 68 (Greenbrook Dr)

Roadway Information

Segment Start:	Intersection of CR 68 (Greenbrook Dr) and CSAH 22 (Viking Blvd NE)
Segment End:	Intersection of CR 68 (Greenbrook Dr) and CSAH 18 (Crosstown Blvd)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	68
Curve Length (ft):	309.5
Curve Radius (ft):	595.6
AADT (vpd):	2,662
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	7



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	3.4	0	3.4	0
Rate (per MVM):	3.5	0	3.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	595.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	2,662	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	38	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	825	$29,710
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$29,710

Systemic Project	✓

Notes

Rural Curve on CR 70 (Nance St N)

Roadway Information

Segment Start:	0.75 miles west of the intersection of CR 70 (Nance St N) and Variolite
Segment End:	Intersection of CR 70 (Nance St N) and CSAH 24 (Norris Lake Rd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	70
Curve Length (ft):	390.5
Curve Radius (ft):	896.7
AADT (vpd):	837
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	896.7	500 ≤ xx ≤ 1,400	★
AADT (vpd):	837	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 71 (Bridgestone Dr NW)

Roadway Information

Segment Start:	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 28 (Ambassador
Segment End:	Intersection of CR 71 (Bridgestone Dr NW) and CSAH 24 (Norris Lake
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	71
Curve Length (ft):	310.5
Curve Radius (ft):	774.1
AADT (vpd):	622
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	774.1	500 ≤ xx ≤ 1,400	★
AADT (vpd):	622	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 71 (Seely Brook Dr NW)

Roadway Information

Segment Start:	Intersection of CR 71 (Seelye Brook Dr NW) and CSAH 28
Segment End:	Intersection of CR 71 (Seelye Brook Dr NW) and 245th Ave
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	71
Curve Length (ft):	306.0
Curve Radius (ft):	508.5
AADT (vpd):	383
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	508.5	500 ≤ xx ≤ 1,400	★
AADT (vpd):	383	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	36	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve	1	$3,000
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)	1	$2,000
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$105,000

Systemic Project	✓

Notes

Rural Curve on CR 72 (Rum River Blvd NW/243rd Ave NW/Verdin St NW/Nightingale St NW)

Roadway Information

Segment Start:	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW
Segment End:	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	72
Curve Length (ft):	358.8
Curve Radius (ft):	807.4
AADT (vpd):	4,849
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	7



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	807.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	4,849	xx ≥ 2,500	★
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	38	28 ≤ xx ≤ 34	
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 72 (Rum River Blvd NW/243rd Ave NW/Verdin St NW/Nightingale St NW)

Roadway Information

Segment Start:	Intersection of CR 72 (Rum River Blvd NW) and County Park Rd NW
Segment End:	Intersection of CR 72 (Nightingale St NW) and CSAH 24 (237th Ave
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	72
Curve Length (ft):	878.7
Curve Radius (ft):	738.6
AADT (vpd):	1,364
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	0	0
Density (per mile per yr):	1.2	0	0	0
Rate (per MVM):	2.4	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	738.6	500 ≤ xx ≤ 1,400	★
AADT (vpd):	1,364	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	36	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	2343	$84,360
Curve Lighting	Proactive	$25,000	per light/curve	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$209,360

Systemic Project	✓

Notes

Rural Curve on CR 74 (217th Ave NE)

Roadway Information

Segment Start:	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE
Segment End:	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	74
Curve Length (ft):	184.7
Curve Radius (ft):	252.6
AADT (vpd):	569
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	252.6	500 ≤ xx ≤ 1,400	
AADT (vpd):	569	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Gravel	None, Gravel, Composite	★
Total Cross Section Width (ft):	32	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 74 (217th Ave NE)

Roadway Information

Segment Start:	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE
Segment End:	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	74
Curve Length (ft):	187.5
Curve Radius (ft):	385.2
AADT (vpd):	420
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	385.2	500 ≤ xx ≤ 1,400	
AADT (vpd):	420	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 74 (217th Ave NE)

Roadway Information

Segment Start:	500 feet west of the intersection of E Bethel Blvd NE and Luan Dr NE
Segment End:	Intersection of CR 74 (217th Ave NE) and CSAH 22 (Viking Blvd NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	74
Curve Length (ft):	293.2
Curve Radius (ft):	557.4
AADT (vpd):	561
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	557.4	500 ≤ xx ≤ 1,400	★
AADT (vpd):	561	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 75 (Sunrise Rd NE/217th Ave NE)

Roadway Information

Segment Start:	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)
Segment End:	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	75
Curve Length (ft):	341.9
Curve Radius (ft):	1,477.3
AADT (vpd):	445
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	1,477.3	500 ≤ xx ≤ 1,400	
AADT (vpd):	445	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	Present	Present	★
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 75 (Sunrise Rd NE/217th Ave NE)

Roadway Information

Segment Start:	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)
Segment End:	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	75
Curve Length (ft):	356.2
Curve Radius (ft):	614.9
AADT (vpd):	445
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	614.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	445	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	None	None, Gravel, Composite	★
Total Cross Section Width (ft):	24	28 ≤ xx ≤ 34	
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 75 (Sunrise Rd NE/217th Ave NE)

Roadway Information

Segment Start:	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)
Segment End:	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	75
Curve Length (ft):	716.9
Curve Radius (ft):	572.9
AADT (vpd):	445
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	3



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	572.9	500 ≤ xx ≤ 1,400	★
AADT (vpd):	445	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	30	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	3	2S or 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 75 (Sunrise Rd NE/217th Ave NE)

Roadway Information

Segment Start:	Intersection of CR 75 (217th Ave NE) and CSAH 22 (Viking Blvd NE)
Segment End:	Intersection of CR 75 (Sunrise Rd NE) and CR 77 (Ryan Lake Dr NE)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	75
Curve Length (ft):	290.8
Curve Radius (ft):	835.0
AADT (vpd):	445
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	835.0	500 ≤ xx ≤ 1,400	★
AADT (vpd):	445	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Composite	None, Gravel, Composite	★
Total Cross Section Width (ft):	34	28 ≤ xx ≤ 34	★
Adjacent Intersection:	None	Intersection, Railroad	
Visual Trap:	None	Present	
Outside Edge Risk:	2C	2S or 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve	1	$100,000
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard		$0
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$100,000

Systemic Project	✓

Notes

Rural Curve on CR 58 (Valley Dr)

Roadway Information

Segment Start:	Intersection of CR 58 (Valley Dr) and CSAH 7 (7th Ave NW)
Segment End:	Intersection of CR 58 (Valley Dr) and CSAH 9 (Lake George Blvd NW)
Area Type:	Rural
County:	Anoka
Route System:	CR
Route No.:	58
Curve Length (ft):	368.9
Curve Radius (ft):	493.0
AADT (vpd):	1,062
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	11



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	0	0	0	0
Density (per mile per yr):	0	0	0	0
Rate (per MVM):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Radius (ft):	493.0	500 ≤ xx ≤ 1,400	
AADT (vpd):	1,062	xx ≥ 2,500	
Lane Width (ft):	12	xx < 12	
High Side Shoulder Type:	Paved	None, Gravel, Composite	
Total Cross Section Width (ft):	46	28 ≤ xx ≤ 34	
Adjacent Intersection:	Intersection	Intersection, Railroad	★
Visual Trap:	None	Present	
Outside Edge Risk:	1	2S or 3	
		Total Stars	★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Clear Zone Enhancements	Proactive	$100,000	per curve		$0
Chevrons or Arrow Board	Proactive	$3,000	per curve		$0
Curve Warning Sign	Proactive	$2,000	per sign(s)		$0
Speed Advisory Sign	Proactive	$2,000	per sign(s)		$0
High-Friction Surface Treatment	Proactive	$36	per sq yard	984	$35,410
Curve Lighting	Proactive	$25,000	per light/curve		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
			Total Estimated Project Cost:		$35,410

Systemic Project	

Notes

High-Friction Surface Treatment project nominated by county

Rural Intersection on US 10 / US 169 & CSAH 56 (Ramsey Blvd NW)

Roadway Information

Description:	US 10 / US 169 & CSAH 56 (Ramsey Blvd NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CSAH
Route No.:	56
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	44,000/38,495
Minor AADT:	3,450/8,350
Total Entering AADT:	47,147



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	66	0	14	0
Density (per int. per yr):	13.2	0	2.8	0
Rate (per MEV):	0.8	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	60	xx ≥ 60	★
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	47,147	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	43,357,300	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	25	xx > 10	★
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	Present	Present	★
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTTR/LTTR	LTTR or TB	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 13 (University Ave NE) & CSAH 24 (237th Ave NW)

Roadway Information

Description:	CSAH 13 (University Ave NE) & CSAH 24 (237th Ave NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	13
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	All-Way Stop
Street Lights:	Present
Flasher:	None
Major AADT:	1,133/1,986
Minor AADT:	3,027/1,161
Total Entering AADT:	3,653



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	3,653	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	3,264,546	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	Vertical/None	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	Present	Present	★
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	T/T	LTTR or TB	
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 104 (Sunwood Dr NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 104 (Sunwood
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	3,740/3,740
Minor AADT:	4,070/1,150
Total Entering AADT:	6,350



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	4	1	1	0
Density (per int. per yr):	0.8	0.2	0.2	0
Rate (per MEV):	0.3	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	6,350	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	9,761,400	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	10	xx > 10	
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTR/LTR	LTTR or TB	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on MN 65 & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	MN 65 & CSAH 116 (Bunker Lake Blvd NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	46,340/37,221
Minor AADT:	12,238/8,355
Total Entering AADT:	52,077



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	260	4	52	4
Density (per int. per yr):	52	0.8	10.4	0.8
Rate (per MEV):	2.7	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	65	xx ≥ 60	★
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	52,077	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	30,166,880	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LLTTR/	LTTR or TB	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection	1	$1,500,000
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$1,500,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NW) & CSAH 13 (Cedar Dr NW)

Roadway Information

Description:	CSAH 22 (Viking Blvd NW) & CSAH 13 (Cedar Dr NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Natural
Route System:	CSAH
Route No.:	13
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	6,862/6,163
Minor AADT:	1,731/0
Total Entering AADT:	7,378



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	1	0
Density (per int. per yr):	0.2	0	0.2	0
Rate (per MEV):	0.1	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Natural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	7,378	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	5,632,880	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TB	LTTR or TB	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on MN 65 & CSAH 18 (Crosstown Blvd NE)

Roadway Information

Description:	MN 65 & CSAH 18 (Crosstown Blvd NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CSAH
Route No.:	18
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	27,413/28,731
Minor AADT:	7,845/9,905
Total Entering AADT:	36,947



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	116	8	16	0
Density (per int. per yr):	23.2	1.6	3.2	0
Rate (per MEV):	1.7	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	65	xx ≥ 60	★
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	36,947	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	49,139,000	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	5	xx > 10	
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTTR/LTTR	LTTR or TB	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection	1	$1,500,000
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$1,500,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 18 (Crosstown Blvd NE) & MSAS 121 (E Lake Netta Dr / Interlachen Dr NE)

Roadway Information

Description:	CSAH 18 (Crosstown Blvd NE) & MSAS 121 (E Lake Netta
County:	Anoka
Area Type:	Rural
Context Zone:	Recreational
Route System:	CSAH
Route No.:	18
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	6,797/6,797
Minor AADT:	565/565
Total Entering AADT:	7,362



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	7	1	3	0
Density (per int. per yr):	1.4	0.2	0.6	0
Rate (per MEV):	0.5	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Recreational	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	7,362	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	3,840,305	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	20	xx > 10	★
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	>5 miles	> 5 Miles	★
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 18 (Broadway Ave) & CSAH 62 (Kettle River Blvd)

Roadway Information

Description:	CSAH 18 (Broadway Ave) & CSAH 62 (Kettle River Blvd)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	18
Design Type:	Roundabout
Configuration:	X
Traffic Control Device:	All-Way Yield
Street Lights:	Present
Flasher:	None
Major AADT:	5,947/7,331
Minor AADT:	2,128/4,359
Total Entering AADT:	9,882



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	10	0	0	0
Density (per int. per yr):	2	0	0	0
Rate (per MEV):	0.6	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	9,882	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	21,530,277	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	50	xx > 10	★
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	T/T	LTTR or TB	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NE) & CR 15 (E Bethel Blvd NE)

Roadway Information

Description:	CSAH 22 (Viking Blvd NE) & CR 15 (E Bethel Blvd NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,222/4,746
Minor AADT:	1,768/0
Total Entering AADT:	5,868



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	5,868	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	4,405,856	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

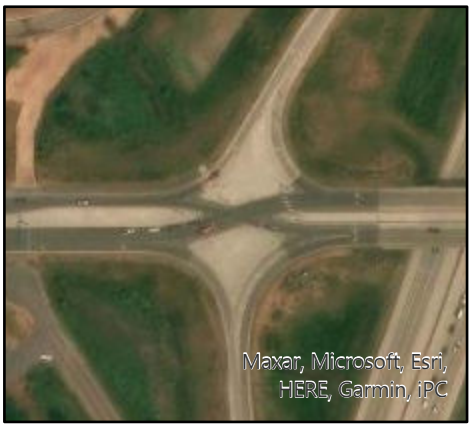
Systemic Project	✓

Notes

Rural Intersection on CSAH 23 (Lake Dr) & SB I-35 Ramps

Roadway Information

Description:	CSAH 23 (Lake Dr) & SB I-35 Ramps
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CSAH
Route No.:	23
Design Type:	DDI
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	6,329/19,200
Minor AADT:	4,565/1,514
Total Entering AADT:	15,804



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	7	0	1	0
Density (per int. per yr):	1.4	0	0.2	0
Rate (per MEV):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	15,804	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	38,789,796	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	25	xx > 10	★
Major/Minor Adjacent Curve:	Vertical/Both	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	TTR/LT	LTTR or TB	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 5 (Nowthen Blvd NW) & CR 64 (181st Ave NW)

Roadway Information

Description:	CSAH 5 (Nowthen Blvd NW) & CR 64 (181st Ave NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Agricultural
Route System:	CSAH
Route No.:	5
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,032/7,302
Minor AADT:	3,096/0
Total Entering AADT:	7,715



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Agricultural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	7,715	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	9,546,516	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	35	xx > 10	★
Major/Minor Adjacent Curve:	Both/Vertical	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 83 (Armstrong Blvd NW) & MSAS 128 (173rd Ave NW)

Roadway Information

Description:	CSAH 83 (Armstrong Blvd NW) & MSAS 128 (173rd Ave
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	83
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	3,584/4,664
Minor AADT:	583/583
Total Entering AADT:	4,707



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	4,707	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,404,292	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	Horizontal/None	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on MN 65 & CR 16 (Andover Blvd NW) / MSAS 104 (147th Ave NE)

Roadway Information

Description:	MN 65 & CR 16 (Andover Blvd NW) / MSAS 104 (147th
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CR
Route No.:	16
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	37,221/32,669
Minor AADT:	3,261/1,285
Total Entering AADT:	37,218



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	88	8	20	4
Density (per int. per yr):	17.6	1.6	4	0.8
Rate (per MEV):	1.3	0.1	0.3	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	65	xx ≥ 60	★
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	37,218	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	79,429,985	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTTR/LTTR	LTTR or TB	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection	1	$1,500,000
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$1,500,000

Systemic Project	✓

Notes

Rural Intersection on CR 72 (Rum River Blvd NW) & MSAS 109 (235th Ave NW)

Roadway Information

Description:	CR 72 (Rum River Blvd NW) & MSAS 109 (235th Ave NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CR
Route No.:	72
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	4,849/1,364
Minor AADT:	911/911
Total Entering AADT:	4,017



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	1	0	0
Density (per int. per yr):	0.2	0.2	0	0
Rate (per MEV):	0.1	0.1	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	4,017	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,829,566	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	>5 miles	> 5 Miles	★
Major Approach Turn Lane Configuration:	LT/LTR	LTTR or TB	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$9,000

Systemic Project	✓

Notes

Rural Intersection on MN 65 & CR 86 (Sims Rd NE)

Roadway Information

Description:	MN 65 & CR 86 (Sims Rd NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CR
Route No.:	86
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	26,712/22,172
Minor AADT:	3,116/1,300
Total Entering AADT:	26,650



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	30	0	2	0
Density (per int. per yr):	6	0	0.4	0
Rate (per MEV):	0.6	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	65	xx ≥ 60	★
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	26,650	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	53,967,936	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTTR/LTTR	LTTR or TB	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 123 (Central Ave)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 123 (Central
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	12,238/12,238
Minor AADT:	1,505/1,505
Total Entering AADT:	13,743



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	7	0	4	0
Density (per int. per yr):	1.4	0	0.8	0
Rate (per MEV):	0.3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	13,743	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	18,418,190	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	LTR/LTTR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Intersection on MSAS 107 (Sims Rd NW) & CSAH 13 (Cedar Dr NW)

Roadway Information

Description:	MSAS 107 (Sims Rd NW) & CSAH 13 (Cedar Dr NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	13
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	All-Way Stop
Street Lights:	Present
Flasher:	NA
Major AADT:	2,183/1,600
Minor AADT:	1,370/1,749
Total Entering AADT:	3,451



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	1	0	0
Density (per int. per yr):	0.2	0.2	0	0
Rate (per MEV):	0.2	0.2	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	3,451	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,948,069	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	Present	Present	★
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$9,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 18 (Crosstown Blvd NW) & MSAS 128 (Butternut St NW)

Roadway Information

Description:	CSAH 18 (Crosstown Blvd NW) & MSAS 128 (Butternut St
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	18
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	6,493/6,493
Minor AADT:	311/0
Total Entering AADT:	6,648



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	6,648	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	1,006,415	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 18 (Crosstown Blvd NE) & CSAH 58 (175th Ave NE)

Roadway Information

Description:	CSAH 18 (Crosstown Blvd NE) & CSAH 58 (175th Ave NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	18
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	6,493/7,845
Minor AADT:	1,421/0
Total Entering AADT:	7,879



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	7,879	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	5,089,990	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	10	xx > 10	
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 18 (Crosstown Blvd NE) & CSAH 125 (Central Ave)

Roadway Information

Description:	CSAH 18 (Crosstown Blvd NE) & CSAH 125 (Central Ave)
County:	Anoka
Area Type:	Rural
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	18
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	7,845/7,845
Minor AADT:	400/400
Total Entering AADT:	8,245



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	2	0
Density (per int. per yr):	0.4	0	0.4	0
Rate (per MEV):	0.1	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Mixed Use	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	8,245	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	3,138,000	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	LTR/LTR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 20 (157th Ave NW) & MSAS 143 (Dakota St NW)

Roadway Information

Description:	CSAH 20 (157th Ave NW) & MSAS 143 (Dakota St NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	20
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	4,307/4,307
Minor AADT:	141/141
Total Entering AADT:	4,448



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	4,448	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	607,287	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	Vertical/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	T/T	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$34,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NW) & MSAS 130 (Blackfoot St NW)

Roadway Information

Description:	CSAH 22 (Viking Blvd NW) & MSAS 130 (Blackfoot St NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Natural
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	8,277/8,277
Minor AADT:	379/0
Total Entering AADT:	8,466



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Natural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	8,466	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	1,564,353	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	Horizontal/None	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	>5 miles	> 5 Miles	★
Major Approach Turn Lane Configuration:	TR/TB	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NW) & MSAS 126 (Cedar Dr NW)

Roadway Information

Description:	CSAH 22 (Viking Blvd NW) & MSAS 126 (Cedar Dr NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	6,862/6,862
Minor AADT:	767/0
Total Entering AADT:	7,245



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	1	0	0
Density (per int. per yr):	0.4	0.2	0	0
Rate (per MEV):	0.2	0.1	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	7,245	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,628,146	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	5	xx > 10	
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TB	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection	1	$2,500,000
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$2,500,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NE) & MSAS 101 (Jackson St NE)

Roadway Information

Description:	CSAH 22 (Viking Blvd NE) & MSAS 101 (Jackson St NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	6,163/6,060
Minor AADT:	737/1,498
Total Entering AADT:	7,229



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	1	1	1
Density (per int. per yr):	0.4	0.2	0.2	0.2
Rate (per MEV):	0.2	0.1	0.1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	7,229	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	6,825,987	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Vertical	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	LTR/LTR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NE) & MSAS 111 (Taylor St)

Roadway Information

Description:	CSAH 22 (Viking Blvd NE) & MSAS 111 (Taylor St)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	6,060/6,060
Minor AADT:	668/0
Total Entering AADT:	6,394



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	6,394	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,024,040	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TB	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NE) & MSAS 105 (Wild Rice Dr)

Roadway Information

Description:	CSAH 22 (Viking Blvd NE) & MSAS 105 (Wild Rice Dr)
County:	Anoka
Area Type:	Rural
Context Zone:	Commercial
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	4,391/4,391
Minor AADT:	1,329/0
Total Entering AADT:	5,055



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	1	0
Density (per int. per yr):	0.2	0	0.2	0
Rate (per MEV):	0.1	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Commercial	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	5,055	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,915,624	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	T/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$9,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NE) & CSAH 85 (Typo Creek Dr NE)

Roadway Information

Description:	CSAH 22 (Viking Blvd NE) & CSAH 85 (Typo Creek Dr NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Natural
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	3,914/4,857
Minor AADT:	3,283/0
Total Entering AADT:	6,027



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	3	0	0	0
Density (per int. per yr):	0.6	0	0	0
Rate (per MEV):	0.3	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Natural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	6,027	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	7,195,785	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$9,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 22 (Viking Blvd NE) & CR 75 (217th Ave NE)

Roadway Information

Description:	CSAH 22 (Viking Blvd NE) & CR 75 (217th Ave NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,865/6,663
Minor AADT:	663/0
Total Entering AADT:	6,595



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	1	0	0
Density (per int. per yr):	0.4	0.2	0	0
Rate (per MEV):	0.2	0.1	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	6,595	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,073,384	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	T/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 23 (Lake Dr) & CR 19 (Potomac St NE)

Roadway Information

Description:	CSAH 23 (Lake Dr) & CR 19 (Potomac St NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	5,896/5,080
Minor AADT:	980/0
Total Entering AADT:	5,978



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Mixed Use	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	5,978	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,689,120	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	10	xx > 10	
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 23 (Lake Dr) & CSAH 62 (Kettle River Blvd)

Roadway Information

Description:	CSAH 23 (Lake Dr) & CSAH 62 (Kettle River Blvd)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	5,080/6,329
Minor AADT:	2,028/0
Total Entering AADT:	6,718



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	0	0
Density (per int. per yr):	0.4	0	0	0
Rate (per MEV):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	6,718	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	5,783,856	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	10	xx > 10	
Major/Minor Adjacent Curve:	Horizontal/Both	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 24 (Bridge St NW) & CSAH 28 (Ambassador Blvd NW)

Roadway Information

Description:	CSAH 24 (Bridge St NW) & CSAH 28 (Ambassador Blvd
County:	Anoka
Area Type:	Rural
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	24
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	All-Way Stop
Street Lights:	Present
Flasher:	None
Major AADT:	8,270/8,270
Minor AADT:	6,381/5,861
Total Entering AADT:	10,256



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	3	0	0	0
Density (per int. per yr):	0.6	0	0	0
Rate (per MEV):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	30	xx ≥ 60	
Context Zone:	Mixed Use	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	10,256	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	25,310,335	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	5	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	Present	Present	★
Adjacent RR Crossing:	None	Present	
Previous Stop:	>5 miles	> 5 Miles	★
Major Approach Turn Lane Configuration:	TR/T	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 24 (Bridge St NW) & MSAS 135 (Zion Pkwy NW)

Roadway Information

Description:	CSAH 24 (Bridge St NW) & MSAS 135 (Zion Pkwy NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	24
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,494/5,494
Minor AADT:	640/0
Total Entering AADT:	5,814



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	40	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	5,814	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	1,758,080	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TT	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 24 (229th Ave NW) & MSAS 153 (229th Ln NW)

Roadway Information

Description:	CSAH 24 (229th Ave NW) & MSAS 153 (229th Ln NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	24
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,494/5,494
Minor AADT:	1,535/0
Total Entering AADT:	6,261



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	6,261	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	4,213,898	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/T	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on MN 65 & CSAH 24 (237th Ave NE)

Roadway Information

Description:	MN 65 & CSAH 24 (237th Ave NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	24
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	19,426/20,084
Minor AADT:	3,027/3,050
Total Entering AADT:	22,793



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	58	0	14	0
Density (per int. per yr):	11.6	0	2.8	0
Rate (per MEV):	1.4	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	65	xx ≥ 60	★
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	22,793	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	60,015,690	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTTR/LTTR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 85 (Typo Creek Dr NE) & CSAH 26 (227th Ave NE)

Roadway Information

Description:	CSAH 85 (Typo Creek Dr NE) & CSAH 26 (227th Ave NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	26
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	All-Way Stop
Street Lights:	None
Flasher:	None
Major AADT:	3,283/1,737
Minor AADT:	1,946/1,380
Total Entering AADT:	4,173



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	4,173	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	4,174,130	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	>5 miles	> 5 Miles	★
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$25,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 116 (Bunker Lake Blvd NW) & CR 52 (Radisson St NE)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & CR 52 (Radisson St
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	52
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,355/4,557
Minor AADT:	5,346/4,929
Total Entering AADT:	11,593



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	16	0	8	0
Density (per int. per yr):	3.2	0	1.6	0
Rate (per MEV):	0.8	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	11,593	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	33,164,472	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	Horizontal/None	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTTR/LTTR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 56 (Ramsey Blvd NW) & MSAS 107 (155th Ave NW)

Roadway Information

Description:	CSAH 56 (Ramsey Blvd NW) & MSAS 107 (155th Ave NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	56
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,264/3,010
Minor AADT:	3,037/1,587
Total Entering AADT:	6,449



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	5	1	2	0
Density (per int. per yr):	1	0.2	0.4	0
Rate (per MEV):	0.4	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	6,449	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	9,564,744	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	Both/None	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$9,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 56 (Ramsey Blvd NW) & MSAS 124 (Jasper St NW)

Roadway Information

Description:	CSAH 56 (Ramsey Blvd NW) & MSAS 124 (Jasper St NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	56
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	3,010/2,639
Minor AADT:	794/0
Total Entering AADT:	3,221



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	3,221	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	1,121,128	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	Both/None	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	T/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$9,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 7 (Rum River Blvd NW) & CR 27 (179th La NW)

Roadway Information

Description:	CSAH 7 (Rum River Blvd NW) & CR 27 (179th La NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Natural
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	7,564/6,221
Minor AADT:	2,180/650
Total Entering AADT:	8,307



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Natural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	8,307	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	9,752,180	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	15	xx > 10	★
Major/Minor Adjacent Curve:	Both/Both	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 7 / CSAH 24 (Rum River Blvd NW) & CSAH 24 (227th Ave NW)

Roadway Information

Description:	CSAH 7 / CSAH 24 (Rum River Blvd NW) & CSAH 24 (227th
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,661/2,671
Minor AADT:	4,970/0
Total Entering AADT:	6,651



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	45	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	6,651	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	10,352,510	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection	1	$5,000
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection	1	$2,500,000
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$2,508,000

Systemic Project	✓

Notes

Rural Roundabout project nominated by county

Rural Intersection on CSAH 76 (Fawn Lake Dr NE) / CR 76 & CSAH 85 (Typo Creek Dr NE)

Roadway Information

Description:	CSAH 76 (Fawn Lake Dr NE) / CR 76 & CSAH 85 (Typo
County:	Anoka
Area Type:	Rural
Context Zone:	Natural
Route System:	CSAH
Route No.:	76
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	1,172/1,260
Minor AADT:	1,057/1,057
Total Entering AADT:	2,273



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Natural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	2,273	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	1,285,312	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	30	xx > 10	★
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	T/T	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection	1	$25,000
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection	1	$5,000
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection	1	$2,500,000
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$2,530,000

Systemic Project	✓

Notes

Rural Roundabout project nominated by county

Rural Intersection on CSAH 78 (Hanson Blvd NW) & MSAS 116 (167th Ave)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & MSAS 116 (167th Ave)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,209/5,209
Minor AADT:	831/0
Total Entering AADT:	5,624



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	1	0
Density (per int. per yr):	0.2	0	0.2	0
Rate (per MEV):	0.1	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	5,624	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	2,161,735	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TB	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 83 (Armstrong Blvd NW) & MSAS 112 (153rd Ave NW)

Roadway Information

Description:	CSAH 83 (Armstrong Blvd NW) & MSAS 112 (153rd Ave
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	83
Design Type:	Roundabout
Configuration:	X
Traffic Control Device:	All-Way Yield
Street Lights:	Present
Flasher:	None
Major AADT:	8,100/5,396
Minor AADT:	2,050/1,250
Total Entering AADT:	8,398



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	13	0	9	0
Density (per int. per yr):	2.6	0	1.8	0
Rate (per MEV):	0.8	0	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	8,398	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	11,134,200	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	20	xx > 10	★
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	T/T	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 83 (Armstrong Blvd NW) & Tiger St NW

Roadway Information

Description:	CSAH 83 (Armstrong Blvd NW) & Tiger St NW
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	83
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	3,584/3,584
Minor AADT:	100/100
Total Entering AADT:	3,684



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	1	1	1
Density (per int. per yr):	0.2	0.2	0.2	0.2
Rate (per MEV):	0.1	0.1	0.1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	3,684	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	358,400	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	5	xx > 10	
Major/Minor Adjacent Curve:	Vertical/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$9,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 9 (Lake George Blvd NW) & MSAS 102 (201st Ave NW)

Roadway Information

Description:	CSAH 9 (Lake George Blvd NW) & MSAS 102 (201st Ave
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	7,895/7,892
Minor AADT:	1,000/0
Total Entering AADT:	8,393



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	4	0	2	0
Density (per int. per yr):	0.8	0	0.4	0
Rate (per MEV):	0.3	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	8,393	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	3,946,500	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Vertical	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TB	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CR 16 (Andover Blvd NW) & MSAS 125 (Central Ave NE)

Roadway Information

Description:	CR 16 (Andover Blvd NW) & MSAS 125 (Central Ave NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CR
Route No.:	16
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	3,261/3,261
Minor AADT:	186/0
Total Entering AADT:	3,354



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	3,354	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	303,273	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	Vertical/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CR 60 (Constance Blvd NW) & MSAS 114 (University Ave NE)

Roadway Information

Description:	CR 60 (Constance Blvd NW) & MSAS 114 (University Ave
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CR
Route No.:	60
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	3,296/3,607
Minor AADT:	408/426
Total Entering AADT:	3,868



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	2	0
Density (per int. per yr):	0.4	0	0.4	0
Rate (per MEV):	0.3	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	3,868	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	1,439,067	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	10	xx > 10	
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection	1	$6,000
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$9,000

Systemic Project	✓

Notes

Rural Intersection on MN 47 (Saint Francis Blvd NW) & CR 63 (Green Valley Rd NW)

Roadway Information

Description:	MN 47 (Saint Francis Blvd NW) & CR 63 (Green Valley Rd
County:	Anoka
Area Type:	Rural
Context Zone:	Natural
Route System:	CR
Route No.:	63
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	5,441/6,917
Minor AADT:	3,167/0
Total Entering AADT:	7,762



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	3	1	1	1
Density (per int. per yr):	0.6	0.2	0.2	0.2
Rate (per MEV):	0.2	0.1	0.1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Natural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	7,762	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	9,781,357	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	20	xx > 10	★
Major/Minor Adjacent Curve:	Horizontal/Both	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on MN 65 & CR 74 (221st Ave NE)

Roadway Information

Description:	MN 65 & CR 74 (221st Ave NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Agricultural
Route System:	CR
Route No.:	74
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	22,172/19,426
Minor AADT:	3,820/2,233
Total Entering AADT:	23,825



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	64	4	24	4
Density (per int. per yr):	12.8	0.8	4.8	0.8
Rate (per MEV):	1.5	0.1	0.6	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	65	xx ≥ 60	★
Context Zone:	Agricultural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	23,825	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	62,937,774	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Vertical	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	NA	> 5 Miles	
Major Approach Turn Lane Configuration:	LTTR/LTTR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection	1	$1,500,000
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$1,500,000

Systemic Project	✓

Notes

Rural Intersection on CR 86 (Sims Rd NE) & MSAS 116 (Johnson St NE)

Roadway Information

Description:	CR 86 (Sims Rd NE) & MSAS 116 (Johnson St NE)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CR
Route No.:	86
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	3,116/3,116
Minor AADT:	647/0
Total Entering AADT:	3,439



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	3,439	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	1,006,468	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	>5 miles	> 5 Miles	★
Major Approach Turn Lane Configuration:	TB/TR	LTTR or TB	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$3,000	per intersection	1	$3,000
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 105 (Naples St NE)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 105 (Naples St
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	3,217/3,217
Minor AADT:	683/0
Total Entering AADT:	3,558



Click to view in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	1	0	0
Density (per int. per yr):	0.2	0.2	0	0
Rate (per MEV):	0.2	0.2	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	3,558	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	1,096,997	1M ≤ xx ≤ 10M	
Leg Configuration:	T	X	
Alignment Skew (degrees):	5	xx > 10	
Major/Minor Adjacent Curve:	Horizontal/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	T/T	LTTR or TB	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection	1	$2,500,000
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$2,500,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 14 (Main St) & MSAS 103 (4th Ave)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 103 (4th Ave)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	9,810/9,810
Minor AADT:	1,094/537
Total Entering AADT:	10,625



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	10	1	3	0
Density (per int. per yr):	2	0.2	0.6	0
Rate (per MEV):	0.5	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	50	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	10,625	2,500 ≤ xx ≤ 7,000	★
Traffic Volume Cross Product:	7,995,150	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection	1	$2,500,000
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$2,500,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 28 (Ambassador Blvd NE) & MN 47 (St Francis Blvd NW)

Roadway Information

Description:	CSAH 28 (Ambassador Blvd NE) & MN 47 (St Francis Blvd
County:	Anoka
Area Type:	Rural
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	28
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	9,059/9,152
Minor AADT:	2,235/3,202
Total Entering AADT:	11,824



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	12	1	8	0
Density (per int. per yr):	2.4	0.2	1.6	0
Rate (per MEV):	0.6	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	45	xx ≥ 60	
Context Zone:	Mixed Use	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	11,824	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	24,747,390	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/Horizontal	Horizontal, Vertical, Both	★
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	LTR/LTR	LTTR or TB	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection	1	$2,500,000
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$2,500,000

Systemic Project	✓

Notes

Rural Intersection on MN 47 (Saint Francis Blvd NW) & CSAH 22 (Viking Blvd NW)

Roadway Information

Description:	MN 47 (Saint Francis Blvd NW) & CSAH 22 (Viking Blvd
County:	Anoka
Area Type:	Rural
Context Zone:	Agricultural
Route System:	CSAH
Route No.:	22
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	All-Way Stop
Street Lights:	None
Flasher:	LED
Major AADT:	4,304/4,254
Minor AADT:	6,524/7,356
Total Entering AADT:	11,219



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	9	1	6	0
Density (per int. per yr):	1.8	0.2	1.2	0
Rate (per MEV):	0.4	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Agricultural	Commercial, Industrial, Mixed Use, Residential	
Entering AADT (vpd):	11,219	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	29,696,260	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	5	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	>5 miles	> 5 Miles	★
Major Approach Turn Lane Configuration:	TR/TR	LTTR or TB	
		Total Stars	★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection	1	$2,500,000
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$2,500,000

Systemic Project	✓

Notes

Rural Intersection on CSAH 9 (Round Lake Blvd NW) & CSAH 58(181st Ave NW)

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & CSAH 58(181st Ave NW)
County:	Anoka
Area Type:	Rural
Context Zone:	Residential
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	All-Way Stop
Street Lights:	Present
Flasher:	None
Major AADT:	9,365/9,069
Minor AADT:	973/2,031
Total Entering AADT:	10,719



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	6	1	1	1
Density (per int. per yr):	1.2	0.2	0.2	0.2
Rate (per MEV):	0.3	0.1	0.1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Major Approach Speed Limit (mph):	55	xx ≥ 60	
Context Zone:	Residential	Commercial, Industrial, Mixed Use, Residential	★
Entering AADT (vpd):	10,719	2,500 ≤ xx ≤ 7,000	
Traffic Volume Cross Product:	13,843,934	1M ≤ xx ≤ 10M	
Leg Configuration:	X	X	★
Alignment Skew (degrees):	0	xx > 10	
Major/Minor Adjacent Curve:	None/None	Horizontal, Vertical, Both	
Adjacent Commercial Development:	None	Present	
Adjacent RR Crossing:	None	Present	
Previous Stop:	<5 miles	> 5 Miles	
Major Approach Turn Lane Configuration:	TR/T	LTTR or TB	
		Total Stars	★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Street Lighting	Proactive	$25,000	per intersection		$0
Reconstruct TT to a Single T	Proactive	$400,000	per intersection		$0
Thru Stop to All Way Stop/Yield	Proactive	$5,000	per intersection		$0
LED Stop Signs	Proactive	$6,000	per intersection		$0
Left-Turn Lanes on Major Road (Thru Traffic)	Proactive	$400,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$2,500,000	per intersection	1	$2,500,000
Upgrade Signs & Markings	Proactive	$3,000	per intersection		$0
			Total Estimated Project Cost:		$2,500,000

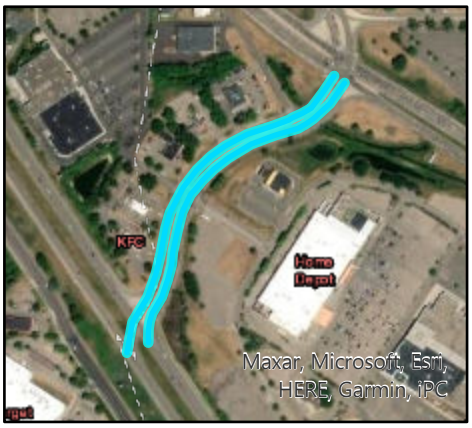
Systemic Project	✓

Notes

Urban Segment on CSAH 3 (University Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 3 (University Ave NE) and CSAH 10
Segment End:	Intersection of CSAH 3 (University Ave NE) and MN 47
Area Type:	Urban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	3
Facility Type:	Divided
Segment Length (mile):	0.28
AADT (vpd):	10,815
Lane Width (ft):	11
Shoulder Type:	Paved
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	55	2	6	2
Density (per mile per yr):	39.3	1.4	4.3	1.4
Rate (per MVM):	10	0	1.1	0.4

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	35	xx ≥ 45	
Traffic Volume:	10,815	xx ≥ 10,000	★
Access Density (access per mile):	25	20 ≤ xx ≤ 35	★
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	11	10 ≤ xx ≤ 11.5	★
Cross Section:	6-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.28	$100,800
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	0.28	$105,000
			Total Estimated Project Cost:		$205,800

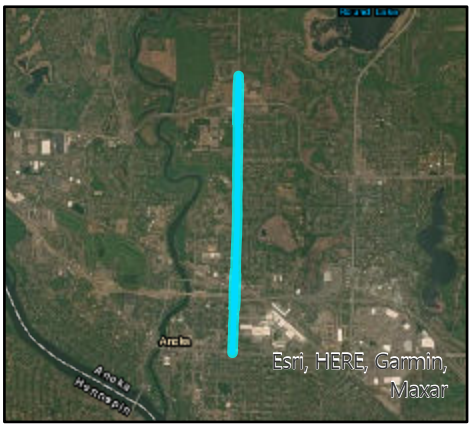
Systemic Project	✓

Notes

Urban Segment on CSAH 7 (7th Ave NW)

Roadway Information

Segment Start:	0.25 miles north of the intersection of CSAH 7 (7th Ave NW) and CSAH 116 (Bunker Lake Blvd
Segment End:	Intersection of CSAH 7 (7th Ave NW) and CSAH 14 (East Main St)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	7
Facility Type:	Undivided
Segment Length (mile):	2.36
AADT (vpd):	14,225
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	266	3	10	1
Density (per mile per yr):	22.5	0.3	0.8	0.1
Rate (per MVM):	4.3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	14,225	xx ≥ 10,000	★
Access Density (access per mile):	27.1	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	2.36	$849,600
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile	2.36	$11,800,000
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$12,649,600

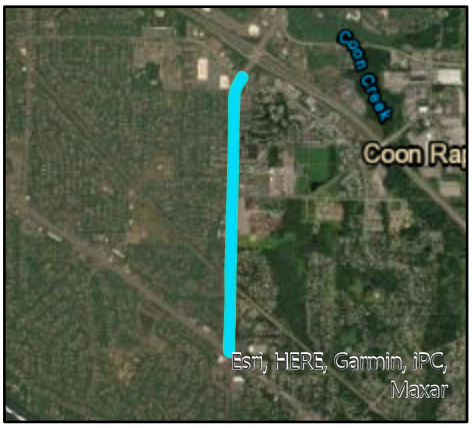
Systemic Project	✓

Notes

Urban Segment on CSAH 78 (Hanson Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 78 (Hanson Blvd NW) and CSAH 11 (Northdale Blvd NW)
Segment End:	Intersection of CSAH 78 (Hanson Blvd NW) and CSAH 1 (Coon Rapids Blvd)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	78
Facility Type:	Divided
Segment Length (mile):	1.35
AADT (vpd):	10,475
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	69	1	9	0
Density (per mile per yr):	10.2	0.1	1.3	0
Rate (per MVM):	2.7	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	10,475	xx ≥ 10,000	★
Access Density (access per mile):	33.3	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	1.35	$486,000
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$486,000

Systemic Project	✓

Notes

Urban Segment on CSAH 9 (Round Lake Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 9 (Round Lake Blvd NW) and 157th Ave NW
Segment End:	Intersection of CSAH 9 (Round Lake Blvd NW) and CSAH 14 (Main St NW)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	9
Facility Type:	Divided
Segment Length (mile):	4.19
AADT (vpd):	19,991
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	285	5	15	1
Density (per mile per yr):	13.6	0.2	0.7	0
Rate (per MVM):	1.9	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	19,991	xx ≥ 10,000	★
Access Density (access per mile):	24.8	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	4.19	$1,508,400
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
		Total Estimated Project Cost:			$1,508,400

Systemic Project	✓

Notes

Urban Segment on CSAH 1 (5th Ave/E River Rd/Coon Rapids Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 1 (5th Ave) and CSAH 14 (E Main St)
Segment End:	Intersection of CSAH 1 (Coon Rapids Blvd NW) and CSAH 78 (Hanson Blvd NW)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Facility Type:	Divided
Segment Length (mile):	4.33
AADT (vpd):	12,300
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	9



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	227	10	27	1
Density (per mile per yr):	10.5	0.5	1.2	0
Rate (per MVM):	2.3	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	12,300	xx ≥ 10,000	★
Access Density (access per mile):	33.9	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	9	xx < 3	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	4.33	$1,558,800
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
		Total Estimated Project Cost:			$1,558,800

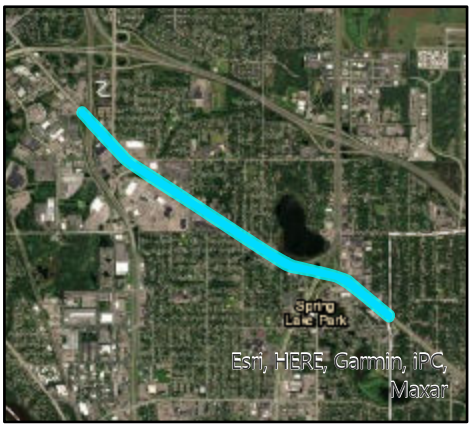
Systemic Project	✓

Notes

Urban Segment on CSAH 10 (Coon Rapids Blvd)

Roadway Information

Segment Start:	Intersection of CSAH 10 (Coon Rapids Blvd) and MN 47 SB ramps
Segment End:	Intersection of CSAH 10 (Coon Rapids Blvd) and Hwy 10 Service Road
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	10
Facility Type:	Divided
Segment Length (mile):	2.58
AADT (vpd):	19,814
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	186	4	8	0
Density (per mile per yr):	14.4	0.3	0.6	0
Rate (per MVM):	2	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	19,814	xx ≥ 10,000	★
Access Density (access per mile):	8.5	20 ≤ xx ≤ 35	
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	2.58	$967,500
			Total Estimated Project Cost:		$967,500

Systemic Project	✓

Notes

Urban Segment on CSAH 14 (E Main St)

Roadway Information

Segment Start:	Intersection of CSAH 14 (E Main St) and CSAH 1 (5th Ave)
Segment End:	Intersection of CSAH 14 (E Main St) and and CSAH 51 (University Ave NE)
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Facility Type:	Divided
Segment Length (mile):	6.32
AADT (vpd):	15,452
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	439	15	25	1
Density (per mile per yr):	13.9	0.5	0.8	0
Rate (per MVM):	2.5	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	15,452	xx ≥ 10,000	★
Access Density (access per mile):	10.9	20 ≤ xx ≤ 35	
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	6.32	$2,370,000
			Total Estimated Project Cost:		$2,370,000

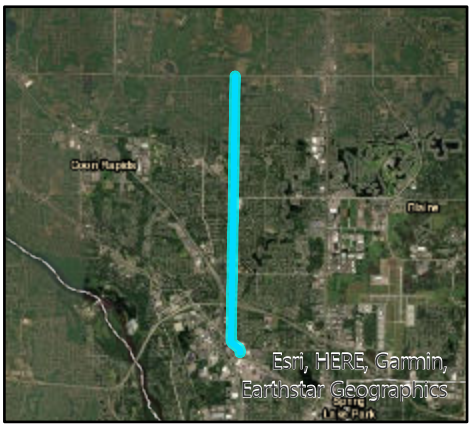
Systemic Project	✓

Notes

Urban Segment on CSAH 51 (University Ave NW)

Roadway Information

Segment Start:	Intersection of CSAH 51 (University Ave NW) and CSAH 14 (E Main St/125th Ave NE)
Segment End:	Intersection of CSAH 51 (University Ave NW) and CSAH 10 (County Rd 10 NE)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	51
Facility Type:	Divided
Segment Length (mile):	4.6
AADT (vpd):	15,680
Lane Width (ft):	13
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	396	7	25	0
Density (per mile per yr):	17.2	0.3	1.1	0
Rate (per MVM):	3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	15,680	xx ≥ 10,000	★
Access Density (access per mile):	19.8	20 ≤ xx ≤ 35	
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	13	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	4.6	$1,725,000
			Total Estimated Project Cost:		$1,725,000

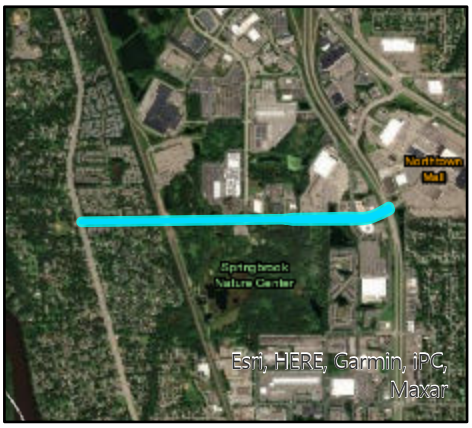
Systemic Project	✓

Notes

Urban Segment on CR 132 (85th Ave NW)

Roadway Information

Segment Start:	Intersection of CR 132 (85th Ave NW) and CSAH 1 (E River Rd)
Segment End:	Intersection of CR 132 (85th Ave NW) and MN 47 (University Ave NE)
Area Type:	Suburban
County:	Anoka
Context Zone:	Recreational
Route System:	CR
Route No.:	132
Facility Type:	Undivided
Segment Length (mile):	1.05
AADT (vpd):	10,790
Lane Width (ft):	12
Shoulder Type:	None
Shoulder Width (ft):	0



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	92	8	5	0
Density (per mile per yr):	17.5	1.5	1	0
Rate (per MVM):	4.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	10,790	xx ≥ 10,000	★
Access Density (access per mile):	15.2	20 ≤ xx ≤ 35	
Context Zone:	Recreational	Commercial, Mixed Use	
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	3	3	★
Shoulder Width:	0	xx < 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$105,000
Sidewalk	Proactive	$375,000	per mile	1.05	$0
			Total Estimated Project Cost:		$105,000

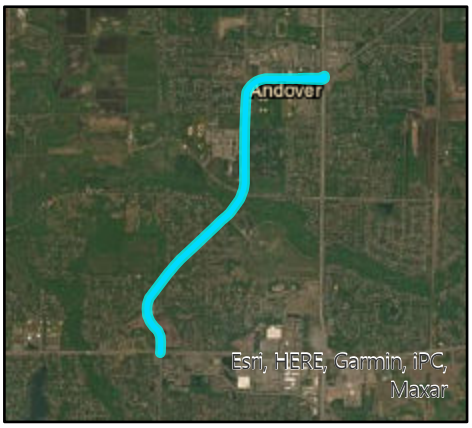
Systemic Project	✓

Notes

Urban Segment on CR 18 (Crosstown Blvd NW)

Roadway Information

Segment Start:	Intersection of CR 18 (Crosstown Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)
Segment End:	Intersection of CR 18 (Crosstown Blvd NW) and CSAH 78 (Hanson Blvd NW)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CR
Route No.:	18
Facility Type:	Undivided
Segment Length (mile):	2.4
AADT (vpd):	10,456
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	32	1	3	0
Density (per mile per yr):	2.7	0.1	0.2	0
Rate (per MVM):	0.7	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	10,456	xx ≥ 10,000	★
Access Density (access per mile):	22.9	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	2.4	$864,000
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$864,000

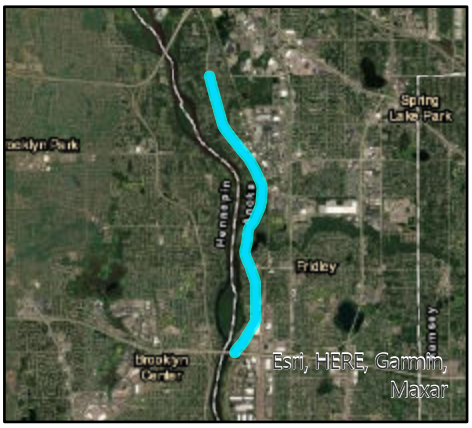
Systemic Project	✓

Notes

Urban Segment on CSAH 1 (E River Rd)

Roadway Information

Segment Start:	Intersection of CSAH 1 (E River Rd) and I-694
Segment End:	Intersection of CSAH 1 (E River Rd) and CR 132 (85th Ave NW)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Facility Type:	Divided
Segment Length (mile):	4.15
AADT (vpd):	11,773
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	73	2	15	0
Density (per mile per yr):	3.5	0.1	0.7	0
Rate (per MVM):	0.8	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	40	xx ≥ 45	
Traffic Volume:	11,773	xx ≥ 10,000	★
Access Density (access per mile):	34.5	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	8	xx < 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	4.15	$1,494,000
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	4.15	$1,556,250
		Total Estimated Project Cost:			$3,050,250

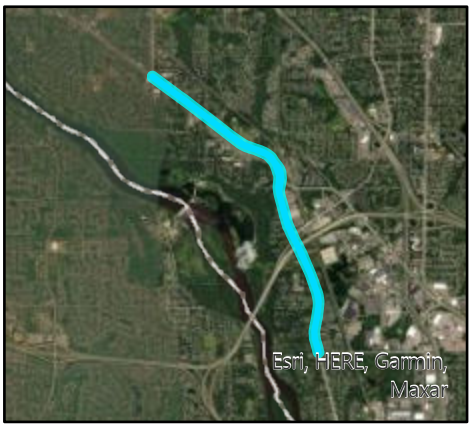
Systemic Project	✓

Notes

Urban Segment on CSAH 1 (E River Rd/Coon Rapids Blvd)

Roadway Information

Segment Start:	Intersection of CSAH 1 (E River Rd) and CR 132 (85th Ave NW)
Segment End:	Intersection of CSAH 1(E River Rd) and CSAH 78 (Hanson Blvd NW)
Area Type:	Suburban
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	1
Facility Type:	Divided
Segment Length (mile):	3.2
AADT (vpd):	18,633
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	195	7	39	1
Density (per mile per yr):	12.2	0.4	2.4	0.1
Rate (per MVM):	1.8	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	18,633	xx ≥ 10,000	★
Access Density (access per mile):	24.4	20 ≤ xx ≤ 35	★
Context Zone:	Residential	Commercial, Mixed Use	
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	8	xx < 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	3.2	$1,152,000
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
		Total Estimated Project Cost:			$1,152,000

Systemic Project	✓

Notes

Urban Segment on CSAH 102 (57th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 102 (Main St NE) and CSAH 102 (57th Ave NE)
Segment End:	Intersection of CSAH 102 (57th Ave NE) and MN 47 (University Ave NE)
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	102
Facility Type:	Divided
Segment Length (mile):	0.23
AADT (vpd):	11,390
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	3



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	23	0	2	0
Density (per mile per yr):	20	0	1.7	0
Rate (per MVM):	4.8	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	30	xx ≥ 45	
Traffic Volume:	11,390	xx ≥ 10,000	★
Access Density (access per mile):	39.1	20 ≤ xx ≤ 35	
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	3	3	★
Shoulder Width:	3	xx < 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.23	$82,800
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
		Total Estimated Project Cost:			$82,800

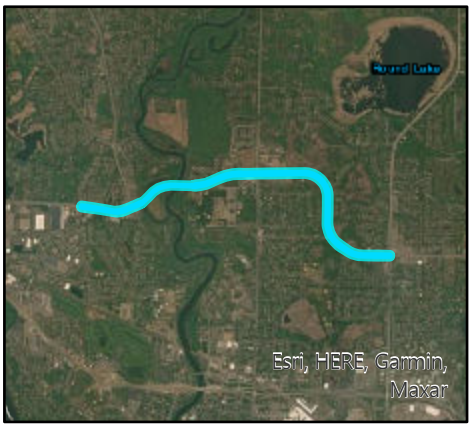
Systemic Project	✓

Notes

Urban Segment on CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 116 (Bunker Lake Blvd NW) and Thurston Ave
Segment End:	Intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 9 (Round Lake Blvd NW)
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Facility Type:	Divided
Segment Length (mile):	2.82
AADT (vpd):	21,933
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	132	4	9	0
Density (per mile per yr):	9.4	0.3	0.6	0
Rate (per MVM):	1.2	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	21,933	xx ≥ 10,000	★
Access Density (access per mile):	8.5	20 ≤ xx ≤ 35	
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	8	xx < 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	2.82	$1,057,500
			Total Estimated Project Cost:		$1,057,500

Systemic Project	✓

Notes

Urban Segment on CSAH 116

Roadway Information

Segment Start:	Intersection of Round Lake Blvd NW (CSAH 9) & CSAH 116 (Bunker Lake Blvd NW)
Segment End:	0.25 miles east of the intersection of CSAH 78 (Hanson Blvd NW) & CSAH 116 (Bunker Lake Blvd
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Facility Type:	Divided
Segment Length (mile):	2.87
AADT (vpd):	14,400
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	90	10	2	0
Density (per mile per yr):	6.3	0.7	0.1	0
Rate (per MVM):	1.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	14,400	xx ≥ 10,000	★
Access Density (access per mile):	11.5	20 ≤ xx ≤ 35	
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	6	xx < 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	2.87	$1,076,250
		Total Estimated Project Cost:			$1,076,250

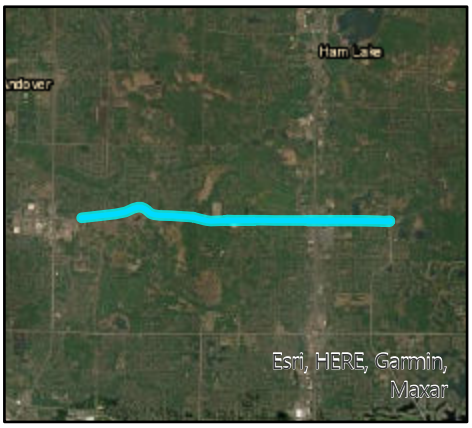
Systemic Project	✓

Notes

Urban Segment on CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Segment Start:	0.25 miles east of the intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 78
Segment End:	Intersection of CSAH 116 (Bunker Lake Blvd NW) and CSAH 78 and Radisson St NE
Area Type:	Suburban
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	116
Facility Type:	Divided
Segment Length (mile):	5.27
AADT (vpd):	10,748
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	85	6	4	1
Density (per mile per yr):	3.2	0.2	0.2	0
Rate (per MVM):	0.8	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	10,748	xx ≥ 10,000	★
Access Density (access per mile):	7.2	20 ≤ xx ≤ 35	
Context Zone:	Residential	Commercial, Mixed Use	
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	5.27	$1,976,250
			Total Estimated Project Cost:		$1,976,250

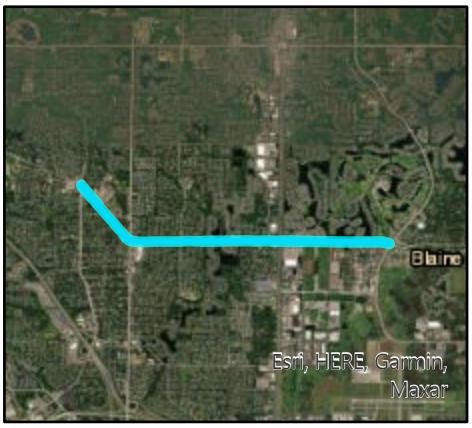
Systemic Project	✓

Notes

Urban Segment on CSAH 12 (Northdale Blvd/109th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 12 (Northdale Blvd/ 109th Ave NE) and CSAH 11 (Northdale Blvd
Segment End:	Intersection of CSAH 12 (Northdale Blvd/109th Ave NE) and CSAH 52 (Radisson St NE)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	12
Facility Type:	Divided
Segment Length (mile):	3.4
AADT (vpd):	12,000
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	349	6	9	0
Density (per mile per yr):	20.5	0.4	0.5	0
Rate (per MVM):	4.7	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	12,000	xx ≥ 10,000	★
Access Density (access per mile):	36.2	20 ≤ xx ≤ 35	
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	3-Lane	Multi-Lane	
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	3.4	$1,224,000
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$1,224,000

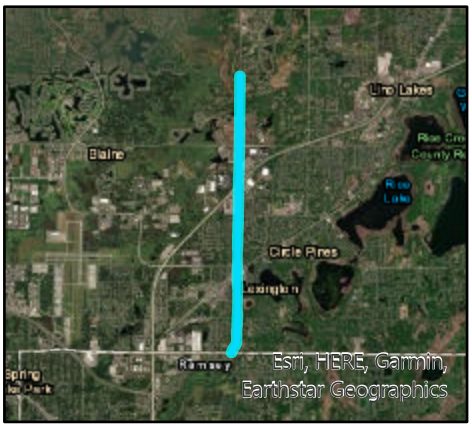
Systemic Project	✓

Notes

Urban Segment on CSAH 17 (Lexington Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 17 (Lexington Ave NE) and Woodland Pkwy NE
Segment End:	Intersection of CSAH 17 (Lexington Ave NE) and CSAH 32 (85th Ave NE)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	17
Facility Type:	Divided
Segment Length (mile):	4.01
AADT (vpd):	9,130
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	228	4	7	0
Density (per mile per yr):	11.4	0.2	0.3	0
Rate (per MVM):	3.4	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	9,130	xx ≥ 10,000	
Access Density (access per mile):	19.5	20 ≤ xx ≤ 35	
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	4.01	$1,503,750
			Total Estimated Project Cost:		$1,503,750

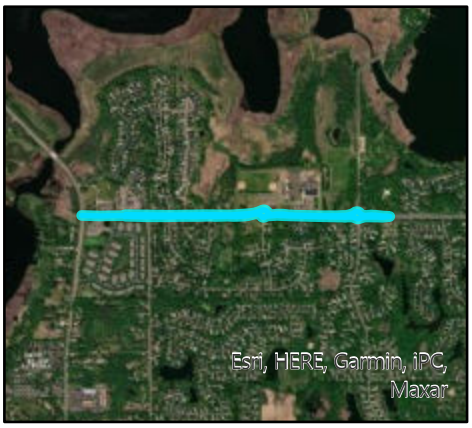
Systemic Project	✓

Notes

Urban Segment on CSAH 34 (Birch St)

Roadway Information

Segment Start:	Intersection of CSAH 34 (Birch St) & CR 49 (Hodgson Rd)
Segment End:	Intersection of CSAH 34 (Birch St) and Kingfisher Ct
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	34
Facility Type:	Divided
Segment Length (mile):	0.92
AADT (vpd):	9,899
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	26	1	4	0
Density (per mile per yr):	5.7	0.2	0.9	0
Rate (per MVM):	1.6	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	9,899	xx ≥ 10,000	
Access Density (access per mile):	33.7	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.92	$331,200
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$331,200

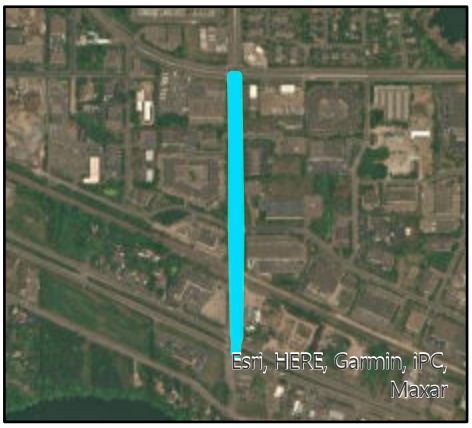
Systemic Project	✓

Notes

Urban Segment on CSAH 83 (Sunfish Lake Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 83 (Sunfish Lake Blvd NW) and Highway 10 NW
Segment End:	Intersection of CSAH 83 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	57
Facility Type:	Divided
Segment Length (mile):	0.46
AADT (vpd):	9,535
Lane Width (ft):	13
Shoulder Type:	Paved
Shoulder Width (ft):	7



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	50	3	3	0
Density (per mile per yr):	21.7	1.3	1.3	0
Rate (per MVM):	6.2	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	9,535	xx ≥ 10,000	
Access Density (access per mile):	28.3	20 ≤ xx ≤ 35	★
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	13	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	7	xx < 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.46	$165,600
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
		Total Estimated Project Cost:			$165,600

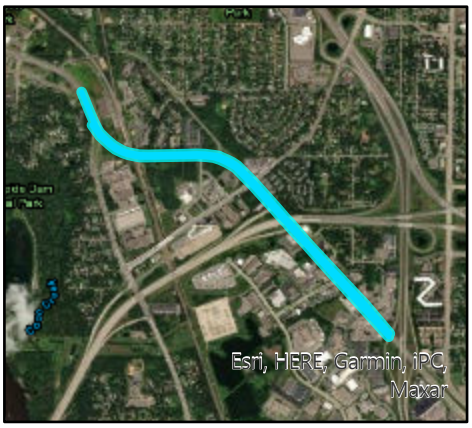
Systemic Project	✓

Notes

Urban Segment on CR 3 (Coon Rapids Blvd)

Roadway Information

Segment Start:	Intersection of CR 3 (Coon Rapids Blvd) and CSAH 1 (E River Rd/Coon Rapids Blvd)
Segment End:	Intersection of CR 3 (Coon Rapids Blvd) and MN 47 (University Ave)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CR
Route No.:	3
Facility Type:	Divided
Segment Length (mile):	1.57
AADT (vpd):	17,917
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	141	2	20	0
Density (per mile per yr):	18	0.3	2.5	0
Rate (per MVM):	2.7	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	17,917	xx ≥ 10,000	★
Access Density (access per mile):	16.6	20 ≤ xx ≤ 35	
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	1	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	1.57	$588,750
			Total Estimated Project Cost:		$588,750

Systemic Project	✓

Notes

Urban Segment on CR 57 (Sunfish Lake Blvd NW)

Roadway Information

Segment Start:	Intersection of CR 57 (Sunfish Lake Blvd NW) and CSAH 116 (Bunker Lake Blvd NW)
Segment End:	Intersection of CR 57 (Sunfish Lake Blvd NW) and 142nd Lane NW
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CR
Route No.:	57
Facility Type:	Divided
Segment Length (mile):	0.19
AADT (vpd):	6,653
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	21	3	0	0
Density (per mile per yr):	22.1	3.2	0	0
Rate (per MVM):	9.1	1.3	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	6,653	xx ≥ 10,000	
Access Density (access per mile):	21.1	20 ≤ xx ≤ 35	★
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	5-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.19	$68,400
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	0.19	$71,250
			Total Estimated Project Cost:		$139,650

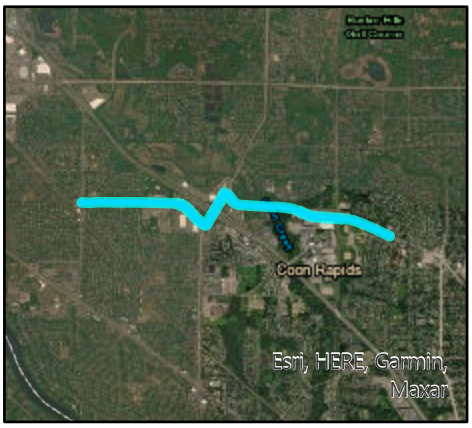
Systemic Project	✓

Notes

Urban Segment on CSAH 11 (Northdale Blvd NW)

Roadway Information

Segment Start:	Intersection of CSAH 11 (Northdale Blvd NW) and CSAH 18 (Crooked Lake Blvd NW)
Segment End:	Intersection of CSAH 11 (Northdale Blvd NW) and Olive St NW
Area Type:	Urban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	11
Facility Type:	Undivided
Segment Length (mile):	2.86
AADT (vpd):	16,291
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	233	6	22	3
Density (per mile per yr):	16.3	0.4	1.5	0.2
Rate (per MVM):	2.7	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	35	xx ≥ 45	
Traffic Volume:	16,291	xx ≥ 10,000	★
Access Density (access per mile):	29	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	NA	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	2.86	$1,029,600
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	2.86	$1,072,500
			Total Estimated Project Cost:		$2,102,100

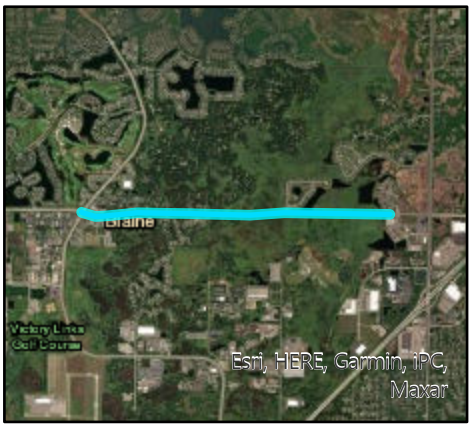
Systemic Project	✓

Notes

Urban Segment on CSAH 12 (109th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 12 (109th Ave NE) and CSAH 52 (Radisson St NE)
Segment End:	Intersection of CSAH 12 (109th Ave NE) and Austin St
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	12
Facility Type:	Undivided
Segment Length (mile):	2.12
AADT (vpd):	10,051
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	64	1	3	0
Density (per mile per yr):	6	0.1	0.3	0
Rate (per MVM):	1.6	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	10,051	xx ≥ 10,000	★
Access Density (access per mile):	5.7	20 ≤ xx ≤ 35	
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	1	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	2.12	$764,330
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	2.12	$796,180
			Total Estimated Project Cost:		$1,560,510

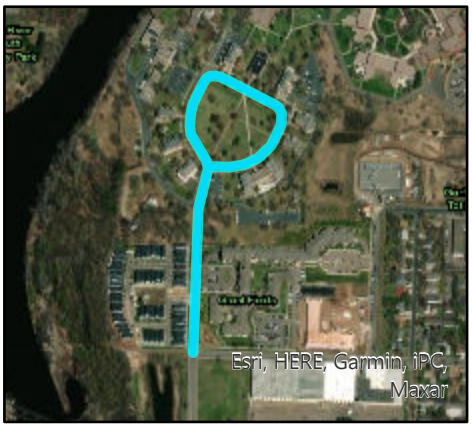
Systemic Project	✓

Notes

Urban Segment on CSAH 131 (4th Ave)

Roadway Information

Segment Start:	Intersection of CSAH 131 (4th Ave) and CSAH 31 (Grant St)
Segment End:	Intersection of CSAH 131 (4th Ave) and CSAH 31 (Grant St)
Area Type:	Urban
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	131
Facility Type:	Undivided
Segment Length (mile):	0.5
AADT (vpd):	859
Lane Width (ft):	11
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	1	0	1	0
Density (per mile per yr):	0.4	0	0.4	0
Rate (per MVM):	1.3	0	1.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	30	xx ≥ 45	
Traffic Volume:	859	xx ≥ 10,000	
Access Density (access per mile):	22.1	20 ≤ xx ≤ 35	★
Context Zone:	Residential	Commercial, Mixed Use	
Edgeline Striping:	Present	None	
Lane Width:	11	10 ≤ xx ≤ 11.5	★
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment	1	$30,000
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$30,000

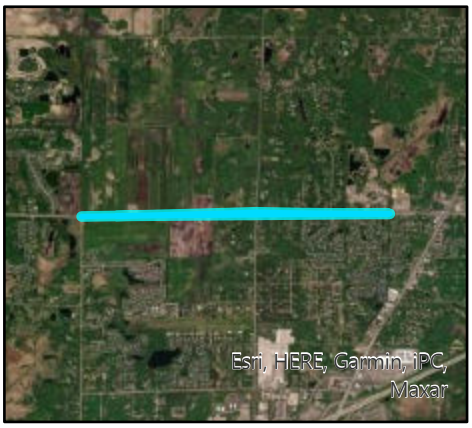
Systemic Project	✓

Notes

Urban Segment on CSAH 14 (E Main St)

Roadway Information

Segment Start:	730 feet east of the intersection of CSAH 14 (E Main St) and Sunset Ave
Segment End:	Intersection of CSAH 14 (E Main St) and Glenwood Dr
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Facility Type:	Undivided
Segment Length (mile):	1.55
AADT (vpd):	9,810
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	29	1	0	0
Density (per mile per yr):	3.7	0.1	0	0
Rate (per MVM):	1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	9,810	xx ≥ 10,000	
Access Density (access per mile):	24.6	20 ≤ xx ≤ 35	★
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	2C	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	1.55	$556,810
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	1.55	$580,010
		Total Estimated Project Cost:			$1,136,820

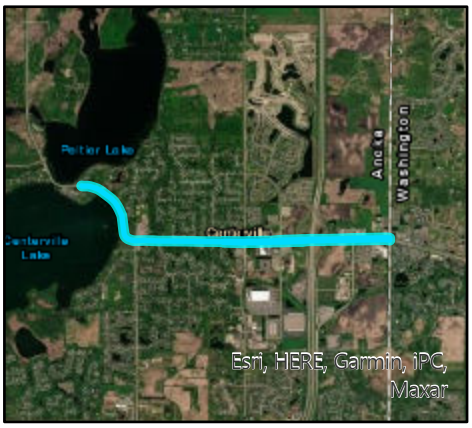
Systemic Project	✓

Notes

Urban Segment on CSAH 14 (E Main St)

Roadway Information

Segment Start:	Intersection of CSAH 14 (E Main St) and Lavalle Dr
Segment End:	Intersection of CSAH 14 (E Main St) and Victor Path
Area Type:	Suburban
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Facility Type:	Divided
Segment Length (mile):	2.35
AADT (vpd):	14,785
Lane Width (ft):	13
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	94	1	6	0
Density (per mile per yr):	8	0.1	0.5	0
Rate (per MVM):	1.5	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	35	xx ≥ 45	
Traffic Volume:	14,785	xx ≥ 10,000	★
Access Density (access per mile):	30.6	20 ≤ xx ≤ 35	★
Context Zone:	Residential	Commercial, Mixed Use	
Edgeline Striping:	Present	None	
Lane Width:	13	10 ≤ xx ≤ 11.5	
Cross Section:	3-Lane	Multi-Lane	
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	2.35	$846,000
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	2.35	$881,250
			Total Estimated Project Cost:		$1,727,250

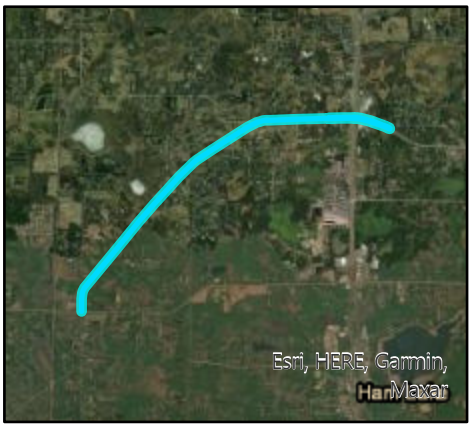
Systemic Project	✓

Notes

Urban Segment on CSAH 18 (Crosstown Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 18 (Crosstown Blvd NE) and CSAH 20 (157th Ave NW)
Segment End:	Intersection of CSAH 18 (Crosstown Blvd NE) and Soderville Dr NE
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	18
Facility Type:	Undivided
Segment Length (mile):	3.48
AADT (vpd):	7,169
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	50	5	1	0
Density (per mile per yr):	2.9	0.3	0.1	0
Rate (per MVM):	1.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	7,169	xx ≥ 10,000	
Access Density (access per mile):	20.7	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	1	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	3.48	$1,252,800
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	3.48	$1,305,000
			Total Estimated Project Cost:		$2,557,800

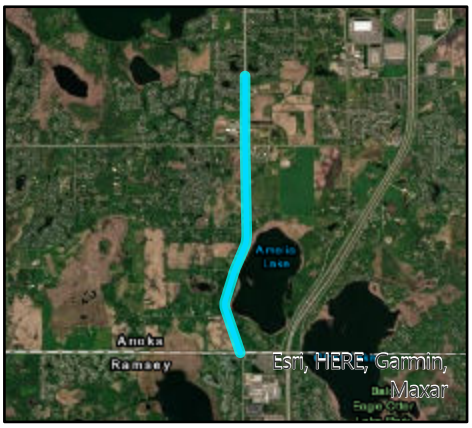
Systemic Project	✓

Notes

Urban Segment on CSAH 21 (Centerville Rd)

Roadway Information

Segment Start:	Intersection of CSAH 21 (Centerville Rd) and Dupre Rd
Segment End:	Intersection of CSAH 21 (Centerville Rd) and CR 81 (Ash St)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	21
Facility Type:	Undivided
Segment Length (mile):	2.06
AADT (vpd):	4,074
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	7



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	38	1	8	0
Density (per mile per yr):	3.7	0.1	0.8	0
Rate (per MVM):	2.5	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	4,074	xx ≥ 10,000	
Access Density (access per mile):	15.5	20 ≤ xx ≤ 35	
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	3	3	★
Shoulder Width:	7	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment	1	$30,000
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	2.06	$773,930
			Total Estimated Project Cost:		$803,930

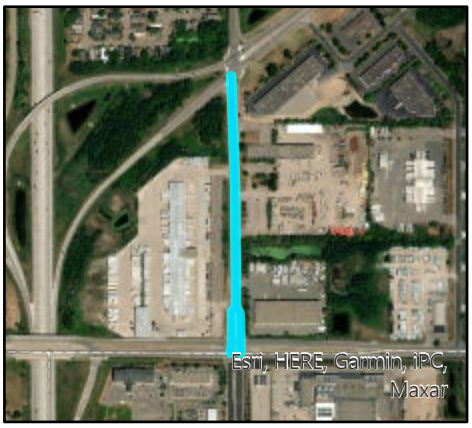
Systemic Project	✓

Notes

Urban Segment on CSAH 23 (Naples St NE)

Roadway Information

Segment Start:	Intersection of CSAH 23 (Naples St NE) & CSAH 32 (85th Ave NE)
Segment End:	Intersection of CSAH 23 (Naples St NE) and CSAH 23 (Lake Dr)
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	23
Facility Type:	Undivided
Segment Length (mile):	0.3
AADT (vpd):	6,523
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	32	3	3	1
Density (per mile per yr):	21.3	2	2	0.7
Rate (per MVM):	9	0	0.8	0.3

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	6,523	xx ≥ 10,000	
Access Density (access per mile):	26.7	20 ≤ xx ≤ 35	★
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	2S	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.3	$108,000
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	0.3	$112,500
			Total Estimated Project Cost:		$220,500

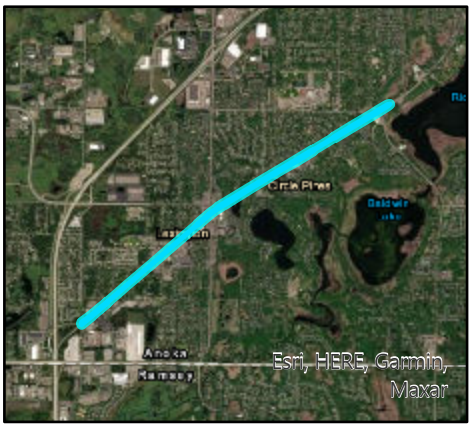
Systemic Project	✓

Notes

Urban Segment on CSAH 23 (Lake Dr)

Roadway Information

Segment Start:	Intersection of CSAH 23 (Lake Dr) and Naples St NE
Segment End:	575 feet north of the intersection of CSAH 23 (Lake Dr) and Hodgson Rd
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	23
Facility Type:	Divided
Segment Length (mile):	3.03
AADT (vpd):	11,913
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	132	6	7	1
Density (per mile per yr):	8.7	0.4	0.5	0.1
Rate (per MVM):	2	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	11,913	xx ≥ 10,000	★
Access Density (access per mile):	9.9	20 ≤ xx ≤ 35	
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	1	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	3.03	$1,136,250
		Total Estimated Project Cost:			$1,136,250

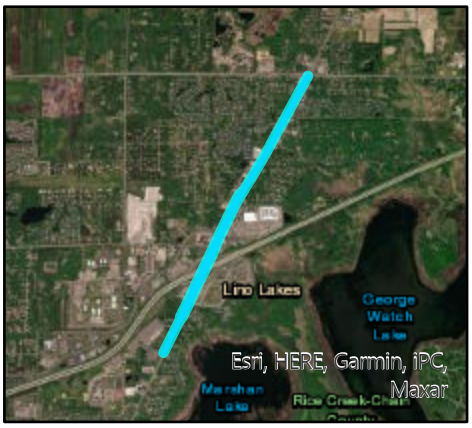
Systemic Project	✓

Notes

Urban Segment on CSAH 23 (Lake Dr)

Roadway Information

Segment Start:	Intersection of CSAH 23 (Lake Dr) and Park Ct
Segment End:	Intersection of CSAH 23 (Lake Dr) and CSAH 14 (E Main St)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	23
Facility Type:	Undivided
Segment Length (mile):	1.83
AADT (vpd):	11,101
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	86	1	3	1
Density (per mile per yr):	9.4	0.1	0.3	0.1
Rate (per MVM):	2.3	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	11,101	xx ≥ 10,000	★
Access Density (access per mile):	45.4	20 ≤ xx ≤ 35	
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	1	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	1.83	$658,800
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$658,800

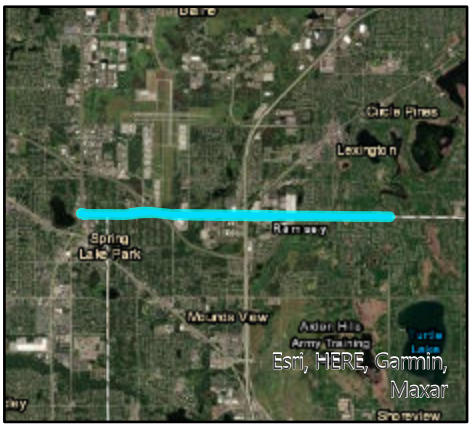
Systemic Project	✓

Notes

Urban Segment on CSAH 32 (85th Ave NE)

Roadway Information

Segment Start:	Intersection of CSAH 32 (85th Ave NE) and MN 65 (Central Ave NE)
Segment End:	Intersection of CSAH 32 (85th Ave NE) and Indian Hills Lane
Area Type:	Suburban
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	32
Facility Type:	Undivided
Segment Length (mile):	4.3
AADT (vpd):	10,421
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	2



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	137	5	18	1
Density (per mile per yr):	6.4	0.2	0.8	0
Rate (per MVM):	1.7	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	30	xx ≥ 45	
Traffic Volume:	10,421	xx ≥ 10,000	★
Access Density (access per mile):	18.8	20 ≤ xx ≤ 35	
Context Zone:	Residential	Commercial, Mixed Use	
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	2	xx < 3	★
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$430,000
Sidewalk	Proactive	$375,000	per mile	4.3	$1,612,500
			Total Estimated Project Cost:		$2,042,500

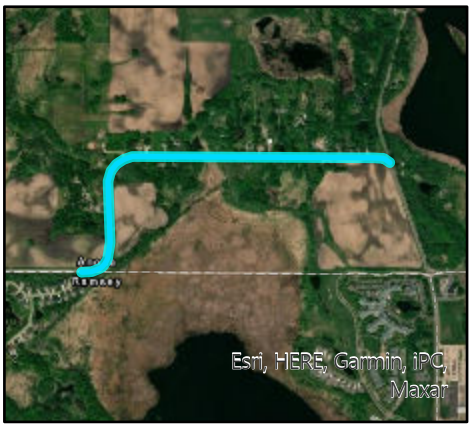
Systemic Project	✓

Notes

Urban Segment on CSAH 32 (Ash St)

Roadway Information

Segment Start:	1105 feet east of the intersection of CSAH 32 (Ash St) and Monarch Way
Segment End:	Intersection of CSAH 32 (Ash St) and CSAH 21 (Centerville Rd)
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	32
Facility Type:	Undivided
Segment Length (mile):	0.89
AADT (vpd):	5,100
Lane Width (ft):	12
Shoulder Type:	Composite
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	22	0	8	0
Density (per mile per yr):	4.9	0	1.8	0
Rate (per MVM):	2.7	0	1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	45	xx ≥ 45	★
Traffic Volume:	5,100	xx ≥ 10,000	
Access Density (access per mile):	27	20 ≤ xx ≤ 35	★
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	2S	3	
Shoulder Width:	5	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.89	$320,370
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	0.89	$333,720
			Total Estimated Project Cost:		$654,090

Systemic Project	✓

Notes

Urban Segment on CSAH 49 (Hodgson Rd)

Roadway Information

Segment Start:	Intersection of CSAH 49 (Hodgson Rd) and CSAH 23 (Lake Dr)
Segment End:	Intersection of CR 49 (Hodgson Rd) and CSAH 34 (Birch St)
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	49
Facility Type:	Divided
Segment Length (mile):	0.9
AADT (vpd):	12,861
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	6



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	25	2	6	1
Density (per mile per yr):	5.6	0.4	1.3	0.2
Rate (per MVM):	1.2	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	12,861	xx ≥ 10,000	★
Access Density (access per mile):	72.2	20 ≤ xx ≤ 35	
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:		3	
Shoulder Width:	6	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.9	$324,000
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	0.9	$337,500
			Total Estimated Project Cost:		$661,500

Systemic Project	✓

Notes

Urban Segment on CSAH 54 (20th Ave S)

Roadway Information

Segment Start:	Intersection of CSAH 54 (20th Ave S) and Commerce Dr
Segment End:	Intersection of CSAH 54 (20th Ave S) and CR 81 (Ash St)
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	54
Facility Type:	Undivided
Segment Length (mile):	2.68
AADT (vpd):	4,425
Lane Width (ft):	12
Shoulder Type:	Gravel
Shoulder Width (ft):	5



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	21	0	6	0
Density (per mile per yr):	1.6	0	0.4	0
Rate (per MVM):	1	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	4,425	xx ≥ 10,000	
Access Density (access per mile):	21.6	20 ≤ xx ≤ 35	★
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	2C	3	
Shoulder Width:	5	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment	1	$30,000
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	2.68	$1,005,280
			Total Estimated Project Cost:		$1,035,280

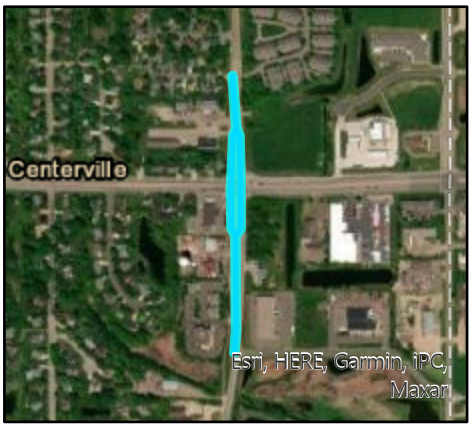
Systemic Project	✓

Notes

Urban Segment on CSAH 54 (20th Ave S)

Roadway Information

Segment Start:	Intersection of CSAH 54 (20th Ave S) and S Robin Ln
Segment End:	Intersection of CSAH 54 (20th Ave S) and Commerce Dr
Area Type:	Suburban
County:	Anoka
Context Zone:	Commercial
Route System:	CSAH
Route No.:	54
Facility Type:	Divided
Segment Length (mile):	0.32
AADT (vpd):	5,700
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	16	0	0	0
Density (per mile per yr):	10	0	0	0
Rate (per MVM):	4.8	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	5,700	xx ≥ 10,000	
Access Density (access per mile):	37.5	20 ≤ xx ≤ 35	
Context Zone:	Commercial	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	1	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile	0.32	$115,200
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment		$0
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$115,200

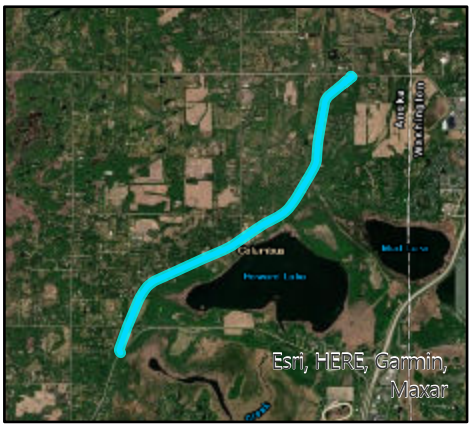
Systemic Project	✓

Notes

Urban Segment on CSAH 62 (Kettle River Blvd NE)

Roadway Information

Segment Start:	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 18 (Broadway Ave)
Segment End:	Intersection of CSAH 62 (Kettle River Blvd NE) and CSAH 23 (Lake Dr)
Area Type:	Suburban
County:	Anoka
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	62
Facility Type:	Undivided
Segment Length (mile):	3.47
AADT (vpd):	2,339
Lane Width (ft):	12
Shoulder Type:	Paved
Shoulder Width (ft):	8



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	13	0	3	0
Density (per mile per yr):	0.7	0	0.2	0
Rate (per MVM):	0.9	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	55	xx ≥ 45	★
Traffic Volume:	2,339	xx ≥ 10,000	
Access Density (access per mile):	23.6	20 ≤ xx ≤ 35	★
Context Zone:	Mixed Use	Commercial, Mixed Use	★
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	1	3	
Shoulder Width:	8	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment	1	$30,000
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile	3.47	$1,301,250
			Total Estimated Project Cost:		$1,331,250

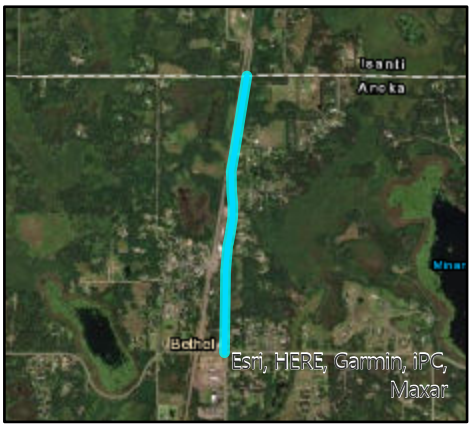
Systemic Project	✓

Notes

Urban Segment on CR 73 (University Ave Ext NE)

Roadway Information

Segment Start:	Intersection of CR 73 (University Ave Ext NE) and CSAH 24 (237th Ave NE
Segment End:	Intersection of CR 73 (University Ave Ext NE) and 245th Ave NE
Area Type:	Suburban
County:	Anoka
Context Zone:	Residential
Route System:	CR
Route No.:	73
Facility Type:	Undivided
Segment Length (mile):	1
AADT (vpd):	973
Lane Width (ft):	11
Shoulder Type:	Gravel
Shoulder Width (ft):	4



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	2	2	0	0
Density (per mile per yr):	0.4	0.4	0	0
Rate (per MVM):	1.1	1.1	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	50	xx ≥ 45	★
Traffic Volume:	973	xx ≥ 10,000	
Access Density (access per mile):	24.9	20 ≤ xx ≤ 35	★
Context Zone:	Residential	Commercial, Mixed Use	
Edgeline Striping:	Present	None	
Lane Width:	11	10 ≤ xx ≤ 11.5	★
Cross Section:	2-Lane	Multi-Lane	
Edge Risk:	2C	3	
Shoulder Width:	4	xx < 3	
		Total Stars	★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment	1	$30,000
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$0
Sidewalk	Proactive	$375,000	per mile		$0
			Total Estimated Project Cost:		$30,000

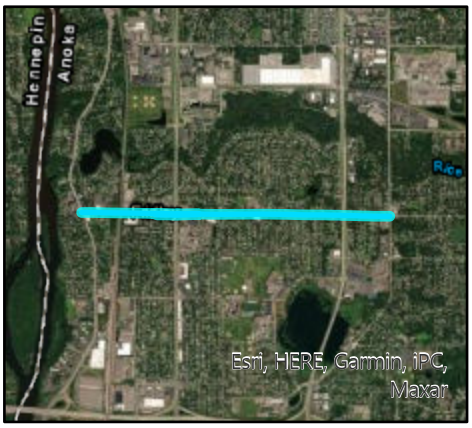
Systemic Project	✓

Notes

Urban Segment on CSAH 6 (Mississippi St NE)

Roadway Information

Segment Start:	Intersection of CSAH 6 (Mississippi St NE) and CSAH 1 (E River Rd)
Segment End:	intersection of CSAH 6 (Mississippi St NE) and CSAH 35 (Central Ave NE)
Area Type:	Suburban
County:	Anoka
Context Zone:	Residential
Route System:	CSAH
Route No.:	6
Facility Type:	Undivided
Segment Length (mile):	2.08
AADT (vpd):	3,925
Lane Width (ft):	12
Shoulder Type:	Curb & Gutter
Shoulder Width (ft):	10



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Crash Data

5-Year Crash History (2019-2020)	Total	Severe	Total Lane Departure	Severe Lane Departure
Crash Frequency:	52	3	4	0
Density (per mile per yr):	5	0.3	0.4	0
Rate (per MVM):	3.5	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Speed Limit (mph):	35	xx ≥ 45	
Traffic Volume:	3,925	xx ≥ 10,000	
Access Density (access per mile):	50.9	20 ≤ xx ≤ 35	
Context Zone:	Residential	Commercial, Mixed Use	
Edgeline Striping:	Present	None	
Lane Width:	12	10 ≤ xx ≤ 11.5	
Cross Section:	4-Lane	Multi-Lane	★
Edge Risk:	NA	3	
Shoulder Width:	10	xx < 3	
		Total Stars	★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Access Management	Proactive	$360,000	per mile		$0
Vehicle Speed Feedback Sign	Proactive	$30,000	per segment	1	$30,000
Divided Roadway	Proactive	$5,000,000	per mile		$0
Roadway Configuration (Convert to 3-Lane)	Proactive	$100,000	per mile		$208,190
Sidewalk	Proactive	$375,000	per mile	2.08	$0
			Total Estimated Project Cost:		$238,190

Systemic Project	✓

Notes

Road Reconfiguration (3-Lane) project nominated by county

Urban (Vehicle) Intersection on CSAH 1 (Coon Rapids Blvd NW) & CSAH 78 (Hanson Blvd NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & CSAH 78 (Hanson Blvd
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,249/16,547
Minor AADT:	5,300/9,169
Total Entering AADT:	26,132



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	208	0	32	0
Density (per int. per yr):	41.6	0	6.4	0
Rate (per MEV):	4.4	0	0.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	26,132	xx ≥ 27,500	★
Traffic Volume Cross Product:	136,708,132	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	35	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 1 (E River Rd) & CSAH 6 (Mississippi St NE)

Roadway Information

Description:	CSAH 1 (E River Rd) & CSAH 6 (Mississippi St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	15,291/11,949
Minor AADT:	4,626/4,626
Total Entering AADT:	18,246



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	14	0	8	0
Density (per int. per yr):	2.8	0	1.6	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,246	xx ≥ 27,500	★
Traffic Volume Cross Product:	63,006,120	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	25	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	40	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 104 (Egret Blvd NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 104 (Egret Blvd
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,249/24,096
Minor AADT:	1,750/6,932
Total Entering AADT:	27,013



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	76	2	16	0
Density (per int. per yr):	15.2	0.4	3.2	0
Rate (per MEV):	1.5	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	27,013	xx ≥ 27,500	★
Traffic Volume Cross Product:	98,419,152	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 105 (Mississippi Blvd NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 105 (Mississippi
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	12,335/12,335
Minor AADT:	10,800/2,350
Total Entering AADT:	18,910



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	36	2	18	2
Density (per int. per yr):	7.2	0.4	3.6	0.4
Rate (per MEV):	1	0.1	0.5	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,910	xx ≥ 27,500	★
Traffic Volume Cross Product:	81,102,625	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 10 & MSAS 115 (Jefferson St NE)

Roadway Information

Description:	CSAH 10 & MSAS 115 (Jefferson St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	10
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	19,814/19,814
Minor AADT:	7,728/4,204
Total Entering AADT:	25,780



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	192	0	24	0
Density (per int. per yr):	38.4	0	4.8	0
Rate (per MEV):	4.1	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	25,780	xx ≥ 27,500	★
Traffic Volume Cross Product:	118,210,324	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Depressed	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	35	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 47 (Saint Francis Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	MN 47 (Saint Francis Blvd NW) & CSAH 116 (Bunker Lake
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	17,988/18,988
Minor AADT:	12,400/21,933
Total Entering AADT:	35,654



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	140	4	68	0
Density (per int. per yr):	28	0.8	13.6	0
Rate (per MEV):	2.2	0.1	1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	35,654	xx ≥ 27,500	★
Traffic Volume Cross Product:	317,365,008	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	50	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LLTR/LLTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 127 (Northdale Blvd NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 127 (Northdale Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,832/31,832
Minor AADT:	15,200/16,600
Total Entering AADT:	47,732



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	240	0	104	0
Density (per int. per yr):	48	0	20.8	0
Rate (per MEV):	2.8	0	1.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	47,732	xx ≥ 27,500	★
Traffic Volume Cross Product:	506,128,800	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LLTTTR/LLTTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 124 (Ulysses St NE)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 124 (Ulysses St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	24,126/24,126
Minor AADT:	7,138/2,404
Total Entering AADT:	28,897



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	90	0	30	0
Density (per int. per yr):	18	0	6	0
Rate (per MEV):	1.7	0	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	28,897	xx ≥ 27,500	★
Traffic Volume Cross Product:	115,105,146	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 130 (Central Ave NE)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 130 (Central Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	23,080/23,080
Minor AADT:	6,172/4,509
Total Entering AADT:	28,420



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	144	2	58	0
Density (per int. per yr):	28.8	0.4	11.6	0
Rate (per MEV):	2.8	0	1.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	28,420	xx ≥ 27,500	★
Traffic Volume Cross Product:	123,247,200	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LLTTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

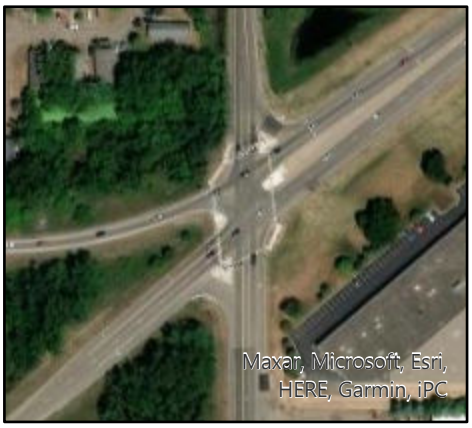
Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 23 (Lake Dr) / I-35W Ramps & CSAH 23 (Naples St NE)

Roadway Information

Description:	CSAH 23 (Lake Dr) / I-35W Ramps & CSAH 23 (Naples St
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	12,774/13,801
Minor AADT:	6,523/7,134
Total Entering AADT:	20,116



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	104	4	32	0
Density (per int. per yr):	20.8	0.8	6.4	0
Rate (per MEV):	2.8	0.1	0.9	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	20,116	xx ≥ 27,500	★
Traffic Volume Cross Product:	90,723,636	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	40	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 65 & CSAH 32 (85th Ave NE)

Roadway Information

Description:	MN 65 & CSAH 32 (85th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	32
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	33,027/30,451
Minor AADT:	6,507/850
Total Entering AADT:	35,417



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	86	2	22	2
Density (per int. per yr):	17.2	0.4	4.4	0.4
Rate (per MEV):	1.3	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	35,417	xx ≥ 27,500	★
Traffic Volume Cross Product:	116,736,042	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Depressed	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	30	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 65 (Central Ave NE) & CSAH 4 (49th Ave NE)

Roadway Information

Description:	MN 65 (Central Ave NE) & CSAH 4 (49th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	4
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	27,000/25,638
Minor AADT:	6,604/6,157
Total Entering AADT:	32,699



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	72	0	12	0
Density (per int. per yr):	14.4	0	2.4	0
Rate (per MEV):	1.2	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	32,699	xx ≥ 27,500	★
Traffic Volume Cross Product:	167,915,220	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	40	xx ≥ 40	★
Minor Approach Speed Limit (mph):	25	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on US 10 / US 169 & CSAH 57 (Sunfish Lake Blvd NW)

Roadway Information

Description:	US 10 / US 169 & CSAH 57 (Sunfish Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	57
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	52,000/44,000
Minor AADT:	946/9,535
Total Entering AADT:	53,240



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	142	4	10	2
Density (per int. per yr):	28.4	0.8	2	0.4
Rate (per MEV):	1.5	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	53,240	xx ≥ 27,500	★
Traffic Volume Cross Product:	251,520,000	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Depressed	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	25	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	60	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 57 (Sunfish Lake Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	CSAH 57 (Sunfish Lake Blvd NW) & CSAH 116 (Bunker Lake
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	57
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	9,535/6,653
Minor AADT:	7,786/6,878
Total Entering AADT:	15,426



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	96	12	48	4
Density (per int. per yr):	19.2	2.4	9.6	0.8
Rate (per MEV):	3.4	0.4	1.7	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	15,426	xx ≥ 27,500	★
Traffic Volume Cross Product:	59,345,208	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	50	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 (Hanson Blvd NW) & MSAS 102 (121st Ave NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & MSAS 102 (121st Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	25,868/21,657
Minor AADT:	4,837/3,250
Total Entering AADT:	27,806



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	52	0	20	0
Density (per int. per yr):	10.4	0	4	0
Rate (per MEV):	1	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	27,806	xx ≥ 27,500	★
Traffic Volume Cross Product:	96,069,766	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	25	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 (Hanson Blvd NW) & CR 18 (Crosstown Blvd NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & CR 18 (Crosstown Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	15,955/9,298
Minor AADT:	8,200/8,714
Total Entering AADT:	21,083



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	28	0	12	0
Density (per int. per yr):	5.6	0	2.4	0
Rate (per MEV):	0.7	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	21,083	xx ≥ 27,500	★
Traffic Volume Cross Product:	106,778,082	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	10	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 47 (University Ave NE) & CSAH 8 (Osborne Rd NE)

Roadway Information

Description:	MN 47 (University Ave NE) & CSAH 8 (Osborne Rd NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	8
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	32,500/31,500
Minor AADT:	8,050/7,433
Total Entering AADT:	39,741



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	120	8	40	0
Density (per int. per yr):	24	1.6	8	0
Rate (per MEV):	1.7	0.1	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	39,741	xx ≥ 27,500	★
Traffic Volume Cross Product:	247,712,000	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Depressed	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	30	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & CSAH 9 / MSAS 121 (Round Lake Blvd NW)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 9 / MSAS 121 (Round Lake Blvd
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,500/31,832
Minor AADT:	11,261/22,262
Total Entering AADT:	38,427



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	236	4	64	0
Density (per int. per yr):	47.2	0.8	12.8	0
Rate (per MEV):	3.4	0.1	0.9	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	38,427	xx ≥ 27,500	★
Traffic Volume Cross Product:	363,143,826	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LLTTT/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CR 13 (85th Ave NW) & MSAS 341 (W University Service Dr)

Roadway Information

Description:	CR 13 (85th Ave NW) & MSAS 341 (W University Service
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CR
Route No.:	132
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	7,621/13,959
Minor AADT:	7,600/7,258
Total Entering AADT:	18,219



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	32	0	10	0
Density (per int. per yr):	6.4	0	2	0
Rate (per MEV):	1	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,219	xx ≥ 27,500	★
Traffic Volume Cross Product:	80,158,910	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CR 3 (Coon Rapids Blvd NW) & MSAS 118 (93rd Ave NW / Flintwood St NW)

Roadway Information

Description:	CR 3 (Coon Rapids Blvd NW) & MSAS 118 (93rd Ave NW /
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CR
Route No.:	3
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	22,450/18,716
Minor AADT:	6,300/6,300
Total Entering AADT:	26,883



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	60	0	9	0
Density (per int. per yr):	12	0	1.8	0
Rate (per MEV):	1.2	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	26,883	xx ≥ 27,500	★
Traffic Volume Cross Product:	129,672,900	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	15	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 1 (E River Rd) & WB MN 610 Ramps

Roadway Information

Description:	CSAH 1 (E River Rd) & WB MN 610 Ramps
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	Ramp
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	13,178/16,007
Minor AADT:	9,957/0
Total Entering AADT:	19,571



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	44	0	12	0
Density (per int. per yr):	8.8	0	2.4	0
Rate (per MEV):	1.2	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	19,571	xx ≥ 27,500	★
Traffic Volume Cross Product:	72,638,976	xx ≥ 50,000,000	
Leg Configuration:	Ramp	X	
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	TT/LTT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 137 (Xavis St NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 137 (Xavis St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	16,547/16,547
Minor AADT:	1,945/1,945
Total Entering AADT:	18,492



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	34	2	14	0
Density (per int. per yr):	6.8	0.4	2.8	0
Rate (per MEV):	1	0.1	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,492	xx ≥ 27,500	
Traffic Volume Cross Product:	32,183,915	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & CSAH 1 / MSAS 119 (5th Ave)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 1 / MSAS 119 (5th Ave)
County:	Anoka
Area Type:	Urban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	16,180/14,169
Minor AADT:	6,879/1,489
Total Entering AADT:	19,358



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	28	2	10	0
Density (per int. per yr):	5.6	0.4	2	0
Rate (per MEV):	0.8	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	19,358	xx ≥ 27,500	★
Traffic Volume Cross Product:	63,488,016	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	5	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	30	xx ≥ 40	
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTT/LTT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 47 (University Ave NE) & MSAS 301 / CSAH 102 (57th Ave NE)

Roadway Information

Description:	MN 47 (University Ave NE) & MSAS 301 / CSAH 102 (57th
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	102
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	34,000/37,802
Minor AADT:	11,390/5,100
Total Entering AADT:	44,146



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	104	2	20	0
Density (per int. per yr):	20.8	0.4	4	0
Rate (per MEV):	1.3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	44,146	xx ≥ 27,500	★
Traffic Volume Cross Product:	296,003,745	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CR 3 (Coon Rapids Blvd NW) & CSAH 11 (Foley Blvd NW)

Roadway Information

Description:	CR 3 (Coon Rapids Blvd NW) & CSAH 11 (Foley Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	13,384/17,945
Minor AADT:	4,020/11,480
Total Entering AADT:	23,414



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	88	8	36	8
Density (per int. per yr):	17.6	1.6	7.2	1.6
Rate (per MEV):	2.1	0.2	0.8	0.2

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	23,414	xx ≥ 27,500	★
Traffic Volume Cross Product:	121,396,000	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	40	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 11 (Foley Blvd NW) & MSAS 128 (101st Ave NW) / NB MN 47 Ramps

Roadway Information

Description:	CSAH 11 (Foley Blvd NW) & MSAS 128 (101st Ave NW) /
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	Ramp
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	15,717/15,717
Minor AADT:	11,340/7,581
Total Entering AADT:	25,177



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	188	0	88	0
Density (per int. per yr):	37.6	0	17.6	0
Rate (per MEV):	4.1	0	1.9	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	25,177	xx ≥ 27,500	★
Traffic Volume Cross Product:	148,682,820	xx ≥ 50,000,000	
Leg Configuration:	Ramp	X	
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	20	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	40	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 11 (Foley Blvd NW) & MSAS 104 (Egret Blvd NW)

Roadway Information

Description:	CSAH 11 (Foley Blvd NW) & MSAS 104 (Egret Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	13,815/9,573
Minor AADT:	6,656/5,462
Total Entering AADT:	17,753



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	30	2	10	0
Density (per int. per yr):	6	0.4	2	0
Rate (per MEV):	0.9	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	17,753	xx ≥ 27,500	★
Traffic Volume Cross Product:	70,853,946	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	20	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	40	xx ≥ 40	★
Minor Approach Speed Limit (mph):	40	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 11 / CSAH 12 (Northdale Blvd NW) & CSAH 11 (Foley Blvd NW) / MSAS

Roadway Information

Description:	CSAH 11 / CSAH 12 (Northdale Blvd NW) & CSAH 11 (Foley
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	7,790/6,943
Minor AADT:	9,821/9,573
Total Entering AADT:	17,063



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	36	4	20	0
Density (per int. per yr):	7.2	0.8	4	0
Rate (per MEV):	1.2	0.1	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	17,063	xx ≥ 27,500	★
Traffic Volume Cross Product:	71,428,102	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	50	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	35	xx ≥ 40	★
Minor Approach Speed Limit (mph):	40	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTR/LTR	2 Left, ≥ 2 Thru Lane	
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 / CSAH 11 (Hanson Blvd NW) & CSAH 11 (Northdale Blvd)

Roadway Information

Description:	CSAH 78 / CSAH 11 (Hanson Blvd NW) & CSAH 11
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	35,381/25,868
Minor AADT:	8,086/8,086
Total Entering AADT:	38,710



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	176	4	32	0
Density (per int. per yr):	35.2	0.8	6.4	0
Rate (per MEV):	2.5	0.1	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	38,710	xx ≥ 27,500	★
Traffic Volume Cross Product:	247,625,664	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	5	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTTR/LTTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

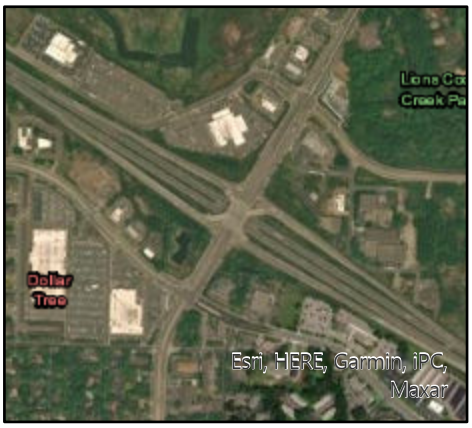
Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 11 (Hanson Blvd NW) & US 10 / MN 47 Ramps

Roadway Information

Description:	CSAH 11 (Hanson Blvd NW) & US 10 / MN 47 Ramps
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	11
Design Type:	SPUI
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	27,756/35,381
Minor AADT:	32,747/9,204
Total Entering AADT:	52,544



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	808	8	80	0
Density (per int. per yr):	161.6	1.6	16	0
Rate (per MEV):	8.4	0.1	0.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	52,544	xx ≥ 27,500	★
Traffic Volume Cross Product:	662,138,800	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	15	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTTR/LLTTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 / CSAH 11 (Hanson Blvd NW) & CSAH 11 (Northdale Blvd NW) /

Roadway Information

Description:	CSAH 78 / CSAH 11 (Hanson Blvd NW) & CSAH 11
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,781/27,756
Minor AADT:	10,400/16,291
Total Entering AADT:	33,114



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	128	4	36	4
Density (per int. per yr):	25.6	0.8	7.2	0.8
Rate (per MEV):	2.1	0.1	0.6	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	33,114	xx ≥ 27,500	★
Traffic Volume Cross Product:	263,803,960	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	40	xx ≥ 40	★
Minor Approach Speed Limit (mph):	40	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTT/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 122 (Thurston Ave)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 122 (Thurston
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	6,878/12,400
Minor AADT:	7,222/3,880
Total Entering AADT:	15,190



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	18	2	4	2
Density (per int. per yr):	3.6	0.4	0.8	0.4
Rate (per MEV):	0.6	0.1	0.1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	15,190	xx ≥ 27,500	★
Traffic Volume Cross Product:	53,506,089	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 118 (Jay St NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 118 (Jay St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,304/14,304
Minor AADT:	4,434/4,495
Total Entering AADT:	18,768



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	30	0	9	0
Density (per int. per yr):	6	0	1.8	0
Rate (per MEV):	0.9	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,768	xx ≥ 27,500	★
Traffic Volume Cross Product:	63,853,056	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	10	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 51 (University Ave NW) & CSAH 12 (Northdale Blvd NW / 109th Ave

Roadway Information

Description:	CSAH 51 (University Ave NW) & CSAH 12 (Northdale Blvd
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	13,901/18,682
Minor AADT:	6,943/15,394
Total Entering AADT:	27,460



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	148	0	40	0
Density (per int. per yr):	29.6	0	8	0
Rate (per MEV):	3	0	0.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	27,460	xx ≥ 27,500	★
Traffic Volume Cross Product:	181,937,888	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	40	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	40	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 65 (Central Ave NE) & CSAH 12 (109th Ave NE)

Roadway Information

Description:	MN 65 (Central Ave NE) & CSAH 12 (109th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	52,862/46,968
Minor AADT:	13,663/18,120
Total Entering AADT:	65,806



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	516	16	76	4
Density (per int. per yr):	103.2	3.2	15.2	0.8
Rate (per MEV):	4.3	0.1	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	65,806	xx ≥ 27,500	★
Traffic Volume Cross Product:	793,199,265	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Depressed	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	60	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection	1	$3,000,000
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000,000

Systemic Project	

Notes
Urban Roundabout project nominated by county

Urban (Vehicle) Intersection on CSAH 12 (109th Ave NE) & MSAS 130 (Davenport St)

Roadway Information

Description:	CSAH 12 (109th Ave NE) & MSAS 130 (Davenport St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,120/18,120
Minor AADT:	10,752/11,407
Total Entering AADT:	29,199



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	114	0	36	0
Density (per int. per yr):	22.8	0	7.2	0
Rate (per MEV):	2.1	0	0.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	29,199	xx ≥ 27,500	★
Traffic Volume Cross Product:	200,751,480	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 136 (124th Ave NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 136 (124th Ave
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,832/31,832
Minor AADT:	4,100/4,100
Total Entering AADT:	35,932



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	24	0	14	0
Density (per int. per yr):	4.8	0	2.8	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	35,932	xx ≥ 27,500	★
Traffic Volume Cross Product:	130,511,200	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTTR/LLTTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & CSAH 18 (Coon Creek Blvd NW)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 18 (Coon Creek Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	27,111/15,563
Minor AADT:	13,159/13,159
Total Entering AADT:	34,496



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	64	0	32	0
Density (per int. per yr):	12.8	0	6.4	0
Rate (per MEV):	1	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	34,496	xx ≥ 27,500	★
Traffic Volume Cross Product:	280,773,583	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LLTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection	1	$3,000,000
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$5,003,000

Systemic Project	✓

Notes
Urban Roundabout project nominated by county

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 114 (Foley Blvd NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 114 (Foley Blvd
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	19,293/19,293
Minor AADT:	5,365/5,365
Total Entering AADT:	24,658



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	34	4	18	4
Density (per int. per yr):	6.8	0.8	3.6	0.8
Rate (per MEV):	0.8	0.1	0.4	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	24,658	xx ≥ 27,500	★
Traffic Volume Cross Product:	103,506,945	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 121 (Jefferson St)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 121 (Jefferson St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	24,126/24,126
Minor AADT:	931/5,586
Total Entering AADT:	27,384



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	44	0	12	0
Density (per int. per yr):	8.8	0	2.4	0
Rate (per MEV):	0.9	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	27,384	xx ≥ 27,500	★
Traffic Volume Cross Product:	78,602,508	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	40	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & CSAH 54 (20th Ave N)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 54 (20th Ave N)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,440/11,130
Minor AADT:	5,808/5,591
Total Entering AADT:	20,484



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	60	0	4	0
Density (per int. per yr):	12	0	0.8	0
Rate (per MEV):	1.6	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	20,484	xx ≥ 27,500	★
Traffic Volume Cross Product:	84,259,715	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	50	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & CR 84 (22nd Ave S)

Roadway Information

Description:	CSAH 14 (Main St) & CR 84 (22nd Ave S)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	21,063/21,063
Minor AADT:	5,830/4,875
Total Entering AADT:	26,415



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	34	0	10	0
Density (per int. per yr):	6.8	0	2	0
Rate (per MEV):	0.7	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	26,415	xx ≥ 27,500	★
Traffic Volume Cross Product:	112,729,176	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	55	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 23 (Lake Dr) & CSAH 17 (Lexington Ave NE)

Roadway Information

Description:	CSAH 23 (Lake Dr) & CSAH 17 (Lexington Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	12,774/11,052
Minor AADT:	9,912/11,148
Total Entering AADT:	22,443



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	104	0	32	0
Density (per int. per yr):	20.8	0	6.4	0
Rate (per MEV):	2.5	0	0.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	22,443	xx ≥ 27,500	★
Traffic Volume Cross Product:	125,443,890	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	40	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTR/LTR	2 Left, ≥ 2 Thru Lane	
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 47 (University Ave NE) & CSAH 2 (40th Ave NE)

Roadway Information

Description:	MN 47 (University Ave NE) & CSAH 2 (40th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	2
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,974/17,284
Minor AADT:	2,334/5,423
Total Entering AADT:	20,007



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	36	0	6	0
Density (per int. per yr):	7.2	0	1.2	0
Rate (per MEV):	1	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	20,007	xx ≥ 27,500	★
Traffic Volume Cross Product:	62,548,262	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	10	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 65 (Central Ave NE) & CSAH 2 (40th Ave NE)

Roadway Information

Description:	MN 65 (Central Ave NE) & CSAH 2 (40th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	2
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	19,300/22,300
Minor AADT:	4,697/3,610
Total Entering AADT:	24,953



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	58	0	18	0
Density (per int. per yr):	11.6	0	3.6	0
Rate (per MEV):	1.3	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	24,953	xx ≥ 27,500	★
Traffic Volume Cross Product:	86,382,400	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	40	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 23 (Lake Dr) & CR 12 (Apollo Dr)

Roadway Information

Description:	CSAH 23 (Lake Dr) & CR 12 (Apollo Dr)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,101/11,101
Minor AADT:	7,260/8,120
Total Entering AADT:	18,791



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	52	4	20	0
Density (per int. per yr):	10.4	0.8	4	0
Rate (per MEV):	1.5	0.1	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,791	xx ≥ 27,500	★
Traffic Volume Cross Product:	85,366,690	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	10	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

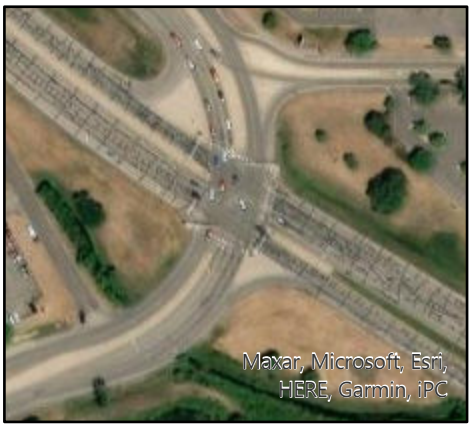
Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 10 & CSAH 51 / CSAH 3 (University Ave NE)

Roadway Information

Description:	CSAH 10 & CSAH 51 / CSAH 3 (University Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	3
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,432/19,814
Minor AADT:	10,815/11,855
Total Entering AADT:	30,458



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	280	0	44	0
Density (per int. per yr):	56	0	8.8	0
Rate (per MEV):	5	0	0.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	30,458	xx ≥ 27,500	★
Traffic Volume Cross Product:	216,759,205	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	30	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 32 (85th Ave NE) & MSAS 131 (Xylite St NE)

Roadway Information

Description:	CSAH 32 (85th Ave NE) & MSAS 131 (Xylite St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	32
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	12,033/11,832
Minor AADT:	4,409/4,409
Total Entering AADT:	16,341



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	24	2	6	0
Density (per int. per yr):	4.8	0.4	1.2	0
Rate (per MEV):	0.8	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	16,341	xx ≥ 27,500	★
Traffic Volume Cross Product:	52,608,188	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 52 (Flanders St NE) & MSAS 106 (101st Ave NE)

Roadway Information

Description:	CSAH 52 (Flanders St NE) & MSAS 106 (101st Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	52
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	16,165/16,738
Minor AADT:	1,539/1,539
Total Entering AADT:	17,990



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	32	0	8	0
Density (per int. per yr):	6.4	0	1.6	0
Rate (per MEV):	1	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	17,990	xx ≥ 27,500	
Traffic Volume Cross Product:	25,318,089	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	5	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	40	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 (Hanson Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & CSAH 116 (Bunker Lake Blvd
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,656/17,281
Minor AADT:	14,304/12,965
Total Entering AADT:	33,103



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	40	4	16	0
Density (per int. per yr):	8	0.8	3.2	0
Rate (per MEV):	0.7	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	33,103	xx ≥ 27,500	★
Traffic Volume Cross Product:	265,426,712	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	50	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 65 & CSAH 8 (Osborne Rd NE)

Roadway Information

Description:	MN 65 & CSAH 8 (Osborne Rd NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	8
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	29,487/29,487
Minor AADT:	7,433/2,307
Total Entering AADT:	34,357



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	102	0	24	0
Density (per int. per yr):	20.4	0	4.8	0
Rate (per MEV):	1.6	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	34,357	xx ≥ 27,500	★
Traffic Volume Cross Product:	143,601,690	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Depressed	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

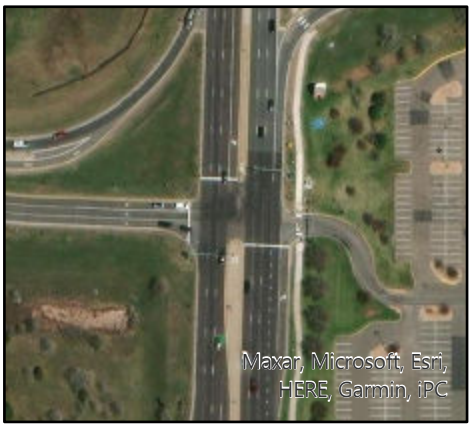
Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 9 (Round Lake Blvd NW) & EB US 10 / MN 47 RAMPS

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & EB US 10 / MN 47
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Other
Configuration:	Ramp
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	22,262/31,964
Minor AADT:	7,567/1,000
Total Entering AADT:	31,396



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	17	0	7	0
Density (per int. per yr):	3.4	0	1.4	0
Rate (per MEV):	0.3	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	31,396	xx ≥ 27,500	★
Traffic Volume Cross Product:	116,124,979	xx ≥ 50,000,000	
Leg Configuration:	Ramp	X	
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	47	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	TTTTR/TTTL	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 9 (Round Lake Blvd NW) & MSAS 127 (Northdale Blvd NW)

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & MSAS 127 (Northdale
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,964/29,146
Minor AADT:	8,900/12,450
Total Entering AADT:	41,230



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	240	8	72	4
Density (per int. per yr):	48	1.6	14.4	0.8
Rate (per MEV):	3.2	0.1	1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	41,230	xx ≥ 27,500	★
Traffic Volume Cross Product:	326,174,625	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTTR/LTTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 9 (Round Lake Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & CSAH 116 (Bunker Lake
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	29,146/15,194
Minor AADT:	14,301/19,483
Total Entering AADT:	39,062



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	104	4	28	0
Density (per int. per yr):	20.8	0.8	5.6	0
Rate (per MEV):	1.5	0.1	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	39,062	xx ≥ 27,500	★
Traffic Volume Cross Product:	374,495,640	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection	1	$3,000,000
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,003,000

Systemic Project	✓

Notes
Urban Roundabout project nominated by county

Urban (Vehicle) Intersection on MN 47 (University Ave NE) & CR 13 (85th Ave NW)

Roadway Information

Description:	MN 47 (University Ave NE) & CR 13 (85th Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CR
Route No.:	132
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,500/31,500
Minor AADT:	13,959/4,945
Total Entering AADT:	40,952



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	244	20	56	8
Density (per int. per yr):	48.8	4	11.2	1.6
Rate (per MEV):	3.3	0.3	0.7	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	40,952	xx ≥ 27,500	★
Traffic Volume Cross Product:	297,738,000	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	10	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	65	xx ≥ 40	★
Minor Approach Speed Limit (mph):	50	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

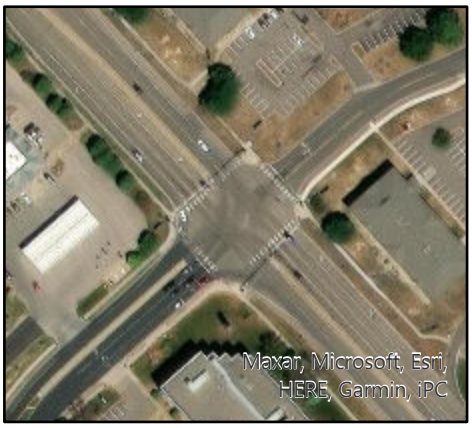
Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CR 3 (Coon Rapids Blvd NW) & MSAS 130 (Springbrook Dr NW)

Roadway Information

Description:	CR 3 (Coon Rapids Blvd NW) & MSAS 130 (Springbrook Dr
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CR
Route No.:	3
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	18,716/18,716
Minor AADT:	12,600/12,600
Total Entering AADT:	31,316



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	63	0	12	0
Density (per int. per yr):	12.6	0	2.4	0
Rate (per MEV):	1.1	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	31,316	xx ≥ 27,500	★
Traffic Volume Cross Product:	235,821,600	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 156 (7th Ave)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 156 (7th Ave)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	9,663/7,753
Minor AADT:	4,502/4,502
Total Entering AADT:	13,210



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	9	1	4	0
Density (per int. per yr):	1.8	0.2	0.8	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	13,210	xx ≥ 27,500	
Traffic Volume Cross Product:	39,203,416	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Undivided	Barrier, Curb, Depressed, Painted	
Alignment Skew:	25	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	35	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	TT/TT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 151 (Martin St NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 151 (Martin St
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Three Quarter
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	14,304/14,304
Minor AADT:	2,764/2,764
Total Entering AADT:	17,068



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	32	6	24	4
Density (per int. per yr):	6.4	1.2	4.8	0.8
Rate (per MEV):	1	0.2	0.8	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	17,068	xx ≥ 27,500	
Traffic Volume Cross Product:	39,536,256	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	35	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection	1	$1,500,000
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$1,500,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 17 (Lexington Ave NE) & CSAH 12 (109th Ave NE)

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & CSAH 12 (109th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	28,299/13,907
Minor AADT:	10,051/6,763
Total Entering AADT:	29,510



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	112	8	20	4
Density (per int. per yr):	22.4	1.6	4	0.8
Rate (per MEV):	2.1	0.1	0.4	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	29,510	xx ≥ 27,500	★
Traffic Volume Cross Product:	177,412,921	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Depressed	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	55	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & SB US 10 / MN 47 Ramps

Roadway Information

Description:	CSAH 14 (Main St) & SB US 10 / MN 47 Ramps
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,832/27,111
Minor AADT:	10,461/6,036
Total Entering AADT:	37,720



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	32	0	8	0
Density (per int. per yr):	6.4	0	1.6	0
Rate (per MEV):	0.5	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	37,720	xx ≥ 27,500	★
Traffic Volume Cross Product:	243,076,808	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	10	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	TTTR/LLTTT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 129 (Partridge St NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 129 (Partridge St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	15,563/15,563
Minor AADT:	4,550/3,296
Total Entering AADT:	19,486



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	34	4	4	2
Density (per int. per yr):	6.8	0.8	0.8	0.4
Rate (per MEV):	1	0.1	0.1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	19,486	xx ≥ 27,500	★
Traffic Volume Cross Product:	61,053,649	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 (Hanson Blvd NW) & CSAH 14 (Main St)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & CSAH 14 (Main
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	21,657/26,119
Minor AADT:	15,563/19,293
Total Entering AADT:	41,316



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	180	16	64	12
Density (per int. per yr):	36	3.2	12.8	2.4
Rate (per MEV):	2.4	0.2	0.8	0.2

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	41,316	xx ≥ 27,500	★
Traffic Volume Cross Product:	416,320,064	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	55	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LLTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection	1	$3,000,000
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,003,000

Systemic Project	✓

Notes
Urban Roundabout project nominated by county

Urban (Vehicle) Intersection on CSAH 14 (Main St) & CSASH 51 / MSAS 124 (University Ave NW)

Roadway Information

Description:	CSAH 14 (Main St) & CSASH 51 / MSAS 124 (University
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	19,293/24,126
Minor AADT:	10,717/4,700
Total Entering AADT:	29,418



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	196	8	68	8
Density (per int. per yr):	39.2	1.6	13.6	1.6
Rate (per MEV):	3.7	0.1	1.3	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	29,418	xx ≥ 27,500	★
Traffic Volume Cross Product:	167,332,972	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	25	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 111 (Oak Park Blvd NE)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 111 (Oak Park Blvd NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	24,126/24,126
Minor AADT:	4,691/4,691
Total Entering AADT:	28,817



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	51	0	6	0
Density (per int. per yr):	10.2	0	1.2	0
Rate (per MEV):	1	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	28,817	xx ≥ 27,500	★
Traffic Volume Cross Product:	113,175,066	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 137 (Harpers St NE)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 137 (Harpers St
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,820/14,820
Minor AADT:	2,848/5,332
Total Entering AADT:	18,910



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	72	4	20	0
Density (per int. per yr):	14.4	0.8	4	0
Rate (per MEV):	2.1	0.1	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,910	xx ≥ 27,500	★
Traffic Volume Cross Product:	60,613,800	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & CSAH 17 (Lexington Ave NE)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 17 (Lexington Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,820/11,938
Minor AADT:	13,907/12,572
Total Entering AADT:	26,618



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	96	4	36	0
Density (per int. per yr):	19.2	0.8	7.2	0
Rate (per MEV):	2	0.1	0.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	26,618	xx ≥ 27,500	★
Traffic Volume Cross Product:	177,124,581	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	55	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 17 (Lexington Ave NE) & MSAS 120 (Ball Rd NE)

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & MSAS 120 (Ball Rd NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	13,688/13,688
Minor AADT:	8,501/8,501
Total Entering AADT:	22,189



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	84	0	16	0
Density (per int. per yr):	16.8	0	3.2	0
Rate (per MEV):	2.1	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	22,189	xx ≥ 27,500	★
Traffic Volume Cross Product:	116,361,688	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 17 (Lexington Ave NE) & SB I-35W Ramps

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & SB I-35W
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	Ramp
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	28,299/28,299
Minor AADT:	9,683/2,442
Total Entering AADT:	34,361



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	52	0	10	0
Density (per int. per yr):	10.4	0	2	0
Rate (per MEV):	0.8	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	34,361	xx ≥ 27,500	★
Traffic Volume Cross Product:	171,548,538	xx ≥ 50,000,000	
Leg Configuration:	Ramp	X	
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	20	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	47	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTT/RRTT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 23 (Lake Dr) & MSAS 143

Roadway Information

Description:	CSAH 23 (Lake Dr) & MSAS 143
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	9,593/9,593
Minor AADT:	1,738/1,738
Total Entering AADT:	11,331



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	8	0	4	0
Density (per int. per yr):	1.6	0	0.8	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	11,331	xx ≥ 27,500	
Traffic Volume Cross Product:	16,672,634	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LLTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 65 & CSAH 35 (Central Ave NE) / MSAS 356 (Medronic Pkwy NE)

Roadway Information

Description:	MN 65 & CSAH 35 (Central Ave NE) / MSAS 356 (Medronic
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	35
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	37,174/28,901
Minor AADT:	4,850/9,153
Total Entering AADT:	40,039



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	88	4	20	0
Density (per int. per yr):	17.6	0.8	4	0
Rate (per MEV):	1.2	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	40,039	xx ≥ 27,500	★
Traffic Volume Cross Product:	231,292,037	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	25	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LTTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 51 (University Ave NW) & MSAS 104 (Egret Blvd NW)

Roadway Information

Description:	CSAH 51 (University Ave NW) & MSAS 104 (Egret Blvd
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	51
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,682/18,682
Minor AADT:	5,462/1,000
Total Entering AADT:	21,913



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	42	2	12	0
Density (per int. per yr):	8.4	0.4	2.4	0
Rate (per MEV):	1.1	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	21,913	xx ≥ 27,500	★
Traffic Volume Cross Product:	60,361,542	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	40	xx ≥ 40	★
Minor Approach Speed Limit (mph):	40	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 51 (University Ave NW) & MSAS 102 (121st Ave NW)

Roadway Information

Description:	CSAH 51 (University Ave NW) & MSAS 102 (121st Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	51
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	10,717/10,717
Minor AADT:	1,654/1,856
Total Entering AADT:	12,472



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	14	0	6	0
Density (per int. per yr):	2.8	0	1.2	0
Rate (per MEV):	0.6	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	12,472	xx ≥ 27,500	
Traffic Volume Cross Product:	18,808,335	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 56 (Ramsey Blvd NW) & MSAS 104 (Sunwood Dr NW)

Roadway Information

Description:	CSAH 56 (Ramsey Blvd NW) & MSAS 104 (Sunwood Dr
County:	Anoka
Area Type:	Small Town
Context Zone:	Commercial
Route System:	CSAH
Route No.:	56
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,350/8,350
Minor AADT:	5,778/4,070
Total Entering AADT:	13,274



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	10	0	4	0
Density (per int. per yr):	2	0	0.8	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	13,274	xx ≥ 27,500	
Traffic Volume Cross Product:	41,115,400	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 56 (Ramsey Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	CSAH 56 (Ramsey Blvd NW) & CSAH 116 (Bunker Lake Blvd
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	56
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,350/5,264
Minor AADT:	4,053/3,740
Total Entering AADT:	10,703



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	36	8	16	8
Density (per int. per yr):	7.2	1.6	3.2	1.6
Rate (per MEV):	1.8	0.4	0.8	0.4

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	10,703	xx ≥ 27,500	
Traffic Volume Cross Product:	26,520,072	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	55	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 57 (Sunfish Lake Blvd NW) & MSAS 118 (Mckinley St NW)

Roadway Information

Description:	CSAH 57 (Sunfish Lake Blvd NW) & MSAS 118 (Mckinley St
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	57
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	9,535/9,535
Minor AADT:	1,600/1,600
Total Entering AADT:	11,135



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	4	0	4	0
Density (per int. per yr):	0.8	0	0.8	0
Rate (per MEV):	0.2	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	11,135	xx ≥ 27,500	
Traffic Volume Cross Product:	15,256,000	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	20	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection	1	$5,000
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$5,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 14 (Main St) & MSAS 156 (7th Ave)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 156 (7th Ave)
County:	Anoka
Area Type:	Urban
Context Zone:	Residential
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,169/11,500
Minor AADT:	6,611/11,761
Total Entering AADT:	22,020



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	37	0	13	0
Density (per int. per yr):	7.4	0	2.6	0
Rate (per MEV):	0.9	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	22,020	xx ≥ 27,500	★
Traffic Volume Cross Product:	117,893,124	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Undivided	Barrier, Curb, Depressed, Painted	
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	30	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTT/LTT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 7 (7th Ave) & WB MN 47 / US 10 Ramps

Roadway Information

Description:	CSAH 7 (7th Ave) & WB MN 47 / US 10 Ramps
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	Ramp
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,197/21,197
Minor AADT:	21,197/5,338
Total Entering AADT:	34,464



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	78	0	38	0
Density (per int. per yr):	15.6	0	7.6	0
Rate (per MEV):	1.2	0	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	34,464	xx ≥ 27,500	★
Traffic Volume Cross Product:	281,220,599	xx ≥ 50,000,000	
Leg Configuration:	Ramp	X	
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	35	xx ≥ 40	★
Minor Approach Speed Limit (mph):	47	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTT/TT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 7 (7th Ave) & MSAS 158 (North St / Buchanan St)

Roadway Information

Description:	CSAH 7 (7th Ave) & MSAS 158 (North St / Buchanan St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,197/14,985
Minor AADT:	5,108/5,108
Total Entering AADT:	23,199



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	54	0	18	0
Density (per int. per yr):	10.8	0	3.6	0
Rate (per MEV):	1.3	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	23,199	xx ≥ 27,500	★
Traffic Volume Cross Product:	92,408,828	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	10	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	35	xx ≥ 40	
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTT/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 116 (Bunker Lake Blvd NW) & CSAH 7 (7th Ave N)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & CSAH 7 (7th Ave N)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,933/11,699
Minor AADT:	12,317/14,557
Total Entering AADT:	30,253



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	88	0	36	0
Density (per int. per yr):	17.6	0	7.2	0
Rate (per MEV):	1.6	0	0.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	30,253	xx ≥ 27,500	★
Traffic Volume Cross Product:	225,956,592	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection	1	$75,000
			Total Estimated Project Cost:		$78,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 (Hanson Blvd NW) & MSAS 118 (Jay St NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & MSAS 118 (Jay St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	17,281/17,281
Minor AADT:	4,495/4,495
Total Entering AADT:	21,776



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	15	3	9	3
Density (per int. per yr):	3	0.6	1.8	0.6
Rate (per MEV):	0.4	0.1	0.2	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	21,776	xx ≥ 27,500	★
Traffic Volume Cross Product:	77,678,095	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	35	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 (Hanson Blvd NW) & CR 16 / MSAS 110 (Andover Blvd NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & CR 16 / MSAS 110 (Andover
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	17,281/15,955
Minor AADT:	1,937/5,072
Total Entering AADT:	20,122



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	14	0	4	0
Density (per int. per yr):	2.8	0	0.8	0
Rate (per MEV):	0.4	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	20,122	xx ≥ 27,500	★
Traffic Volume Cross Product:	58,229,472	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 83 (Armstrong Blvd NW) & US 10 WB ramps

Roadway Information

Description:	CSAH 83 (Armstrong Blvd NW) & US 10 WB
County:	Anoka
Area Type:	Small Town
Context Zone:	Commercial
Route System:	CSAH
Route No.:	83
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,100/8,100
Minor AADT:	3,133/1,824
Total Entering AADT:	10,578



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	12	0	4	0
Density (per int. per yr):	2.4	0	0.8	0
Rate (per MEV):	0.6	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	10,578	xx ≥ 27,500	
Traffic Volume Cross Product:	20,071,800	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	20	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	65	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTT/TTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CR 3 (Coon Rapids Blvd NW) & WB MN 610 Ramps

Roadway Information

Description:	CR 3 (Coon Rapids Blvd NW) & WB MN 610
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CR
Route No.:	3
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	17,945/22,450
Minor AADT:	6,424/0
Total Entering AADT:	23,409



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	30	0	6	0
Density (per int. per yr):	6	0	1.2	0
Rate (per MEV):	0.7	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	23,409	xx ≥ 27,500	★
Traffic Volume Cross Product:	64,872,764	xx ≥ 50,000,000	
Leg Configuration:	T	X	
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	5	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	45	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	TT/TT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on MN 65 & CR 60 (Constance Blvd NW)

Roadway Information

Description:	MN 65 & CR 60 (Constance Blvd NW)
County:	Anoka
Area Type:	Small Town
Context Zone:	Commercial
Route System:	CR
Route No.:	60
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,726/27,413
Minor AADT:	3,607/4,284
Total Entering AADT:	33,515



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	74	0	28	0
Density (per int. per yr):	14.8	0	5.6	0
Rate (per MEV):	1.2	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	33,515	xx ≥ 27,500	★
Traffic Volume Cross Product:	116,649,705	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Undivided	Barrier, Curb, Depressed, Painted	
Alignment Skew:	5	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	65	xx ≥ 40	★
Minor Approach Speed Limit (mph):	55	xx ≥ 35	
Major Approach Left Turn Phasing:	Protected	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTTR/LTTR	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection	1	$3,000
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000

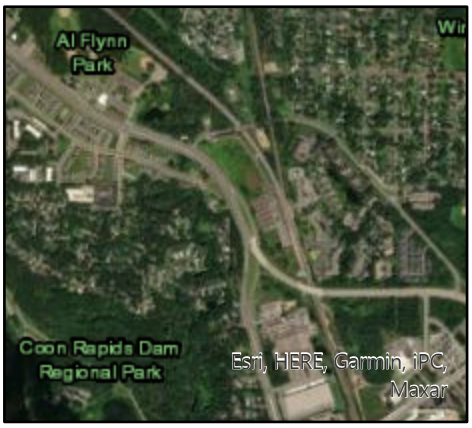
Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 1 (Coon Rapids Blvd NW / East River Rd) & CR 3 (Coon Rapids Blvd NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW / East River Rd) & CR 3
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Other
Configuration:	T
Traffic Control Device:	Uncontrolled
Street Lights:	None
Flasher:	NA
Major AADT:	24,096/16,007
Minor AADT:	13,384/0
Total Entering AADT:	26,743



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	3	0	0	0
Density (per int. per yr):	0.6	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	ncontrolle	Signal	
Entering AADT (vpd):	26,743	xx ≥ 27,500	★
Traffic Volume Cross Product:	134,181,292	xx ≥ 50,000,000	
Leg Configuration:	T	X	
Major Road Division:	Barrier	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	30	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	50	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LLTT/TT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection	1	$25,000
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection	1	$5,000
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$30,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 78 (Hanson Blvd NW) & CSAH 20 (161st Ave NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & CSAH 20 (161st Ave NW)
County:	Anoka
Area Type:	Small Town
Context Zone:	Residential
Route System:	CSAH
Route No.:	20
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	9,298/5,209
Minor AADT:	7,339/6,539
Total Entering AADT:	14,192



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	3	2	2	2
Density (per int. per yr):	0.6	0.4	0.4	0.4
Rate (per MEV):	0.1	0.1	0.1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	14,192	xx ≥ 27,500	★
Traffic Volume Cross Product:	50,328,567	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Undivided	Barrier, Curb, Depressed, Painted	
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	55	xx ≥ 35	
Major Approach Left Turn Phasing:	Permitted/	Permitted, Permitted/Protected, Both	★
Major Approach Turn Lane Configuration:	LTR/LTR	2 Left, ≥ 2 Thru Lane	
		Total Stars	★★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection		$0
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection	1	$3,000,000
Upgrade Signs & Markings	Proactive	$5,000	per intersection		$0
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$3,000,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 23 (Lake Dr) & MSAS 112 (Village Pkwy)

Roadway Information

Description:	CSAH 23 (Lake Dr) & MSAS 112 (Village Pkwy)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	23
Design Type:	Other
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	11,052/11,052
Minor AADT:	100/100
Total Entering AADT:	11,152



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	0	0
Density (per int. per yr):	0.4	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	11,152	xx ≥ 27,500	
Traffic Volume Cross Product:	1,105,200	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	20	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	45	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	TR/LTR	2 Left, ≥ 2 Thru Lane	
		Total Stars	★★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection	1	$25,000
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection	1	$5,000
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$30,000

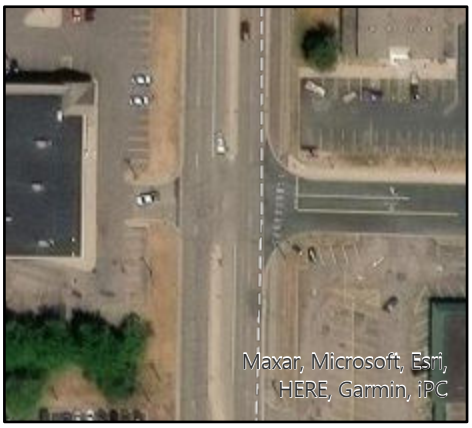
Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 17 (Lexington Ave NE) & MSAS 112 (Woodland Rd)

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & MSAS 112 (Woodland Rd)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	9,912/9,912
Minor AADT:	100/100
Total Entering AADT:	10,012



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	16	0	8	0
Density (per int. per yr):	3.2	0	1.6	0
Rate (per MEV):	0.9	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Mixed Use	Commercial	
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	10,012	xx ≥ 27,500	
Traffic Volume Cross Product:	991,200	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Curb	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	35	xx ≥ 40	
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	LTT/LTT	2 Left, ≥ 2 Thru Lane	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection	1	$25,000
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection	1	$5,000
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$30,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 49 (Hodgson Rd) & MSAS 105 (Ware Rd)

Roadway Information

Description:	CSAH 49 (Hodgson Rd) & MSAS 105 (Ware Rd)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	49
Design Type:	RIRO
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	12,861/12,861
Minor AADT:	1,538/0
Total Entering AADT:	13,630



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	1	0
Density (per int. per yr):	0.4	0	0.2	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	13,630	xx ≥ 27,500	
Traffic Volume Cross Product:	9,890,109	xx ≥ 50,000,000	
Leg Configuration:	T	X	
Major Road Division:	Painted	Barrier, Curb, Depressed, Painted	★
Alignment Skew:	30	xx > 10	★
Adjacent Commercial Development:	None	Present	
Major Approach Speed Limit (mph):	50	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	TR/T	2 Left, ≥ 2 Thru Lane	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection	1	$25,000
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection	1	$5,000
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$30,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CSAH 22 (Viking Blvd NW) & CSAH 5 (Nowthen Blvd NW)

Roadway Information

Description:	CSAH 22 (Viking Blvd NW) & CSAH 5 (Nowthen Blvd NW)
County:	Anoka
Area Type:	Small Town
Context Zone:	Agricultural
Route System:	CSAH
Route No.:	5
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	All-Way Stop
Street Lights:	None
Flasher:	None
Major AADT:	6,198/6,194
Minor AADT:	3,380/3,945
Total Entering AADT:	9,858



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	4	0	1	0
Density (per int. per yr):	0.8	0	0.2	0
Rate (per MEV):	0.2	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Agricultural	Commercial	
Traffic Control Device:	All-Way	Signal	
Entering AADT (vpd):	9,858	xx ≥ 27,500	
Traffic Volume Cross Product:	22,689,752	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Undivided	Barrier, Curb, Depressed, Painted	
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	40	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	RTL/RTL	2 Left, ≥ 2 Thru Lane	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection	1	$25,000
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection	1	$5,000
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$30,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CR 49 (North Rd) & CR 53 (Sunset Ave NE / Pointcross Dr)

Roadway Information

Description:	CR 49 (North Rd) & CR 53 (Sunset Ave NE / Pointcross Dr)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CR
Route No.:	49
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	All-Way Stop
Street Lights:	None
Flasher:	None
Major AADT:	6,768/5,989
Minor AADT:	5,950/2,950
Total Entering AADT:	10,828



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	6	0	3	0
Density (per int. per yr):	1.2	0	0.6	0
Rate (per MEV):	0.3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Residential	Commercial	
Traffic Control Device:	All-Way	Signal	
Entering AADT (vpd):	10,828	xx ≥ 27,500	
Traffic Volume Cross Product:	28,382,100	xx ≥ 50,000,000	
Leg Configuration:	X	X	★
Major Road Division:	Undivided	Barrier, Curb, Depressed, Painted	
Alignment Skew:	40	xx > 10	★
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	35	xx ≥ 40	
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	T/T	2 Left, ≥ 2 Thru Lane	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection	1	$25,000
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection	1	$5,000
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$30,000

Systemic Project	✓

Notes

Urban (Vehicle) Intersection on CR 84 (22nd Ave S) & E Cedar St

Roadway Information

Description:	CR 84 (22nd Ave S) & E Cedar St
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CR
Route No.:	84
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	5,830/5,830
Minor AADT:	1,499/0
Total Entering AADT:	6,579



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	5	0	2	0
Density (per int. per yr):	1	0	0.4	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Context Zone:	Commercial	Commercial	★
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	6,579	xx ≥ 27,500	
Traffic Volume Cross Product:	4,366,670	xx ≥ 50,000,000	
Leg Configuration:	T	X	
Major Road Division:	Undivided	Barrier, Curb, Depressed, Painted	
Alignment Skew:	0	xx > 10	
Adjacent Commercial Development:	Present	Present	★
Major Approach Speed Limit (mph):	55	xx ≥ 40	★
Minor Approach Speed Limit (mph):	30	xx ≥ 35	
Major Approach Left Turn Phasing:	NA	Permitted, Permitted/Protected, Both	
Major Approach Turn Lane Configuration:	TR/TB	2 Left, ≥ 2 Thru Lane	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Lighting	Proactive	$25,000	per intersection	1	$25,000
Thru-Stop to All Way Stop/Yield	Proactive	$10,000	per intersection		$0
J-Turn Intersection	Proactive	$1,500,000	per intersection		$0
Roundabout	Proactive	$3,000,000	per intersection		$0
Upgrade Signs & Markings	Proactive	$5,000	per intersection	1	$5,000
Confirmation Lights	Proactive	$3,000	per intersection		$0
Signalized J-Turn Intersection	Proactive	$2,000,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$75,000	per intersection		$0
			Total Estimated Project Cost:		$30,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 47 (University Ave NE) & MSAS 301 / CSAH 102 (57th Ave NE)

Roadway Information

Description:	MN 47 (University Ave NE) & MSAS 301 / CSAH 102 (57th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	102
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	34,000/37,802
Minor AADT:	11,390/5,100
Total Entering AADT:	44,146



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	104	2	20	0
Density (per int. per yr):	20.8	0.4	4	0
Rate (per MEV):	1.3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	44,146	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 78 / CSAH 11 (Hanson Blvd NW) & CSAH 11 (Northdale Blvd)

Roadway Information

Description:	CSAH 78 / CSAH 11 (Hanson Blvd NW) & CSAH 11 (Northdale Blvd)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	35,381/25,868
Minor AADT:	8,086/8,086
Total Entering AADT:	38,710



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	176	4	32	0
Density (per int. per yr):	35.2	0.8	6.4	0
Rate (per MEV):	2.5	0.1	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	38,710	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 47 (Saint Francis Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	MN 47 (Saint Francis Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	17,988/18,988
Minor AADT:	12,400/21,933
Total Entering AADT:	35,654



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	140	4	68	0
Density (per int. per yr):	28	0.8	13.6	0
Rate (per MEV):	2.2	0.1	1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	35,654	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 65 (Central Ave NE) & CSAH 12 (109th Ave NE)

Roadway Information

Description:	MN 65 (Central Ave NE) & CSAH 12 (109th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	52,862/46,968
Minor AADT:	13,663/18,120
Total Entering AADT:	65,806



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	516	16	76	4
Density (per int. per yr):	103.2	3.2	15.2	0.8
Rate (per MEV):	4.3	0.1	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	65,806	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$10,000

Systemic Project	✓

Notes

Urban Roundabout project nominated by county

Urban (Ped/Bike) Intersection on CSAH 12 (109th Ave NE) & MSAS 130 (Davenport St)

Roadway Information

Description:	CSAH 12 (109th Ave NE) & MSAS 130 (Davenport St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,120/18,120
Minor AADT:	10,752/11,407
Total Entering AADT:	29,199



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	114	0	36	0
Density (per int. per yr):	22.8	0	7.2	0
Rate (per MEV):	2.1	0	0.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	29,199	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 136 (124th Ave NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 136 (124th Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,832/31,832
Minor AADT:	4,100/4,100
Total Entering AADT:	35,932



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	24	0	14	0
Density (per int. per yr):	4.8	0	2.8	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	35,932	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	9	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 124 (Ulysses St NE)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 124 (Ulysses St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	24,126/24,126
Minor AADT:	7,138/2,404
Total Entering AADT:	28,897



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	90	0	30	0
Density (per int. per yr):	18	0	6	0
Rate (per MEV):	1.7	0	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	28,897	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection	1	$12,000
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$69,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 130 (Central Ave NE)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 130 (Central Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	23,080/23,080
Minor AADT:	6,172/4,509
Total Entering AADT:	28,420



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	144	2	58	0
Density (per int. per yr):	28.8	0.4	11.6	0
Rate (per MEV):	2.8	0	1.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	28,420	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 17 (Lexington Ave NE) & MSAS 128 (Pheasant Ridge Dr NE)

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & MSAS 128 (Pheasant Ridge Dr NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	28,299/28,299
Minor AADT:	3,061/3,061
Total Entering AADT:	31,360



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	60	0	16	0
Density (per int. per yr):	12	0	3.2	0
Rate (per MEV):	1	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	31,360	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 65 & CSAH 32 (85th Ave NE)

Roadway Information

Description:	MN 65 & CSAH 32 (85th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	32
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	33,027/30,451
Minor AADT:	6,507/850
Total Entering AADT:	35,417



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	86	2	22	2
Density (per int. per yr):	17.2	0.4	4.4	0.4
Rate (per MEV):	1.3	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	35,417	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 65 (Central Ave NE) & CSAH 4 (49th Ave NE)

Roadway Information

Description:	MN 65 (Central Ave NE) & CSAH 4 (49th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	4
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	27,000/25,638
Minor AADT:	6,604/6,157
Total Entering AADT:	32,699



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	72	0	12	0
Density (per int. per yr):	14.4	0	2.4	0
Rate (per MEV):	1.2	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	32,699	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 78 (Hanson Blvd NW) & MSAS 102 (121st Ave NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & MSAS 102 (121st Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	25,868/21,657
Minor AADT:	4,837/3,250
Total Entering AADT:	27,806



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	52	0	20	0
Density (per int. per yr):	10.4	0	4	0
Rate (per MEV):	1	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	27,806	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 47 (University Ave NE) & CSAH 8 (Osborne Rd NE)

Roadway Information

Description:	MN 47 (University Ave NE) & CSAH 8 (Osborne Rd NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	8
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	32,500/31,500
Minor AADT:	8,050/7,433
Total Entering AADT:	39,741



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	120	8	40	0
Density (per int. per yr):	24	1.6	8	0
Rate (per MEV):	1.7	0.1	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	39,741	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$10,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 65 & CSAH 8 (Osborne Rd NE)

Roadway Information

Description:	MN 65 & CSAH 8 (Osborne Rd NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	8
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	29,487/29,487
Minor AADT:	7,433/2,307
Total Entering AADT:	34,357



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	102	0	24	0
Density (per int. per yr):	20.4	0	4.8	0
Rate (per MEV):	1.6	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	34,357	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & CSAH 9 / MSAS 121 (Round Lake Blvd NW)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 9 / MSAS 121 (Round Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,500/31,832
Minor AADT:	11,261/22,262
Total Entering AADT:	38,427



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	236	4	64	0
Density (per int. per yr):	47.2	0.8	12.8	0
Rate (per MEV):	3.4	0.1	0.9	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	38,427	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$10,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 9 (Round Lake Blvd NW) & MSAS 127 (Northdale Blvd NW)

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & MSAS 127 (Northdale Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,964/29,146
Minor AADT:	8,900/12,450
Total Entering AADT:	41,230



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	240	8	72	4
Density (per int. per yr):	48	1.6	14.4	0.8
Rate (per MEV):	3.2	0.1	1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	41,230	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$10,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 9 (Round Lake Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	29,146/15,194
Minor AADT:	14,301/19,483
Total Entering AADT:	39,062



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	104	4	28	0
Density (per int. per yr):	20.8	0.8	5.6	0
Rate (per MEV):	1.5	0.1	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	39,062	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban Roundabout project nominated by county

Urban (Ped/Bike) Intersection on MN 47 (University Ave NE) & CR 13 (85th Ave NW)

Roadway Information

Description:	MN 47 (University Ave NE) & CR 13 (85th Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CR
Route No.:	132
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,500/31,500
Minor AADT:	13,959/4,945
Total Entering AADT:	40,952



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	244	20	56	8
Density (per int. per yr):	48.8	4	11.2	1.6
Rate (per MEV):	3.3	0.3	0.7	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	40,952	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$10,000

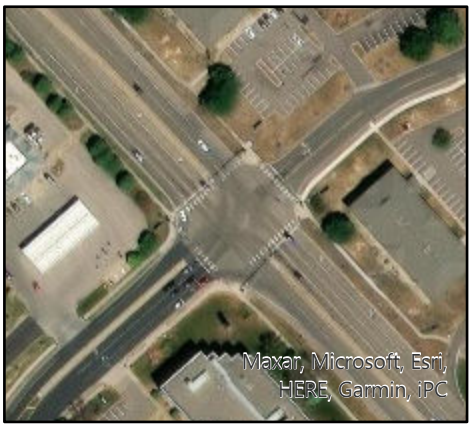
Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CR 3 (Coon Rapids Blvd NW) & MSAS 130 (Springbrook Dr NW)

Roadway Information

Description:	CR 3 (Coon Rapids Blvd NW) & MSAS 130 (Springbrook Dr NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CR
Route No.:	3
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	18,716/18,716
Minor AADT:	12,600/12,600
Total Entering AADT:	31,316



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	63	0	12	0
Density (per int. per yr):	12.6	0	2.4	0
Rate (per MEV):	1.1	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	31,316	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 65 & CR 60 (Constance Blvd NW)

Roadway Information

Description:	MN 65 & CR 60 (Constance Blvd NW)
County:	Anoka
Area Type:	Small Town
Context Zone:	Commercial
Route System:	CR
Route No.:	60
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,726/27,413
Minor AADT:	3,607/4,284
Total Entering AADT:	33,515



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	74	0	28	0
Density (per int. per yr):	14.8	0	5.6	0
Rate (per MEV):	1.2	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	33,515	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Other	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (E River Rd) & MSAS 272 (37th Ave NE)

Roadway Information

Description:	CSAH 1 (E River Rd) & MSAS 272 (37th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Industrial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	10,715/10,715
Minor AADT:	4,617/4,617
Total Entering AADT:	15,332



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	4	0	0	0
Density (per int. per yr):	0.8	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	15,332	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection	1	$12,000
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$44,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (E River Rd) & MSAS 355 (51st Ave NE)

Roadway Information

Description:	CSAH 1 (E River Rd) & MSAS 355 (51st Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	7,406/7,406
Minor AADT:	1,788/1,788
Total Entering AADT:	9,194



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	2	0
Density (per int. per yr):	0.4	0	0.4	0
Rate (per MEV):	0.1	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	9,194	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (E River Rd) & CSAH 6 (Mississippi St NE)

Roadway Information

Description:	CSAH 1 (E River Rd) & CSAH 6 (Mississippi St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	15,291/11,949
Minor AADT:	4,626/4,626
Total Entering AADT:	18,246



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	14	0	8	0
Density (per int. per yr):	2.8	0	1.6	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,246	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (E River Rd) & CSAH 8 (Osborne Rd NE) / MSAS 332

Roadway Information

Description:	CSAH 1 (E River Rd) & CSAH 8 (Osborne Rd NE) / MSAS 332
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,949/9,582
Minor AADT:	489/6,832
Total Entering AADT:	14,426



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	8	0	0	0
Density (per int. per yr):	1.6	0	0	0
Rate (per MEV):	0.3	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	14,426	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (E River Rd) & MSAS 343 (77th Ave NE)

Roadway Information

Description:	CSAH 1 (E River Rd) & MSAS 343 (77th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	9,582/9,582
Minor AADT:	2,605/0
Total Entering AADT:	10,884



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	10,884	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (E River Rd) & MSAS 309

Roadway Information

Description:	CSAH 1 (E River Rd) & MSAS 309
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	9,582/10,269
Minor AADT:	657/657
Total Entering AADT:	10,582



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	6	1	0	0
Density (per int. per yr):	1.2	0.2	0	0
Rate (per MEV):	0.3	0.1	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	10,582	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 156 (100th Ave NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 156 (100th Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	24,096/24,096
Minor AADT:	2,312/2,312
Total Entering AADT:	26,408



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	12	2	1	0
Density (per int. per yr):	2.4	0.4	0.2	0
Rate (per MEV):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	26,408	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	8	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$10,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 137 (Xavis St NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 137 (Xavis St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	16,547/16,547
Minor AADT:	1,945/1,945
Total Entering AADT:	18,492



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	34	2	14	0
Density (per int. per yr):	6.8	0.4	2.8	0
Rate (per MEV):	1	0.1	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,492	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (Coon Rapids Blvd NW) & CSAH 18 (Crooked Lake Blvd NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & CSAH 18 (Crooked Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	16,547/12,335
Minor AADT:	3,308/5,008
Total Entering AADT:	18,599



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	26	0	8	0
Density (per int. per yr):	5.2	0	1.6	0
Rate (per MEV):	0.8	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,599	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 154 (11th Ave NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 154 (11th Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	12,335/12,335
Minor AADT:	50/50
Total Entering AADT:	12,385



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	24	2	4	0
Density (per int. per yr):	4.8	0.4	0.8	0
Rate (per MEV):	1.1	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	12,385	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$35,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 113 (Round Lake Blvd NW)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 113 (Round Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	12,335/12,335
Minor AADT:	630/3,100
Total Entering AADT:	14,200



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	14	2	6	2
Density (per int. per yr):	2.8	0.4	1.2	0.4
Rate (per MEV):	0.5	0.1	0.2	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	14,200	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 156 (7th Ave)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 156 (7th Ave)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	9,663/7,753
Minor AADT:	4,502/4,502
Total Entering AADT:	13,210



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	9	1	4	0
Density (per int. per yr):	1.8	0.2	0.8	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	13,210	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$35,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 10 & MSAS 115 (Jefferson St NE)

Roadway Information

Description:	CSAH 10 & MSAS 115 (Jefferson St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	10
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	19,814/19,814
Minor AADT:	7,728/4,204
Total Entering AADT:	25,780



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	192	0	24	0
Density (per int. per yr):	38.4	0	4.8	0
Rate (per MEV):	4.1	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	25,780	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	8	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection	1	$12,000
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$19,000

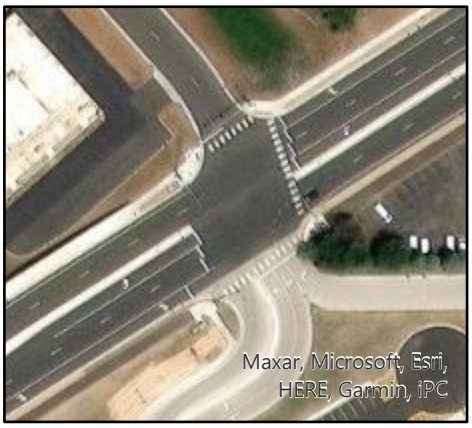
Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 11 (Foley Blvd NW) & MSAS 159 (Norway St NW)

Roadway Information

Description:	CSAH 11 (Foley Blvd NW) & MSAS 159 (Norway St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	3,511/4,020
Minor AADT:	100/100
Total Entering AADT:	3,865



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	3,865	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CR 3 (Coon Rapids Blvd NW) & CSAH 11 (Foley Blvd NW)

Roadway Information

Description:	CR 3 (Coon Rapids Blvd NW) & CSAH 11 (Foley Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	13,384/17,945
Minor AADT:	4,020/11,480
Total Entering AADT:	23,414



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	88	8	36	8
Density (per int. per yr):	17.6	1.6	7.2	1.6
Rate (per MEV):	2.1	0.2	0.8	0.2

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	23,414	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 11 (Foley Blvd NW) & MSAS 103 (99th Ave NW)

Roadway Information

Description:	CSAH 11 (Foley Blvd NW) & MSAS 103 (99th Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,480/14,914
Minor AADT:	7,230/0
Total Entering AADT:	16,812



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	13	0	3	0
Density (per int. per yr):	2.6	0	0.6	0
Rate (per MEV):	0.4	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	16,812	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 11 (Northdale Blvd NW) & MSAS 120 (Xeon St NW)

Roadway Information

Description:	CSAH 11 (Northdale Blvd NW) & MSAS 120 (Xeon St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,086/7,790
Minor AADT:	6,400/3,150
Total Entering AADT:	12,713



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	6	2	4	0
Density (per int. per yr):	1.2	0.4	0.8	0
Rate (per MEV):	0.3	0.1	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	12,713	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	None	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 78 / CSAH 11 (Hanson Blvd NW) & CSAH 11 (Northdale Blvd NW) /

Roadway Information

Description:	CSAH 78 / CSAH 11 (Hanson Blvd NW) & CSAH 11 (Northdale Blvd NW) /
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	11
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,781/27,756
Minor AADT:	10,400/16,291
Total Entering AADT:	33,114



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	128	4	36	4
Density (per int. per yr):	25.6	0.8	7.2	0.8
Rate (per MEV):	2.1	0.1	0.6	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	33,114	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	All	Some, Other, None	
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 122 (Thurston Ave)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 122 (Thurston Ave)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	6,878/12,400
Minor AADT:	7,222/3,880
Total Entering AADT:	15,190



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	18	2	4	2
Density (per int. per yr):	3.6	0.4	0.8	0.4
Rate (per MEV):	0.6	0.1	0.1	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	15,190	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 130 (Quay St NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 130 (Quay St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	19,483/19,483
Minor AADT:	759/759
Total Entering AADT:	20,242



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	18	4	6	2
Density (per int. per yr):	3.6	0.8	1.2	0.4
Rate (per MEV):	0.5	0.1	0.2	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	20,242	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	None	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 118 (Jay St NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 118 (Jay St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,304/14,304
Minor AADT:	4,434/4,495
Total Entering AADT:	18,768



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	30	0	9	0
Density (per int. per yr):	6	0	1.8	0
Rate (per MEV):	0.9	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,768	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection	1	$12,000
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$19,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 12 (109th Ave NE) & CSAH 52 (Flanders St NE)

Roadway Information

Description:	CSAH 12 (109th Ave NE) & CSAH 52 (Flanders St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,297/15,801
Minor AADT:	18,120/10,051
Total Entering AADT:	29,134



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	86	0	4	0
Density (per int. per yr):	17.2	0	0.8	0
Rate (per MEV):	1.6	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	29,134	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 17 (Lexington Ave NE) & CSAH 12 (109th Ave NE)

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & CSAH 12 (109th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	28,299/13,907
Minor AADT:	10,051/6,763
Total Entering AADT:	29,510



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	112	8	20	4
Density (per int. per yr):	22.4	1.6	4	0.8
Rate (per MEV):	2.1	0.1	0.4	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	29,510	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 111 (9th Ave)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 111 (9th Ave)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,500/11,500
Minor AADT:	1,322/1,322
Total Entering AADT:	12,822



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	6	0	0	0
Density (per int. per yr):	1.2	0	0	0
Rate (per MEV):	0.3	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	12,822	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 134 (Wedgewood Dr NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 134 (Wedgewood Dr NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,500/11,500
Minor AADT:	2,350/2,350
Total Entering AADT:	13,850



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	8	0	2	0
Density (per int. per yr):	1.6	0	0.4	0
Rate (per MEV):	0.3	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	13,850	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 127 (Northdale Blvd NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 127 (Northdale Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	31,832/31,832
Minor AADT:	15,200/16,600
Total Entering AADT:	47,732



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	240	0	104	0
Density (per int. per yr):	48	0	20.8	0
Rate (per MEV):	2.8	0	1.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	47,732	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	9	xx ≥ 4	★
Presence of Sidewalk:	All	Some, Other, None	
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & NB US 10 / MN 47 Ramps

Roadway Information

Description:	CSAH 14 (Main St) & NB US 10 / MN 47 Ramps
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	27,111/27,111
Minor AADT:	9,620/5,975
Total Entering AADT:	34,908



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	40	0	8	0
Density (per int. per yr):	8	0	1.6	0
Rate (per MEV):	0.6	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	34,908	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & CSAH 18 (Coon Creek Blvd NW)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 18 (Coon Creek Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	27,111/15,563
Minor AADT:	13,159/13,159
Total Entering AADT:	34,496



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	64	0	32	0
Density (per int. per yr):	12.8	0	6.4	0
Rate (per MEV):	1	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	34,496	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban Roundabout project nominated by county

Urban (Ped/Bike) Intersection on CSAH 78 (Hanson Blvd NW) & CSAH 14 (Main St)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & CSAH 14 (Main St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	21,657/26,119
Minor AADT:	15,563/19,293
Total Entering AADT:	41,316



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	180	16	64	12
Density (per int. per yr):	36	3.2	12.8	2.4
Rate (per MEV):	2.4	0.2	0.8	0.2

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	41,316	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban Roundabout project nominated by county

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 114 (Foley Blvd NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 114 (Foley Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	19,293/19,293
Minor AADT:	5,365/5,365
Total Entering AADT:	24,658



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	34	4	18	4
Density (per int. per yr):	6.8	0.8	3.6	0.8
Rate (per MEV):	0.8	0.1	0.4	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	24,658	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & CSASH 51 / MSAS 124 (University Ave NW)

Roadway Information

Description:	CSAH 14 (Main St) & CSASH 51 / MSAS 124 (University Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	19,293/24,126
Minor AADT:	10,717/4,700
Total Entering AADT:	29,418



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	196	8	68	8
Density (per int. per yr):	39.2	1.6	13.6	1.6
Rate (per MEV):	3.7	0.1	1.3	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	29,418	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 121 (Jefferson St)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 121 (Jefferson St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	24,126/24,126
Minor AADT:	931/5,586
Total Entering AADT:	27,384



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	44	0	12	0
Density (per int. per yr):	8.8	0	2.4	0
Rate (per MEV):	0.9	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	27,384	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 111 (Oak Park Blvd NE)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 111 (Oak Park Blvd NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	24,126/24,126
Minor AADT:	4,691/4,691
Total Entering AADT:	28,817



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	51	0	6	0
Density (per int. per yr):	10.2	0	1.2	0
Rate (per MEV):	1	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	28,817	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & CSAH 52 (Radisson Rd NE)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 52 (Radisson Rd NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	23,080/23,080
Minor AADT:	9,429/9,904
Total Entering AADT:	32,746



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	76	0	12	0
Density (per int. per yr):	15.2	0	2.4	0
Rate (per MEV):	1.3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	32,746	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSASH 23 (Lake Dr NE) & CSAH 14 (Main St)

Roadway Information

Description:	CSASH 23 (Lake Dr NE) & CSAH 14 (Main St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,101/9,485
Minor AADT:	9,810/9,167
Total Entering AADT:	19,781



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	24	0	5	0
Density (per int. per yr):	4.8	0	1	0
Rate (per MEV):	0.7	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	19,781	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & CSAH 54 (20th Ave N)

Roadway Information

Description:	CSAH 14 (Main St) & CSAH 54 (20th Ave N)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,440/11,130
Minor AADT:	5,808/5,591
Total Entering AADT:	20,484



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	60	0	4	0
Density (per int. per yr):	12	0	0.8	0
Rate (per MEV):	1.6	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	20,484	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & CR 84 (22nd Ave S)

Roadway Information

Description:	CSAH 14 (Main St) & CR 84 (22nd Ave S)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	14
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	21,063/21,063
Minor AADT:	5,830/4,875
Total Entering AADT:	26,415



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	34	0	10	0
Density (per int. per yr):	6.8	0	2	0
Rate (per MEV):	0.7	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	26,415	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 23 (Lake Dr) & CSAH 17 (Lexington Ave NE)

Roadway Information

Description:	CSAH 23 (Lake Dr) & CSAH 17 (Lexington Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	12,774/11,052
Minor AADT:	9,912/11,148
Total Entering AADT:	22,443



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	104	0	32	0
Density (per int. per yr):	20.8	0	6.4	0
Rate (per MEV):	2.5	0	0.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	22,443	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 17 (Lexington Ave NE) & CR 49 (North Rd)

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & CR 49 (North Rd)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,148/13,688
Minor AADT:	6,768/6,768
Total Entering AADT:	19,186



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	16	2	2	0
Density (per int. per yr):	3.2	0.4	0.4	0
Rate (per MEV):	0.5	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	19,186	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$35,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 116 (Bunker Lake Blvd NW) & CSAH 18 (Crosstown Blvd NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & CSAH 18 (Crosstown Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	18
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,474/14,304
Minor AADT:	7,541/10,607
Total Entering AADT:	23,463



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	12	2	4	0
Density (per int. per yr):	2.4	0.4	0.8	0
Rate (per MEV):	0.3	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	23,463	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 47 (University Ave NE) & CSAH 2 (40th Ave NE)

Roadway Information

Description:	MN 47 (University Ave NE) & CSAH 2 (40th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	2
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,974/17,284
Minor AADT:	2,334/5,423
Total Entering AADT:	20,007



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	36	0	6	0
Density (per int. per yr):	7.2	0	1.2	0
Rate (per MEV):	1	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	20,007	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 32 (85th Ave NE) & MSAS 268 (Rice Creek Pkwy)

Roadway Information

Description:	CSAH 32 (85th Ave NE) & MSAS 268 (Rice Creek Pkwy)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,663/9,606
Minor AADT:	3,932/6,523
Total Entering AADT:	15,862



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	48	4	8	0
Density (per int. per yr):	9.6	0.8	1.6	0
Rate (per MEV):	1.7	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	15,862	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 23 (Lake Dr) & MSAS 104

Roadway Information

Description:	CSAH 23 (Lake Dr) & MSAS 104
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,284/11,052
Minor AADT:	4,050/4,050
Total Entering AADT:	13,718



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	16	0	6	0
Density (per int. per yr):	3.2	0	1.2	0
Rate (per MEV):	0.6	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	13,718	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Other	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 23 (Lake Dr) & CSAH 49 / CR 49 (Hodgson Rd / North Rd)

Roadway Information

Description:	CSAH 23 (Lake Dr) & CSAH 49 / CR 49 (Hodgson Rd / North Rd)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,318/8,284
Minor AADT:	5,989/12,861
Total Entering AADT:	17,726



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	52	4	4	0
Density (per int. per yr):	10.4	0.8	0.8	0
Rate (per MEV):	1.6	0.1	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	17,726	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 23 (Lake Dr) & MSAS 143

Roadway Information

Description:	CSAH 23 (Lake Dr) & MSAS 143
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	9,593/9,593
Minor AADT:	1,738/1,738
Total Entering AADT:	11,331



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	8	0	4	0
Density (per int. per yr):	1.6	0	0.8	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	11,331	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 23 (Lake Dr) & CR 12 (Apollo Dr)

Roadway Information

Description:	CSAH 23 (Lake Dr) & CR 12 (Apollo Dr)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	23
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	11,101/11,101
Minor AADT:	7,260/8,120
Total Entering AADT:	18,791



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	52	4	20	0
Density (per int. per yr):	10.4	0.8	4	0
Rate (per MEV):	1.5	0.1	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,791	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

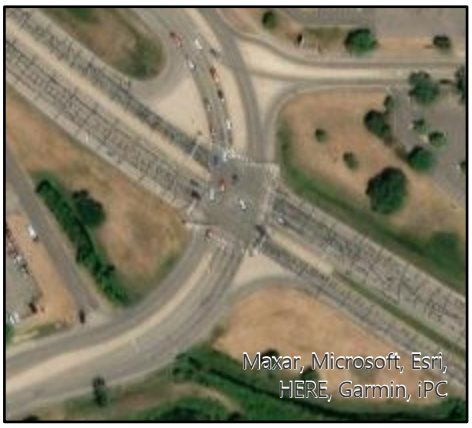
Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 10 & CSAH 51 / CSAH 3 (University Ave NE)

Roadway Information

Description:	CSAH 10 & CSAH 51 / CSAH 3 (University Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	3
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,432/19,814
Minor AADT:	10,815/11,855
Total Entering AADT:	30,458



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	280	0	44	0
Density (per int. per yr):	56	0	8.8	0
Rate (per MEV):	5	0	0.8	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	30,458	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Other	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 47 (Saint Francis Blvd NW) & CSAH 30 (Pleasant St)

Roadway Information

Description:	MN 47 (Saint Francis Blvd NW) & CSAH 30 (Pleasant St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	30
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	17,988/17,988
Minor AADT:	1,378/5,318
Total Entering AADT:	21,336



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	19	0	8	0
Density (per int. per yr):	3.8	0	1.6	0
Rate (per MEV):	0.5	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	21,336	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 65 & CSAH 35 (Central Ave NE) / MSAS 356 (Medronic Pkwy NE)

Roadway Information

Description:	MN 65 & CSAH 35 (Central Ave NE) / MSAS 356 (Medronic Pkwy NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	35
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	37,174/28,901
Minor AADT:	4,850/9,153
Total Entering AADT:	40,039



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	88	4	20	0
Density (per int. per yr):	17.6	0.8	4	0
Rate (per MEV):	1.2	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	40,039	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 47 (Saint Francis Blvd NW) & CSAH 5 (Nowthen Blvd NW) / MSAS 117

Roadway Information

Description:	MN 47 (Saint Francis Blvd NW) & CSAH 5 (Nowthen Blvd NW) / MSAS 117
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	5
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,988/13,322
Minor AADT:	1,391/10,230
Total Entering AADT:	21,965



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	68	0	24	0
Density (per int. per yr):	13.6	0	4.8	0
Rate (per MEV):	1.7	0	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	21,965	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 5 (Nowthen Blvd NW) & MSAS 107 (153rd Ave NW)

Roadway Information

Description:	CSAH 5 (Nowthen Blvd NW) & MSAS 107 (153rd Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	5
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	7,009/7,009
Minor AADT:	2,872/2,465
Total Entering AADT:	9,677



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	4	0	4	0
Density (per int. per yr):	0.8	0	0.8	0
Rate (per MEV):	0.2	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	9,677	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 51 (University Ave NW) & MSAS 148 (105th Ave NE)

Roadway Information

Description:	CSAH 51 (University Ave NW) & MSAS 148 (105th Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	51
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,682/18,682
Minor AADT:	100/100
Total Entering AADT:	18,782



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	24	2	8	2
Density (per int. per yr):	4.8	0.4	1.6	0.4
Rate (per MEV):	0.7	0.1	0.2	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,782	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 51 (University Ave NW) & MSAS 104 (Egret Blvd NW)

Roadway Information

Description:	CSAH 51 (University Ave NW) & MSAS 104 (Egret Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	51
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	18,682/18,682
Minor AADT:	5,462/1,000
Total Entering AADT:	21,913



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	42	2	12	0
Density (per int. per yr):	8.4	0.4	2.4	0
Rate (per MEV):	1.1	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	21,913	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 52 (Flanders St NE) & MSAS 106 (101st Ave NE)

Roadway Information

Description:	CSAH 52 (Flanders St NE) & MSAS 106 (101st Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	52
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	16,165/16,738
Minor AADT:	1,539/1,539
Total Entering AADT:	17,990



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	32	0	8	0
Density (per int. per yr):	6.4	0	1.6	0
Rate (per MEV):	1	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	17,990	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 56 (Ramsey Blvd NW) & MSAS 104 (Sunwood Dr NW)

Roadway Information

Description:	CSAH 56 (Ramsey Blvd NW) & MSAS 104 (Sunwood Dr NW)
County:	Anoka
Area Type:	Small Town
Context Zone:	Commercial
Route System:	CSAH
Route No.:	56
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,350/8,350
Minor AADT:	5,778/4,070
Total Entering AADT:	13,274



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	10	0	4	0
Density (per int. per yr):	2	0	0.8	0
Rate (per MEV):	0.4	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	13,274	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 56 (Ramsey Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	CSAH 56 (Ramsey Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	56
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,350/5,264
Minor AADT:	4,053/3,740
Total Entering AADT:	10,703



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	36	8	16	8
Density (per int. per yr):	7.2	1.6	3.2	1.6
Rate (per MEV):	1.8	0.4	0.8	0.4

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	10,703	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on US 10 / US 169 & CSAH 57 (Sunfish Lake Blvd NW)

Roadway Information

Description:	US 10 / US 169 & CSAH 57 (Sunfish Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	57
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	52,000/44,000
Minor AADT:	946/9,535
Total Entering AADT:	53,240



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	142	4	10	2
Density (per int. per yr):	28.4	0.8	2	0.4
Rate (per MEV):	1.5	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	53,240	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	None	Marking Only	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 57 (Sunfish Lake Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	CSAH 57 (Sunfish Lake Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	57
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	9,535/6,653
Minor AADT:	7,786/6,878
Total Entering AADT:	15,426



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	96	12	48	4
Density (per int. per yr):	19.2	2.4	9.6	0.8
Rate (per MEV):	3.4	0.4	1.7	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	15,426	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 47 (University Ave NE) & CSAH 6 (Mississippi St NE)

Roadway Information

Description:	MN 47 (University Ave NE) & CSAH 6 (Mississippi St NE)
County:	Anoka
Area Type:	Urban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	6
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	32,500/34,000
Minor AADT:	5,024/6,032
Total Entering AADT:	38,778



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	88	16	8	0
Density (per int. per yr):	17.6	3.2	1.6	0
Rate (per MEV):	1.2	0.2	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	38,778	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	All	Some, Other, None	
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$10,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on MN 65 & CSAH 6 (Mississippi St NE)

Roadway Information

Description:	MN 65 & CSAH 6 (Mississippi St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	6
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	28,901/29,487
Minor AADT:	3,998/3,925
Total Entering AADT:	33,155



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	52	0	12	0
Density (per int. per yr):	10.4	0	2.4	0
Rate (per MEV):	0.9	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	33,155	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 7 (7th Ave) & WB MN 47 / US 10 Ramps

Roadway Information

Description:	CSAH 7 (7th Ave) & WB MN 47 / US 10 Ramps
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	Ramp
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,197/21,197
Minor AADT:	21,197/5,338
Total Entering AADT:	34,464



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	78	0	38	0
Density (per int. per yr):	15.6	0	7.6	0
Rate (per MEV):	1.2	0	0.6	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	34,464	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection	1	$12,000
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$19,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 7 (7th Ave) & MSAS 158 (North St / Buchanan St)

Roadway Information

Description:	CSAH 7 (7th Ave) & MSAS 158 (North St / Buchanan St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,197/14,985
Minor AADT:	5,108/5,108
Total Entering AADT:	23,199



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	54	0	18	0
Density (per int. per yr):	10.8	0	3.6	0
Rate (per MEV):	1.3	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	23,199	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 7 (7th Ave) & MSAS 142 (38th Ave NW)

Roadway Information

Description:	CSAH 7 (7th Ave) & MSAS 142 (38th Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	14,851/12,317
Minor AADT:	3,098/3,098
Total Entering AADT:	16,682



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	22	0	8	0
Density (per int. per yr):	4.4	0	1.6	0
Rate (per MEV):	0.7	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	16,682	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 116 (Bunker Lake Blvd NW) & CSAH 7 (7th Ave N)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & CSAH 7 (7th Ave N)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,933/11,699
Minor AADT:	12,317/14,557
Total Entering AADT:	30,253



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	88	0	36	0
Density (per int. per yr):	17.6	0	7.2	0
Rate (per MEV):	1.6	0	0.7	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	30,253	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	All	Some, Other, None	
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 7 (Rum River Blvd NW) & CSAH 20 (157th Ave NW)

Roadway Information

Description:	CSAH 7 (Rum River Blvd NW) & CSAH 20 (157th Ave NW)
County:	Anoka
Area Type:	Small Town
Context Zone:	Residential
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	13,319/13,319
Minor AADT:	4,307/0
Total Entering AADT:	15,472



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	3	0	1	0
Density (per int. per yr):	0.6	0	0.2	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	15,472	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Other	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 78 (Hanson Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & CSAH 116 (Bunker Lake Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	21,656/17,281
Minor AADT:	14,304/12,965
Total Entering AADT:	33,103



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	40	4	16	0
Density (per int. per yr):	8	0.8	3.2	0
Rate (per MEV):	0.7	0.1	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	33,103	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	None	Marking Only	
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection	1	$3,000
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$10,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 78 (Hanson Blvd NW) & CR 18 (Crosstown Blvd NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & CR 18 (Crosstown Blvd NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	15,955/9,298
Minor AADT:	8,200/8,714
Total Entering AADT:	21,083



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	28	0	12	0
Density (per int. per yr):	5.6	0	2.4	0
Rate (per MEV):	0.7	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	21,083	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 83 (Armstrong Blvd NW) & MSAS 104 (Sunwood Dr NW)

Roadway Information

Description:	CSAH 83 (Armstrong Blvd NW) & MSAS 104 (Sunwood Dr NW)
County:	Anoka
Area Type:	Small Town
Context Zone:	Commercial
Route System:	CSAH
Route No.:	83
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	8,100/8,100
Minor AADT:	4,582/4,582
Total Entering AADT:	12,682



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	0	0
Density (per int. per yr):	0.4	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	12,682	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

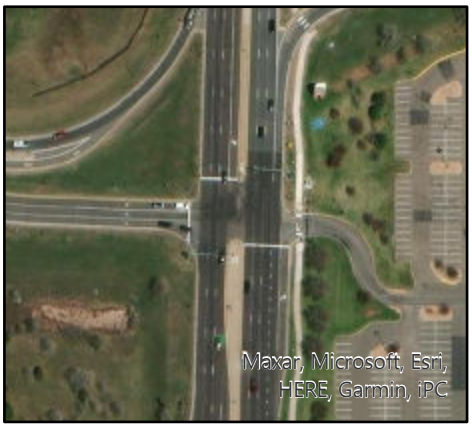
Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 9 (Round Lake Blvd NW) & EB US 10 / MN 47 RAMPS

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & EB US 10 / MN 47 RAMPS
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Other
Configuration:	Ramp
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	22,262/31,964
Minor AADT:	7,567/1,000
Total Entering AADT:	31,396



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	17	0	7	0
Density (per int. per yr):	3.4	0	1.4	0
Rate (per MEV):	0.3	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	31,396	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	2	xx ≥ 4	
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 9 (Round Lake Blvd NW) & WB US 10 / MN 47 RAMPS

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & WB US 10 / MN 47 RAMPS
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	Ramp
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	None
Major AADT:	31,964/31,964
Minor AADT:	5,039/10,615
Total Entering AADT:	39,791



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	26	0	10	0
Density (per int. per yr):	5.2	0	2	0
Rate (per MEV):	0.4	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	39,791	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	3	xx ≥ 4	
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$7,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 9 (Round Lake Blvd NW) & MSAS 149 (Riverdale Dr)

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & MSAS 149 (Riverdale Dr)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	9
Design Type:	RIRO
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	29,146/29,146
Minor AADT:	3,215/3,215
Total Entering AADT:	32,361



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	10	0	0	0
Density (per int. per yr):	2	0	0	0
Rate (per MEV):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	32,361	xx ≥ 27,500	★
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	8	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection	1	$500,000
			Total Estimated Project Cost:		$500,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 9 (Round Lake Blvd NW) & MSAS 146 (Roosevelt St)

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & MSAS 146 (Roosevelt St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	29,146/29,146
Minor AADT:	2,731/2,731
Total Entering AADT:	31,877



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	13	1	0	0
Density (per int. per yr):	2.6	0.2	0	0
Rate (per MEV):	0.2	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	31,877	xx ≥ 27,500	★
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	7	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CR 13 (85th Ave NW) & MSAS 341 (W University Service Dr)

Roadway Information

Description:	CR 13 (85th Ave NW) & MSAS 341 (W University Service Dr)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CR
Route No.:	132
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	7,621/13,959
Minor AADT:	7,600/7,258
Total Entering AADT:	18,219



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	32	0	10	0
Density (per int. per yr):	6.4	0	2	0
Rate (per MEV):	1	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	18,219	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	None	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection	1	$25,000
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$32,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CR 3 (Coon Rapids Blvd NW) & MSAS 118 (93rd Ave NW / Flintwood St

Roadway Information

Description:	CR 3 (Coon Rapids Blvd NW) & MSAS 118 (93rd Ave NW / Flintwood St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CR
Route No.:	3
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Signal
Street Lights:	Present
Flasher:	NA
Major AADT:	22,450/18,716
Minor AADT:	6,300/6,300
Total Entering AADT:	26,883



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	60	0	9	0
Density (per int. per yr):	12	0	1.8	0
Rate (per MEV):	1.2	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Signal	Signal	★
Entering AADT (vpd):	26,883	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★★

Priority Location	✓

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection	1	$50,000
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection	1	$2,000
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection	1	$5,000
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$57,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 1 (Coon Rapids Blvd NW) & MSAS 155 (Direct River Dr)

Roadway Information

Description:	CSAH 1 (Coon Rapids Blvd NW) & MSAS 155 (Direct River Dr)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	1
Design Type:	Traditional
Configuration:	Other
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	16,547/16,547
Minor AADT:	833/833
Total Entering AADT:	17,380



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	10	1	5	1
Density (per int. per yr):	2	0.2	1	0.2
Rate (per MEV):	0.3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	17,380	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection	1	$150,000
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$150,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 119 (Crosstown Dr NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 119 (Crosstown Dr NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	116
Design Type:	Three Quarter
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	14,474/14,474
Minor AADT:	5,205/0
Total Entering AADT:	17,076



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	10	0	0	0
Density (per int. per yr):	2	0	0	0
Rate (per MEV):	0.3	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	17,076	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 150 (Thrush St NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 150 (Thrush St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	116
Design Type:	RIRO
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	14,304/14,304
Minor AADT:	909/909
Total Entering AADT:	15,213



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	15,213	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 116 (Bunker Lake Blvd NW) & MSAS 151 (Martin St NW)

Roadway Information

Description:	CSAH 116 (Bunker Lake Blvd NW) & MSAS 151 (Martin St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	116
Design Type:	Three Quarter
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	14,304/14,304
Minor AADT:	2,764/2,764
Total Entering AADT:	17,068



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	32	6	24	4
Density (per int. per yr):	6.4	1.2	4.8	0.8
Rate (per MEV):	1	0.2	0.8	0.1

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	17,068	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 12 (109th Ave NE) & MSAS 124 (Ulysses St NE)

Roadway Information

Description:	CSAH 12 (109th Ave NE) & MSAS 124 (Ulysses St NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	13,663/13,663
Minor AADT:	7,940/0
Total Entering AADT:	17,633



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	68	0	40	0
Density (per int. per yr):	13.6	0	8	0
Rate (per MEV):	2.1	0	1.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	17,633	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 12 (109th Ave NE) & MSAS 133 (Tournament Players Pkwy)

Roadway Information

Description:	CSAH 12 (109th Ave NE) & MSAS 133 (Tournament Players Pkwy)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	12
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	18,120/18,120
Minor AADT:	2,252/2,252
Total Entering AADT:	20,372



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	15	0	12	0
Density (per int. per yr):	3	0	2.4	0
Rate (per MEV):	0.4	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	20,372	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection	1	$150,000
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$150,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 17 (Lexington Ave NE) & MSAS 142 (122nd Ave NE)

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & MSAS 142 (122nd Ave NE)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	13,907/13,907
Minor AADT:	4,685/0
Total Entering AADT:	16,249



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	24	0	8	0
Density (per int. per yr):	4.8	0	1.6	0
Rate (per MEV):	0.8	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	16,249	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

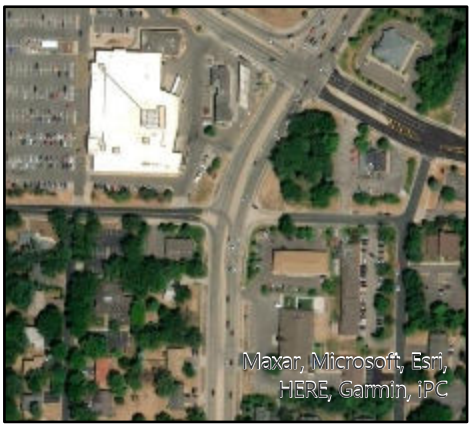
Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 78 (Hanson Blvd NW) & MSAS 153 (Raven St)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & MSAS 153 (Raven St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	78
Design Type:	Other
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	11,781/11,781
Minor AADT:	3,031/3,031
Total Entering AADT:	14,812



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	40	0	10	0
Density (per int. per yr):	8	0	2	0
Rate (per MEV):	1.5	0	0.4	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	14,812	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 78 (Hanson Blvd NW) & MSAS 117 (Station Pkwy NW)

Roadway Information

Description:	CSAH 78 (Hanson Blvd NW) & MSAS 117 (Station Pkwy NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	78
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	21,656/21,656
Minor AADT:	4,426/1,000
Total Entering AADT:	24,369



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	12	0	8	0
Density (per int. per yr):	2.4	0	1.6	0
Rate (per MEV):	0.3	0	0.2	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	24,369	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection	1	$150,000
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$150,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 143 (Olive St NW)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 143 (Olive St NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	RIRO
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	NA
Major AADT:	19,293/19,293
Minor AADT:	838/0
Total Entering AADT:	19,712



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	19,712	xx ≥ 27,500	
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection	1	$150,000
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$150,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 14 (Main St) & MSAS 152 (Flintwood St)

Roadway Information

Description:	CSAH 14 (Main St) & MSAS 152 (Flintwood St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	14
Design Type:	RIRO
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	19,293/19,293
Minor AADT:	337/337
Total Entering AADT:	19,630



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	0	0
Density (per int. per yr):	0.4	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	19,630	xx ≥ 27,500	
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection	1	$150,000
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$150,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 17 (Lexington Ave NE) & CSAH 52 (Lovell Rd)

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & CSAH 52 (Lovell Rd)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	NA
Major AADT:	11,148/11,148
Minor AADT:	4,310/0
Total Entering AADT:	13,303



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	14	0	7	0
Density (per int. per yr):	2.8	0	1.4	0
Rate (per MEV):	0.6	0	0.3	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	13,303	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	6	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Sidewalk Only	Marking Only	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 17 (Lexington Ave NE) & West Rd

Roadway Information

Description:	CSAH 17 (Lexington Ave NE) & West Rd
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	17
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	11,148/11,148
Minor AADT:	530/0
Total Entering AADT:	11,413



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	1	0
Density (per int. per yr):	0.2	0	0.2	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	11,413	xx ≥ 27,500	
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 18 (Crosstown Blvd NW) & MSAS 135 (128th Ave NW)

Roadway Information

Description:	CSAH 18 (Crosstown Blvd NW) & MSAS 135 (128th Ave NW)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	18
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	13,159/13,159
Minor AADT:	1,387/0
Total Entering AADT:	13,852



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	1	0	0	0
Density (per int. per yr):	0.2	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	13,852	xx ≥ 27,500	
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 23 (Lake Dr) & Woodland Rd

Roadway Information

Description:	CSAH 23 (Lake Dr) & Woodland Rd
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	23
Design Type:	Three Quarter
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	12,774/12,774
Minor AADT:	100/100
Total Entering AADT:	12,874



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	8	0	0	0
Density (per int. per yr):	1.6	0	0	0
Rate (per MEV):	0.3	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	12,874	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	None	Some, Other, None	★
Pedestrian Crossing Type:	None	Marking Only	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection	1	$75,000
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$75,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 23 (Lake Dr) & MSAS 112 (Village Pkwy)

Roadway Information

Description:	CSAH 23 (Lake Dr) & MSAS 112 (Village Pkwy)
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CSAH
Route No.:	23
Design Type:	Other
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	None
Flasher:	None
Major AADT:	11,052/11,052
Minor AADT:	100/100
Total Entering AADT:	11,152



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	2	0	0	0
Density (per int. per yr):	0.4	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	11,152	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	3	xx ≥ 4	
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection	1	$75,000
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$75,000

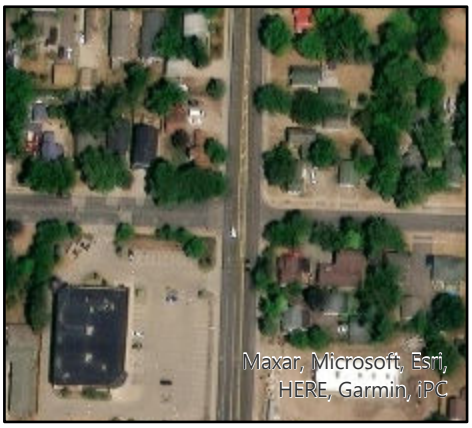
Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 7 (7th Ave) & MSAS 125 (Jackson St)

Roadway Information

Description:	CSAH 7 (7th Ave) & MSAS 125 (Jackson St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	X
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	11,761/12,839
Minor AADT:	877/877
Total Entering AADT:	13,177



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	3	0	0	0
Density (per int. per yr):	0.6	0	0	0
Rate (per MEV):	0.1	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	13,177	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	None	Some, Other, None	★
Pedestrian Crossing Type:	Sidewalk Only	Marking Only	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

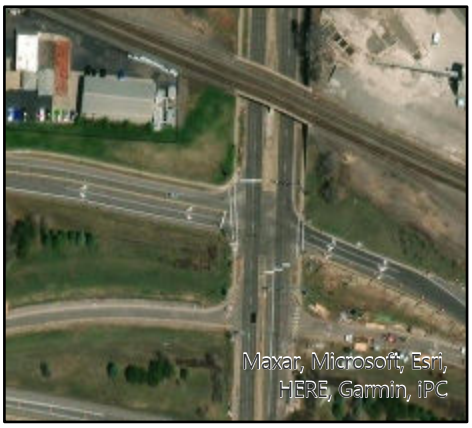
Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 7 (7th Ave) & CSAH 30 (Pierce St)

Roadway Information

Description:	CSAH 7 (7th Ave) & CSAH 30 (Pierce St)
County:	Anoka
Area Type:	Suburban
Context Zone:	Commercial
Route System:	CSAH
Route No.:	7
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	21,197/21,197
Minor AADT:	2,043/0
Total Entering AADT:	22,218



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	39	0	19	0
Density (per int. per yr):	7.8	0	3.8	0
Rate (per MEV):	1	0	0.5	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	22,218	xx ≥ 27,500	
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	4	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CSAH 9 (Round Lake Blvd NW) & MSAS 108 (S Coon Creek Dr)

Roadway Information

Description:	CSAH 9 (Round Lake Blvd NW) & MSAS 108 (S Coon Creek Dr)
County:	Anoka
Area Type:	Suburban
Context Zone:	Residential
Route System:	CSAH
Route No.:	9
Design Type:	Traditional
Configuration:	T
Traffic Control Device:	Thru-Stop
Street Lights:	Present
Flasher:	None
Major AADT:	13,360/13,360
Minor AADT:	1,251/0
Total Entering AADT:	13,985



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Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	0	0	0	0
Density (per int. per yr):	0	0	0	0
Rate (per MEV):	0	0	0	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Thru-Stop	Signal	
Entering AADT (vpd):	13,985	xx ≥ 27,500	
Adjacent Development:	None	Present	
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	Marking Only	Marking Only	★
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection		$0
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection	1	$125,000
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$125,000

Systemic Project	✓

Notes

Urban (Ped/Bike) Intersection on CR 3 (Coon Rapids Blvd NW) & EB MN 610 Ramps

Roadway Information

Description:	CR 3 (Coon Rapids Blvd NW) & EB MN 610 Ramps
County:	Anoka
Area Type:	Suburban
Context Zone:	Mixed Use
Route System:	CR
Route No.:	3
Design Type:	Traditional
Configuration:	Ramp
Traffic Control Device:	Uncontrolled
Street Lights:	Present
Flasher:	NA
Major AADT:	17,945/17,945
Minor AADT:	5,766/0
Total Entering AADT:	20,828



Click to View in Google Maps

Crash Data

5-Year Crash History (2019-2023)	Total	Severe	Total Right Angle	Severe Right Angle
Crash Frequency:	18	0	2	0
Density (per int. per yr):	3.6	0	0.4	0
Rate (per MEV):	0.5	0	0.1	0

Systemic Safety Risk Factors

	Value	Threshold	Star Assignment
Traffic Control Device:	Uncontrolled	Signal	
Entering AADT (vpd):	20,828	xx ≥ 27,500	
Adjacent Development:	Present	Present	★
Max Number of Lanes Crossed:	5	xx ≥ 4	★
Presence of Sidewalk:	Some	Some, Other, None	★
Pedestrian Crossing Type:	None	Marking Only	
		Total Stars	★★★

Priority Location	

List of Strategies Considered

	Type	Unit Cost	Unit	Quantity	Total Cost
Pedestrian Hybrid Beacon	Proactive	$150,000	per intersection	1	$150,000
Median Refuge Island	Proactive	$50,000	per intersection		$0
Curb Extension	Proactive	$25,000	per intersection		$0
Countdown Timers	Proactive	$12,000	per intersection		$0
Leading Ped Interval	Proactive	$2,000	per intersection		$0
No RTOR LED Sign	Proactive	$3,000	per intersection		$0
RRFB w/ Refuge Island	Proactive	$125,000	per intersection		$0
RRFB	Proactive	$75,000	per intersection		$0
Upgrade Signal Hardware	Proactive	$5,000	per intersection		$0
Mini Roundabout	Proactive	$500,000	per intersection		$0
			Total Estimated Project Cost:		$150,000

Systemic Project	✓

Notes