

# ANOKA COUNTY ROAD 116

## *Access & Corridor Study*

From CSAH 7 (7th Avenue) to CSAH 83 (Armstrong Boulevard)

Prepared for

***City of Ramsey  
City of Anoka  
Anoka County***

*February 2004*



Prepared by

**SRF Consulting Group, Inc.**

# **County Road 116 Corridor Study**

## **FINAL REPORT**

February 2004

Prepared by

SRF Consulting Group, Inc.

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# **I. INTRODUCTION**

## **Study Purpose**

The County Road 116 Corridor Study was undertaken to identify and evaluate existing and future transportation and access needs, and to develop a long-term Corridor Plan that addresses those needs. The Plan provides framework for how County Road 116 will need to change over time to safely accommodate planned growth in the area. It was developed with input from Anoka County and the Cities of Anoka and Ramsey; however, the study partners will need to further develop/refine the preferred corridor concept to reflect additional public input. The study area, as shown in Figure 1, focuses on the western 5.1 miles of County Road 116 between County State Aid Highway (CSAH) 83 (Armstrong Boulevard) and CSAH 7 (7th Avenue).

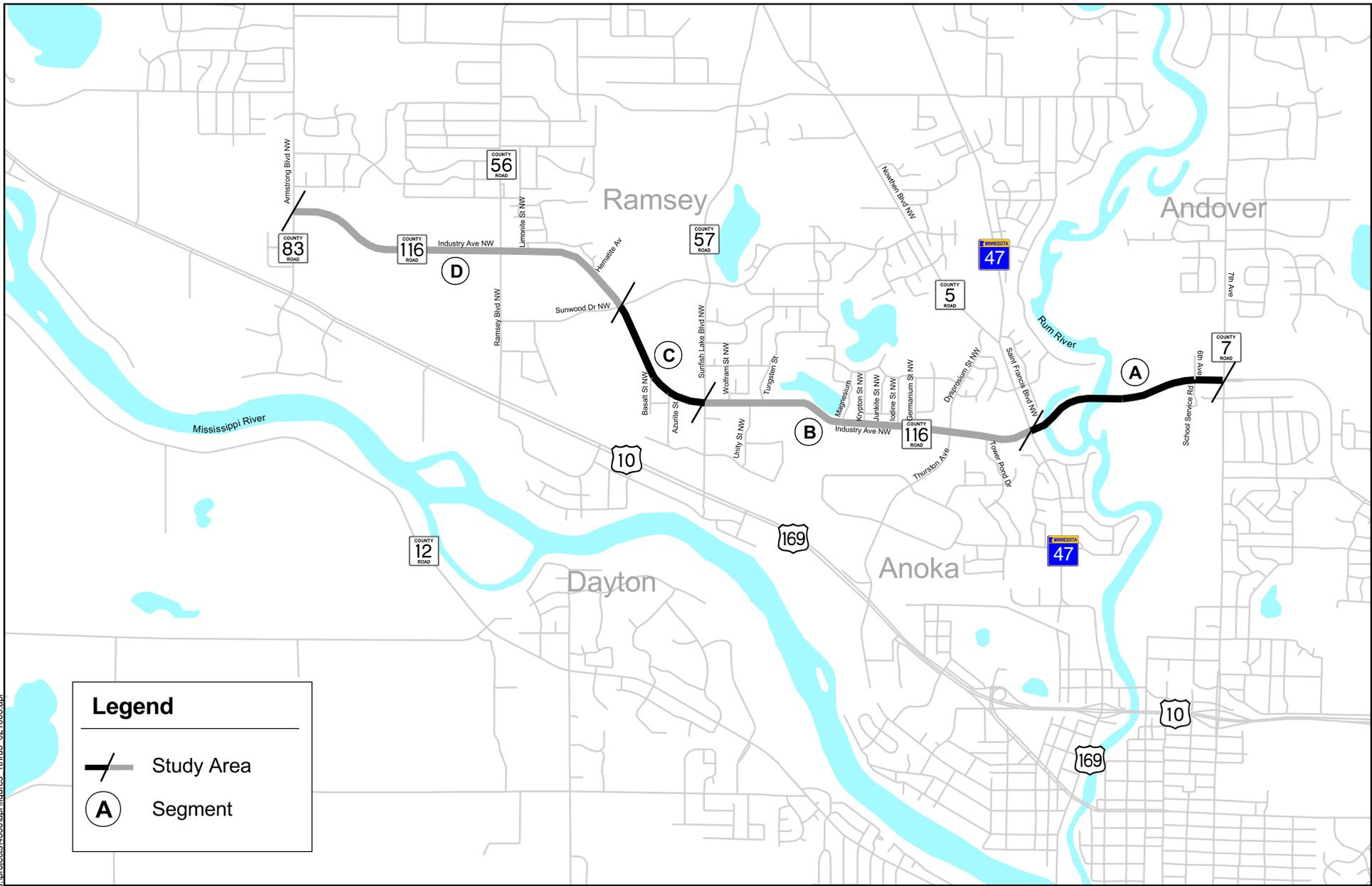
## **Study Background**

As growth and development have occurred over the past ten years, local and regional agencies have become increasingly concerned with long-term safety, access, transportation and land use needs along the corridor. This concern is based on both the increasing rate County Road 116 is playing in the region and growth pressures that are occurring. County Road 116 is an A-Minor Arterial that runs east-west between CSAH 17 in the City of Ham Lake and CSAH 83 (Armstrong Boulevard) in Ramsey, where it ends just east of US 169/10. The corridor primarily acts as a reliever to Trunk Highway (TH) 242 and TH 10. The facility is designated as a County State Aid Highway (CSAH) (maintained by funds from the gas tax) from CSAH 7 (7th Avenue) to CSAH 57 (Sunfish Lake Boulevard), the remaining western roadway segment is designed as a County Road (maintained by local tax dollars). For the purpose of this report, the roadway will be referred to as CR116.

The 1998 Anoka County Transportation Plan identified the need to widen most segments of County Road 116 to four lanes in order to adequately address the long-term transportation needs in the area. In addition, recent transportation studies undertaken by Mn/DOT have identified a potential new river crossing at the junction of an extended County Road 116 and Trunk Highway 10. If this new river crossing is developed, traffic on the western end of County Road 116 would likely increase over projected levels. In addition, the long-term implementation of the TH 10 Interregional Corridor Plan would limit access to TH 10 and place more emphasis on supporting facilities such as CR116.

## **Agency Involvement**

The Cities of Anoka and Ramsey, along with Anoka County, initiated this study. Engineering and planning staff from these agencies worked with SRF Consulting Group, Inc. to generate the land use and transportation data used in the report. In addition, the study relied on information and data produced by the Minnesota Department of Natural Resources and the Minnesota State Historic Preservation Office with regard to natural and cultural resources in the study area.



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**STUDY AREA**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 1**

## II. EXISTING CONDITIONS

Analyzing and assessing existing conditions in the study area establishes a baseline to project future traffic and development trends. In so doing, existing issues and conditions can be placed in context with future needs of the communities and region. In addition, potential solutions can be developed to address both short-term and long-term needs.

### Corridor Context

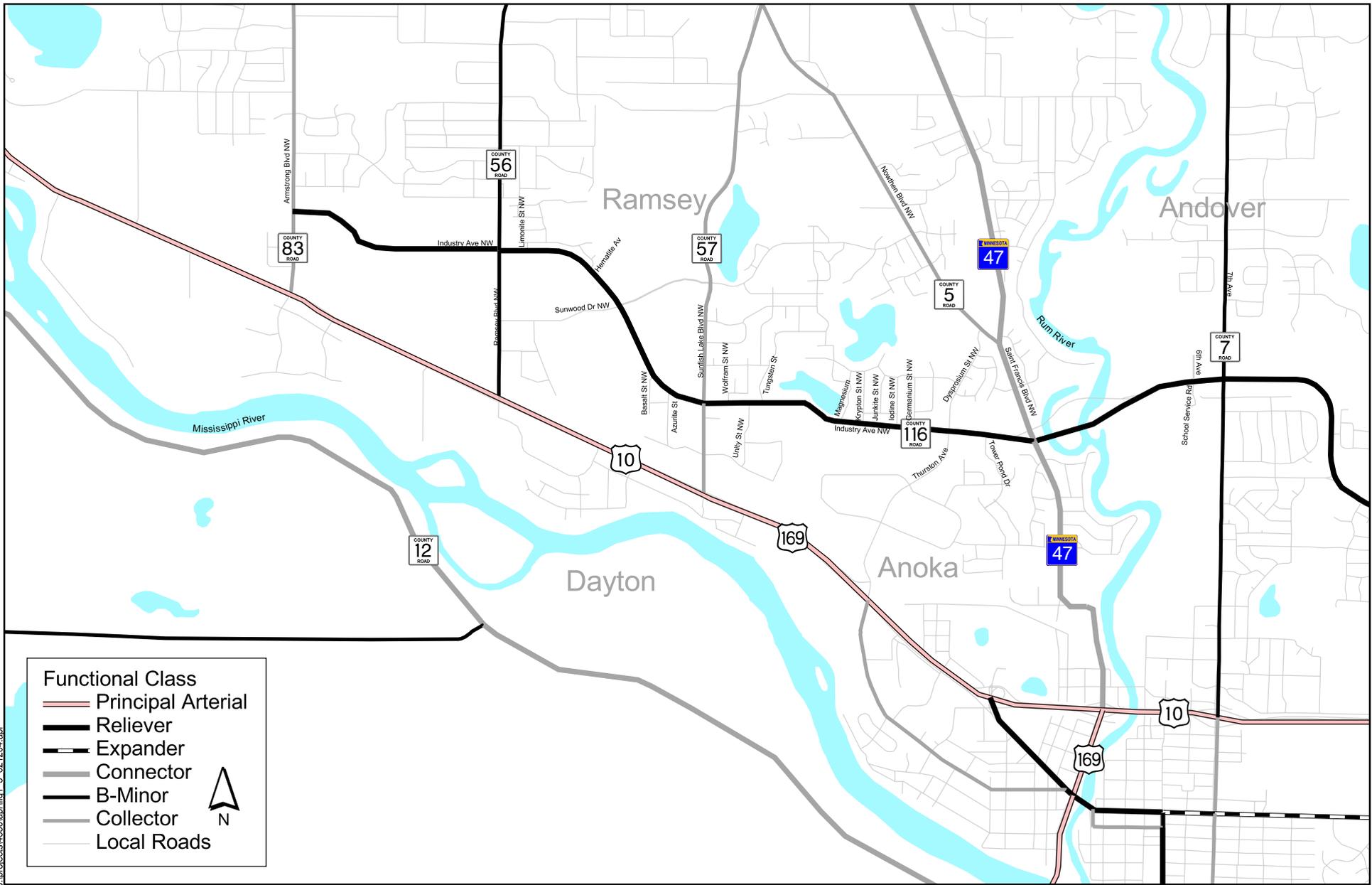
County Road 116 was classified as a local roadway from CSAH 83 to CSAH 56 and a B-Minor Arterial from CSAH 56 to CSAH 17 (Lexington Avenue). The corridor primarily served local residential and commercial trips; however, portions of the corridor also acted as a reliever to TH 10 and TH 242. The functional classification of County Road 116 was recently changed to an A-Minor Arterial to address growth in the communities along this corridor. As an A-Minor Arterial roadway, the main function of County Road 116 is to provide a reliever route for TH 10, a principal arterial and high-priority Interregional Corridor (IRC) route that runs parallel to County Road 116. In the western end of the study area, TH 10 is approximately one-third of a mile away from County Road 116; in the eastern end of the study area, TH 10 is a little over a mile away from County Road 116. East of the study area, County Road 116 also acts as a reliever to TH 242 and CSAH 14. The next continuous east-west route to the north is CSAH 22 (Viking Boulevard); this route is over six and a half miles away. As a result, County Road 116 ends up serving many east-west trips.

The facility is connected to other facilities in the region by three north-south arterial routes: County Road 56 (Ramsey Boulevard), TH 47 and CSAH 7 (7th Avenue); and by two north-south major collector routes: CSAH 83 (Armstrong Boulevard) and CSAH 57 (Sunfish Lake Boulevard). In addition to the arterial and collector routes, there are a number of local roadways that intersect with County Road 116. Figure 2 shows the transportation network, including functional classification, in and around the study area.

### General Land Use

Land use along the corridor is a mixture of agricultural, residential, commercial, industrial, park, and public/institutional uses. In general, most of the residential development is located on the north side of County Road 116 and most of the industrial development is located on the south side of County Road 116. However, there are a few exceptions to this; near CSAH 57 (Sunfish Lake Boulevard) industrial uses are along both sides of the roadway.

Most of the current agricultural uses are west of CSAH 56 (Ramsey Boulevard); however, these uses are expected to change over time to urbanized uses. Commercial and park areas are located on both the north and south sides of County Road 116 between TH 47 and CSAH 7 (7th Avenue). Figure 3 shows existing land use along the corridor.



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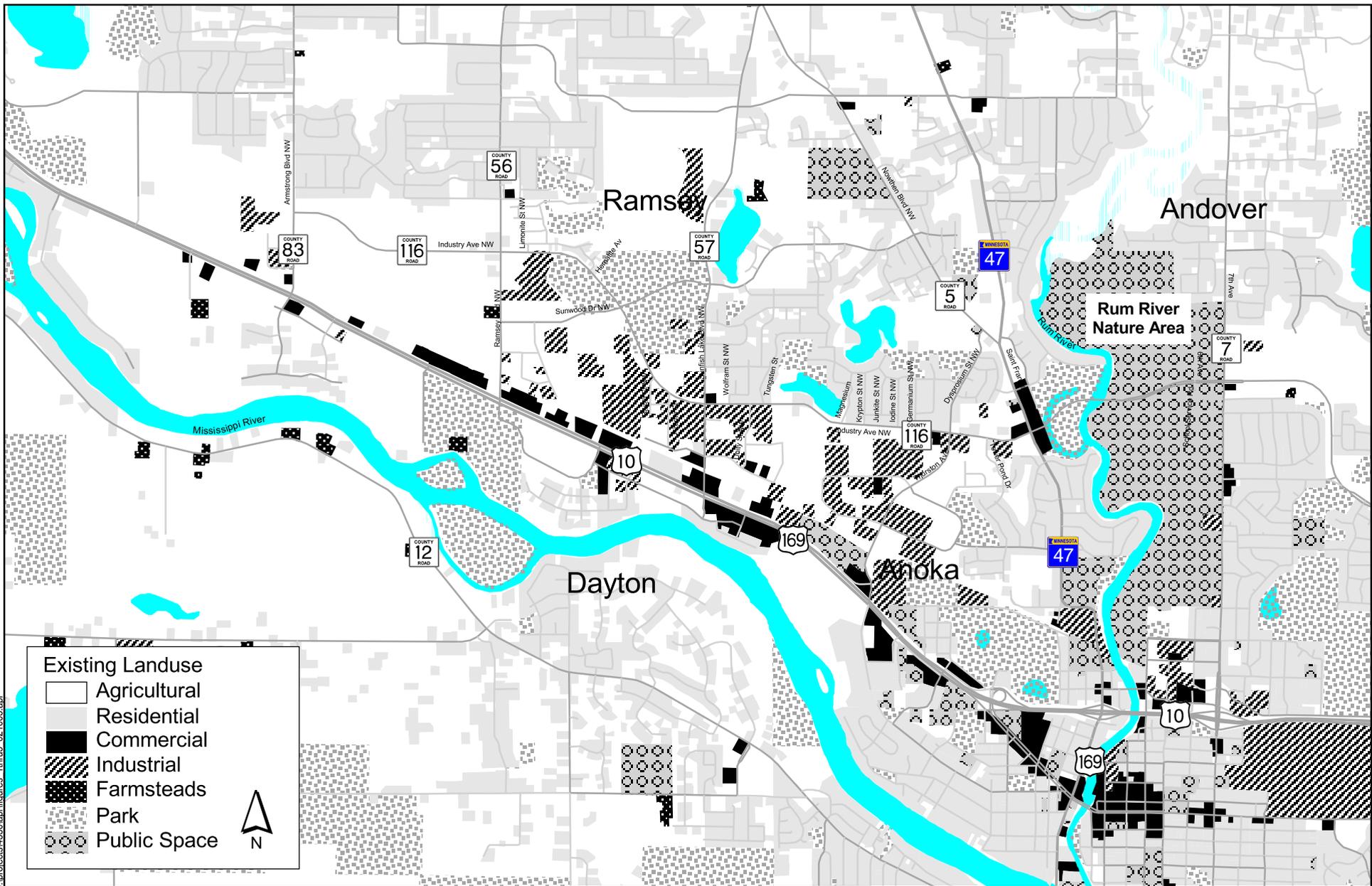


**TRANSPORTATION NETWORK**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 2**



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**EXISTING LAND USE**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 3**

## Traffic Characteristics

As part of defining traffic patterns and characteristics in the study area, two initiatives were undertaken. First, historical data on traffic volumes, growth of those volumes over time, as well as data on the types and speeds of vehicles using the facility was collected and analyzed. Second, a traffic analysis was done to determine the current level of service at key intersections. These two initiatives provided insight on how CR 116 currently functions.

### *Traffic Volumes*

Historic traffic volumes in the study area show a significant amount of growth between 1996 and 2000 (Table 1). According to Mn/DOT traffic flow maps, most of County Road 116 experienced over a 50 percent increase in traffic during that time period. This breaks down to over a 7 to 11 percent-per-year growth rate. Typical growth rates are in a range of 2 percent to 5 percent per year. Table 1 shows the historic traffic volumes as well as the growth in daily traffic between 1996 and 2000.

**Table 1**  
**Historic Traffic Volumes**

Segment	General Location	Average Daily Traffic Volumes*			Percent Growth Between 1996 and 2000	Annual Traffic Growth (percent)
		1996	1998	2000		
A	CSAH 7 (7th Ave.) to TH 47	9,300	11,200	12,500	34.4	7.7
B	TH 47 to CSAH 57 (Sunfish Lake Blvd.)	4,500	6,450	7,750	72.2	14.6
C	CSAH 57 (Sunfish Lake Blvd.) to Sunwood Dr.	4,000	4,000	6,100	52.5	11.1
D	Sunwood Dr. to CSAH 83 (Armstrong Blvd.)	2,300	2,600	3,500	52.2	11.1

\* Source: Mn/DOT flow maps

In November 2001, SRF Consulting Group was asked to collect existing traffic volumes at three locations along County Road 116. The data was collected using traffic tube counters in order to obtain data for a full 24 hours. The data was analyzed to determine daily and peak-hour volumes. Table 2 summarizes the daily volume data that was collected.

**Table 2**  
**2001 Traffic Volumes**

Segment	Location	Average Daily Traffic Volumes	Percent Peak Hour	Peak Directional Split (percent)
A	West of 6th Ave.	16,040	10.0	50/50
B	West of Magnesium St.	7,302	10.3	54/46
D	East of County Road 56 (Ramsey Blvd.)	3,952	11.1	64/36

Source: SRF Consulting Group, November 2001.

Based on a review of current and historic volume data, the following trends were identified:

- Heaviest volumes are clustered near commercial nodes and near the high school.
- Volume growth between 1996 and 2000 was over 50 percent for most of the corridor.
- Traffic volumes continued to increase in 2001.
- Traffic volumes are more directional in western portion of the study area versus the eastern end.

### *Traffic Types*

Vehicle classification data was collected along with volume data along County Road 116 in both directions east of County Road 56 (Ramsey Boulevard) and for westbound traffic west of CSAH 7 (7th Avenue). Based on this data, it was determined that 94 percent of the vehicles on CR 116 are two axle passenger cars or trucks, five percent were buses or single unit trucks and one percent were semis or other large trucks with trailers. These percentages were used in analyzing the operations for CR116. The type of vehicles can have an impact on the facilities operations. Roadways that carry a large number of trucks with multiple stops can experience reduced speeds due to slower acceleration and deceleration capabilities. In addition, large trucks also have a greater impact on the condition of the roadway (use larger percentage of pavement life).

### *Traffic Operations*

Daily volumes reported on the traffic flow maps can be used to approximate operational problems based on daily segment capacities. SRF Consulting Group collected a.m. and p.m. peak hour turning movement counts in November 2001 at all of the identified intersections, with the exception of County Road 116 at CSAH 57 (Sunfish Lake Boulevard) and Dysprosium Street/Thurston Avenue. The turning movement counts for these two intersections were collected by Anoka County in August 2001. A traffic operations analysis was then conducted for the a.m. and p.m. peak hours at six key intersections as identified below. The signalized intersections were analyzed using Synchro/SimTraffic, a traffic operations model; and the unsignalized intersections were analyzed using Highway Capacity Software.

- County Road 116 and CSAH 83 (Armstrong Boulevard)
- County Road 116 and County Road 56 (Ramsey Boulevard)
- County Road 116 and CSAH 57 (Sunfish Lake Boulevard)
- County Road 116 and Dysprosium Street/Thurston Avenue
- County Road 116 and TH 47
- County Road 116 and CSAH 7 (7th Avenue)

Figure 4 shows the locations of these intersections, the existing turning movement counts, the existing levels of service and the type of traffic control currently in place.

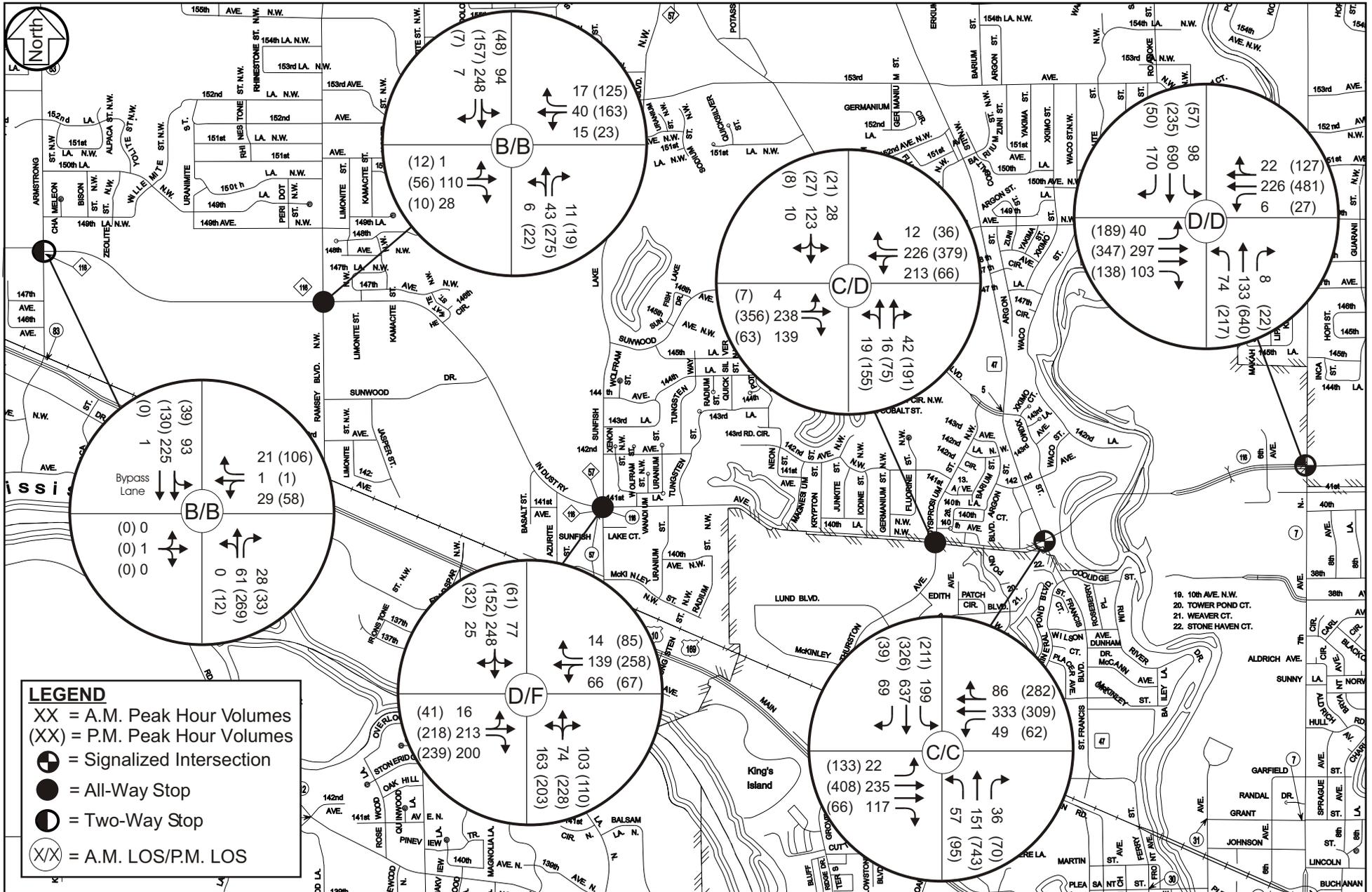
Capacity analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown in traffic flow. LOS A through D are generally considered acceptable by drivers. LOS E indicates that an intersection is operating at, or very near, its capacity and that vehicles experience substantial delays.

Results of the analysis shown in Table 3 indicate that all key intersections currently operate at an acceptable overall LOS D or better during the a.m. and p.m. peak hours, with the exception of County Road 116/CSAH 57 (Sunfish Lake Boulevard). This intersection currently operates at an unacceptable LOS F during the p.m. peak hour.

**Table 3**  
**Existing Intersections Levels of Service**

Intersection – County Road 116 and	Level of Service <sup>(1)</sup>	
	A.M. Peak	P.M. Peak
CSAH 7 (7th Ave.) (signalized)	D	D
TH 47 (signalized)	C	C
Dysprosium St & Thurston Ave (all-way stop)	C/D	D/E
CSAH 57 (Sunfish Lake Blvd.) (all-way stop)	D/E	F/F
County Road 56 (Ramsey Blvd.) (all-way stop)	B/B	B/C
CSAH 83 (Armstrong Blvd.) (two-way stop)	B/B	B/B

<sup>(1)</sup> The overall LOS is shown followed by the worst approach LOS.



## EXISTING INTERSECTION OPERATIONS

COUNTY ROAD 116 ACCESS CORRIDOR STUDY  
City of Ramsey, City of Anoka, and Anoka County

Figure 4

## Speed

The posted speed along County Road 116 is 55 miles per hour (mph) with the exception of the area between CSAH 83 (Armstrong Boulevard) and CSAH 57 (Sunfish Lake Boulevard), and between CSAH 57 and TH 47 where the posted speed is 50 mph. In addition to the above-posted speeds, there are three areas where speed advisory signs are posted near horizontal curves.

- Just east of CSAH 83 (Armstrong Boulevard)(50 mph advisory speed)
- Between Tungsten and Krypton Streets (40 mph advisory speed)
- Between Tower Pond Drive and TH 47 (40 mph advisory speed)

As part of documenting the existing conditions, SRF collected actual vehicle speeds to compare them to posted speeds. The intent of this data collection was to identify capacity and operations issues that may not show up in daily volume number or in the intersection analyses. The speed data was collected in November 2001 at the three locations. The information is presented in Table 4.

**Table 4**  
**Speed Data Summary**

Segment	Location	Posted Speed Limit	50th Percentile	85th Percentile	10 mph Pace Speed
A	<b>West of 6th Ave.</b>				
	Westbound Right Lane	55	55	60	51 – 60
	Eastbound Right Lane	55	56	59	51 – 60
B	<b>West of Magnesium St.</b>				
	Westbound	50 <sup>(1)</sup>	47	52	46 – 55
	Eastbound	50 <sup>(1)</sup>	46	51	41 – 50
D	<b>East of County Road 56 (Ramsey Blvd.)</b>				
	Westbound	55	52	57	51 – 60
	Eastbound	55	48	54	46 – 55

<sup>(1)</sup> Recommended speed is 40 mph, due to horizontal curve.

The speed data indicates that vehicles using County Road 116 are generally traveling close to posted speeds. The information collected west of Magnesium Street is in a 40 mph speed advisory area, due to sharp horizontal curves. While speeds through this location are lower than the 50 mph posted speed limit, they are above the speed advisory for this segment of the road.

## Safety Characteristics

The number and location of crashes were analyzed to identify safety concerns in the corridor. Crash data for a five-year period from 1996 through 2000 was used in analyzing both key intersections and roadway segments in the corridor. Over the five-year period there were 155 crashes, or approximately 31 crashes a year. Most of the crashes were clustered at or near the key intersections. Because most of the crashes occurred at the key intersections, a majority of them were at low speeds and did not result in serious injuries or fatalities. Of the 155 crashes, only one resulted in a fatality and five resulted in serious injuries.

Crash rates for both intersections and segments were compared to average rates for similar roadway facilities in the metro area. If the rates exceeded the average rates, they were identified as potential safety problem areas. It should be noted that the crash data was not available for the segment of County Road 116 between CSAH 83 (Armstrong Boulevard) and County Road 56 (Ramsey Boulevard). This segment of roadway was only recently constructed and does not have a crash history.

Table 5 summarizes the crash rates for the four corridor segments. A few of the segments along County Road 116 had higher crash rates than those of comparable roadways in Hennepin County.

**Table 5**  
**Segment Crash Rates**

Segment	Location	Total Number of Crashes (1996 to 2000)	Segment Crash Rate <sup>(1)</sup>	Average Crash Rate by Roadway Type <sup>(2)</sup>
A	CSAH 7 (7th Ave.) to TH 47 (urban, four-lane undivided)	72	2.04	1.90
B	TH 47 to CSAH 57 (rural, two-lane)	61	1.25	1.25
C	CSAH 57 (Sunfish Lake Blvd.) to Sunwood Dr. (rural, two-lane)	13	0.87	1.25
D	Sunwood Dr. to CSAH 83 (Armstrong Blvd.) (rural, two-lane) <sup>(3)</sup>	9	1.70	1.25

<sup>(1)</sup> Crashes per million vehicle miles of travel based on actual number of crashes.

<sup>(2)</sup> Based on data for similar roadways in Hennepin County.

<sup>(3)</sup> Segment is actually between Sunwood Drive and CSAH 56. CR 116 between County Road 56 (Ramsey Boulevard) and CSAH 83 (Armstrong Boulevard) was not constructed during this time period.

Segment A had the most crashes, with 72 over the five-year period. The crash rate for this segment (2.04) is slightly higher than the average (1.90) for similar type facilities. Many of the crashes that contributed to the higher crash rate for this segment occur just to the east of TH 47. Two commercial driveways with full access to County Road 116 are located in this area. Segment B had 61 crashes over the five-year period. The crash rate for this segment is the same

as the average crash rate for similar facilities. Segment C had 13 crashes over the five-year period and had a crash rate of 0.87 crashes per million vehicle miles, which is well below the crash rate for similar facilities. Segment D had the fewest crashes, with nine. This segment's crash rate (1.70) is slightly higher than the average (1.25) for similar facilities in Hennepin County. It is important to note that this segment was quite short, approximately seven tenths of a mile. Short segments can show a high crash rate even with a limited number of crashes.

Table 6 summarizes the crash rates for the five major intersections along the study corridor. These crash rates were compared to average crash rates obtained from Hennepin County for a variety of intersection types. As shown Table 6, the crash rates for the key intersections are higher than the average crash rate. Because the intersection crash rates were higher than average crash rates, a critical crash rate was calculated. The critical crash rate is an analysis that takes into consideration the randomness of crashes and uses standard deviations to determine if an intersection has a serious crash problem or if it just happens to have an extra crash or two that puts it over the average for the time period that the data was collected. In comparing the intersection crash rate to the critical crash rate, only the intersection of County Road 116 at Dysprosium Street and Thurston Avenue had a crash rate that exceeded the critical crash rate. This intersection is proposed to be modified using safety funds.

The following intersection crash rates were used for comparison purposes:

- All-way stop control – 0.47 crashes per million entering vehicles
- Rural, two-way stop control – 0.59 crashes per million entering vehicles
- High volume (>15,000 ADT), high speed ( $\geq 45$  mph), signalized intersection – 0.66 crashes per million entering vehicles

**Table 6**  
**Intersection Crash Rates**

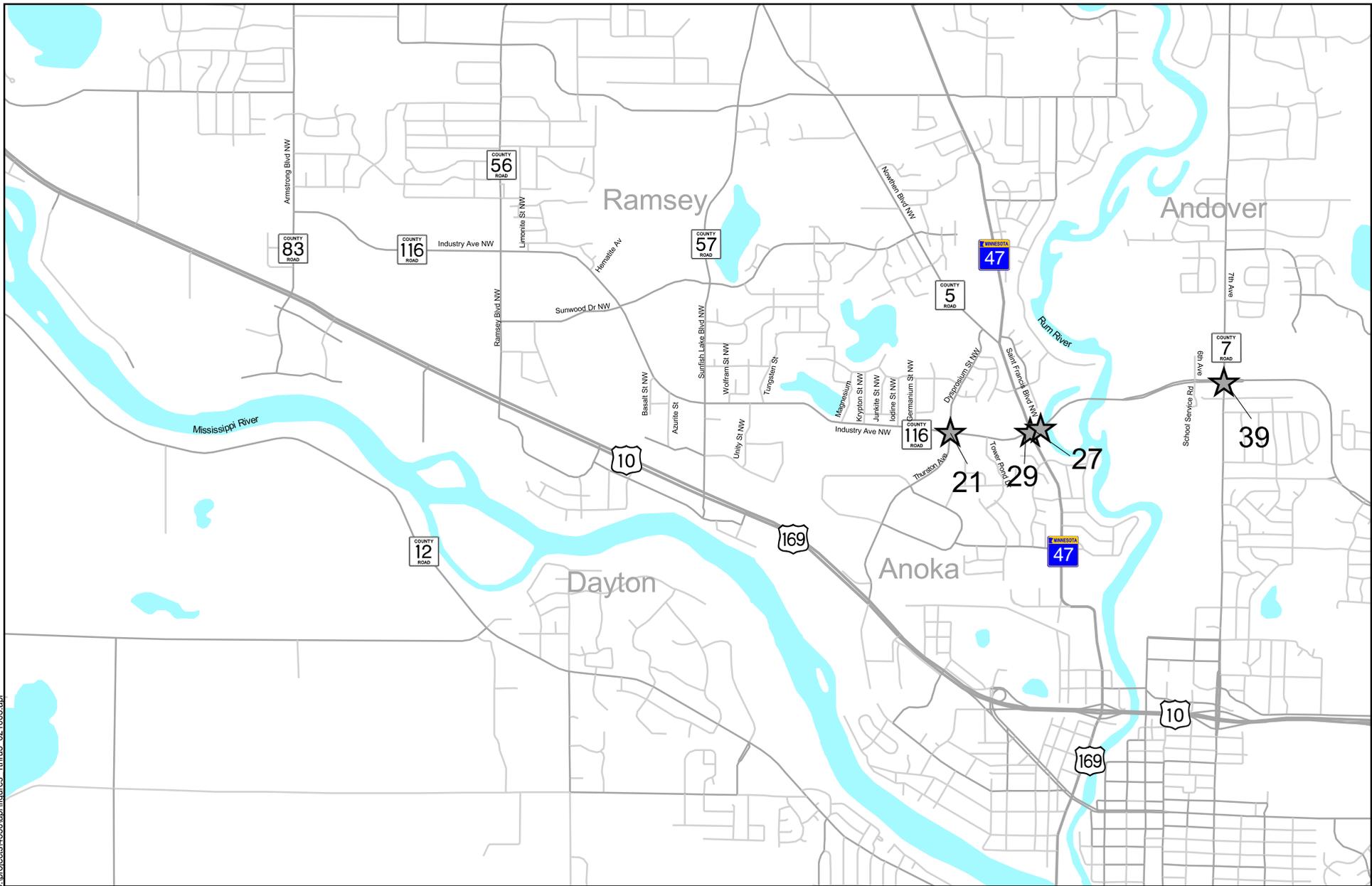
<b>Location – County Road 116 and</b>	<b>Total Number of Crashes (1996 to 2000)</b>	<b>Intersection Crash Rate <sup>(1)</sup></b>	<b>Average Crash Rate by Intersection Type <sup>(2)</sup></b>	<b>Critical Crash Rate</b>
CSAH 7 (7th Ave.)	39	0.93	0.66	1.06
TH 47	29	0.61	0.66	1.04
Dysprosium St. & Thurston Ave.	21	1.23	0.59 and 0.47 <sup>(3)</sup>	0.93
CSAH 57 (Sunfish Lake Blvd.)	12	0.60	0.47	0.91
County Road 56 (Ramsey Blvd.)	11	0.81	0.47	0.97

<sup>(1)</sup> Crashes per million entering vehicles.

<sup>(2)</sup> Based on data collected by Hennepin County.

<sup>(3)</sup> Average Crash Rate for this intersection reflects the fact that during part of the five-year period the intersection was a two-way stop control and part of the time it was a four-way stop control.

In addition to calculating the segment and intersection crash rates along the corridor, locations with 20 or more crashes occurring in the five-year period from 1996 to 2000 were identified. Areas with 20 or more correctable crashes over a five-year period qualify for funding from the Hazard Elimination Safety (HES) program. Sites that qualify for this program are generally recognized as areas with safety problems. Four areas along County Road 116 had 20 or more crashes. The Dysprosium Street and Thurston Avenue intersection had 21 crashes over the five-year period. This intersection has received HES funding to convert the existing four-way stop into a signalized intersection. Another intersection, although not shown in the table, just east of the TH 47 intersection had 27 crashes over the five-year period. At this time, no improvements for this area have been proposed. Figure 5 shows the areas with 20 or more crashes.



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**AREAS WITH 20 OR MORE CRASHES**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 5**

## Access

A comprehensive field inventory was conducted of all of the access points in the corridor. Two basic types of accesses were counted, public and private. Table 7 displays the number of full-access and the number of restricted-access points by segment. The inventory shows 74 access points over the 5.1-mile corridor, or approximately 15 access points per mile. In some segments, where there are a number of driveways and public streets, there are over 26 access points per mile. A number of studies have demonstrated a relationship between the number of access points and the number of crashes, including *FHWA Access Research Report No. FHWA-RD-91-044*. The results of this federal study are presented in Figure 6.

**Table 7**  
**Public and Private Access Points**

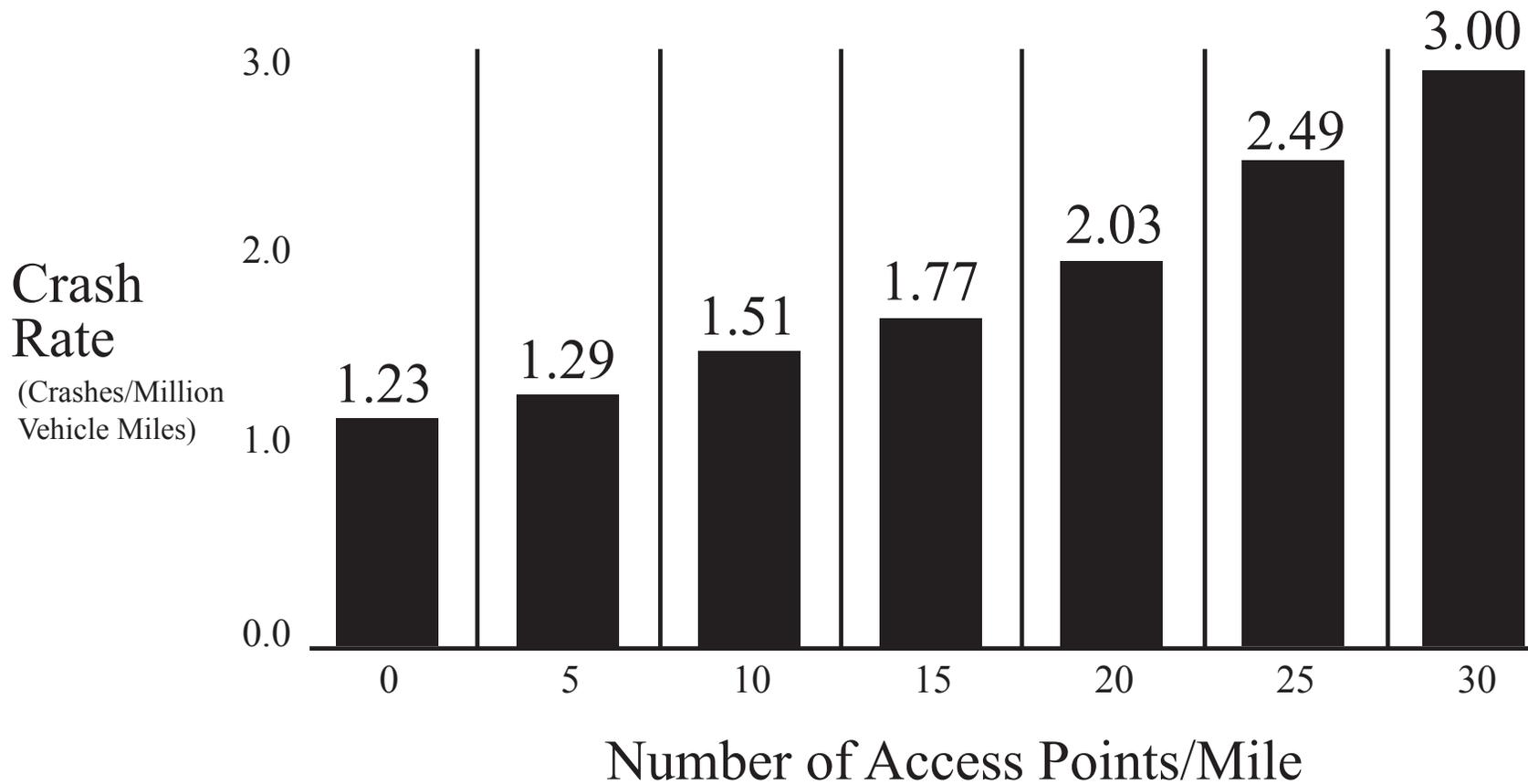
Segment	Location	Segment Length (miles)	Number of Accesses <sup>(1)</sup>				Accesses Per Mile
			Full	T-Int.	Other <sup>(2)</sup>	Total	
A	CSAH 7 (7th Ave.) to TH 47	1.00	3/(0)	0/(0)	1*/(2)	4/(2)	6
B	TH 47 to CSAH 57 (Sunfish Lake Blvd.)	1.62	5/(7)	8/(23)	0/(0)	13/(30)	26.5
C	CSAH 57 (Sunfish Lake Blvd.) to Sunwood Dr.	0.67	5/(3)	0/(4)	0/(0)	5/(7)	17.9
D	Sunwood Dr. to CSAH 83 (Armstrong Blvd.)	1.75	4/(4)	3/(2)	0/(0)	7/(6)	7.4
	<b>TOTAL</b>	5.09	<b>17/(16)</b>	<b>11/(29)</b>	<b>1/(0)</b>	<b>29/(45)</b>	<b>14.5</b>

<sup>1</sup> X/(X) – Number of Public Access Points/(Number of Private Access points).

<sup>2</sup> Right in/out access points.

\* Access to the high school.

Figures 7 through 10 show existing access along the corridor by type.



Source: FHWA, Publication No. FHWA-RD-91-044 (Nov. 1992)

Note: Study Data is from Two-Lane Highway in Minnesota



**ACCESS VERSUS SAFETY**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY  
Anoka County / City of Ramsey / City of Anoka

**Figure 6**



**County Road 116 Access Locations**

- Full Access
- ▲ Right In/Right Out
- ▬ County Road 116

500 0 500 1000 Feet

N



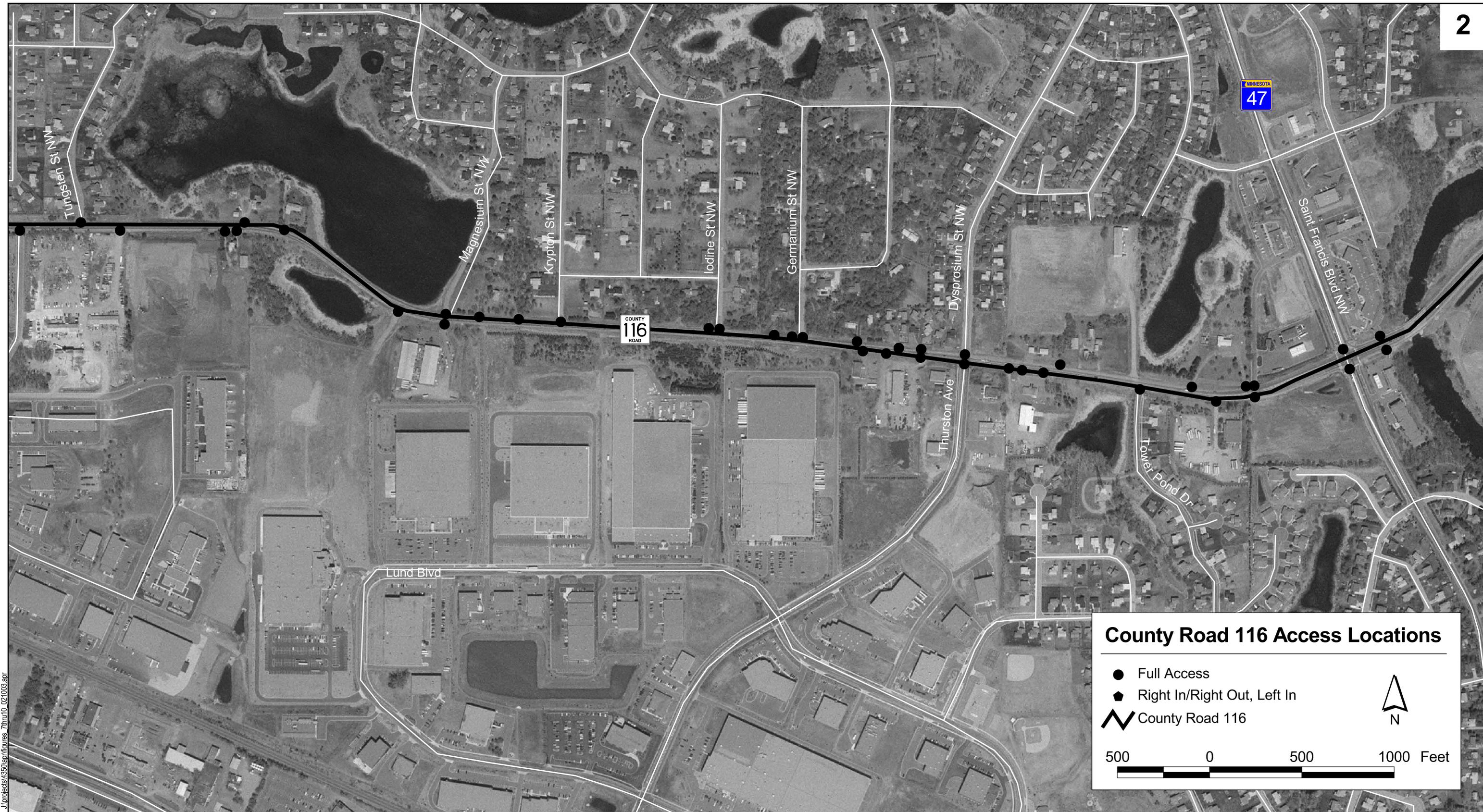
**EXISTING ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Anoka County / City of Ramsey / City of Anoka

**Figure 7**

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**County Road 116 Access Locations**

- Full Access
- ◆ Right In/Right Out, Left In
- ▬ County Road 116

N

500 0 500 1000 Feet



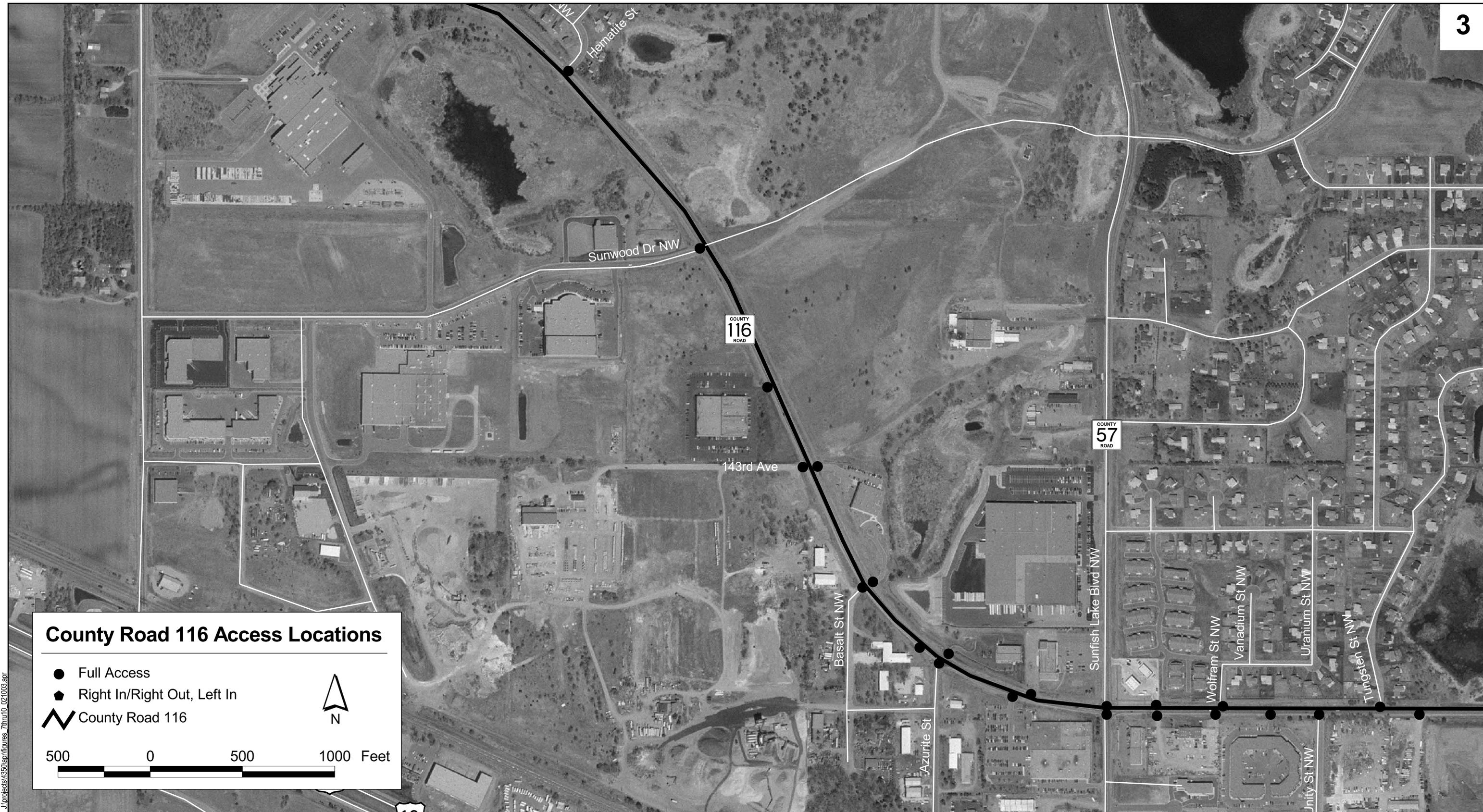
**EXISTING ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

City of Ramsey / City of Anoka / Anoka County

Figure 8

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**County Road 116 Access Locations**

- Full Access
- ◆ Right In/Right Out, Left In
- ▬ County Road 116

N

500      0      500      1000 Feet

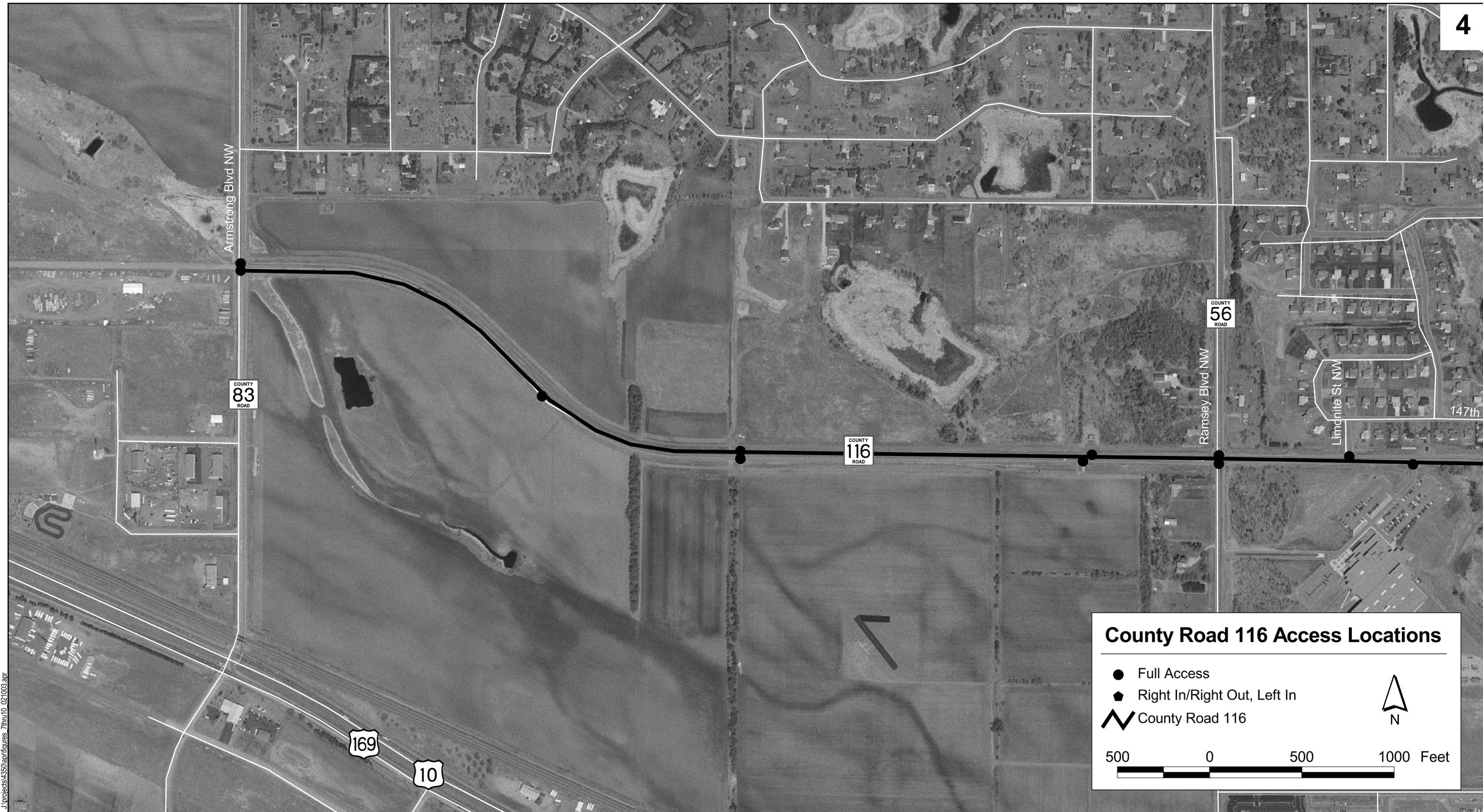


**EXISTING ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

**Figure 9**

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**County Road 116 Access Locations**

- Full Access
- ◆ Right In/Right Out, Left In
- ▬ County Road 116

N

500 0 500 1000 Feet



**EXISTING ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Anoka County / City of Ramsey / City of Anoka

*Figure 10*

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### ***Existing Access Controls***

Access is controlled in the corridor through Anoka County's Driveway Policy Plan. The Anoka County Driveway Policy Plan states that there should be a spacing of one half to one mile spacing of streets intersecting A-Minor Arterial Routes depending on the development density of the plat. Generally, one access per parcel will be allowed to property abutting an A-Minor Arterial where no other access to public roadways is feasible. In addition, access points are reviewed to ensure that the location meets proper sight distance requirements. Also, Anoka County requires that proposed subdivisions grant additional right-of-way to the County so that a minimum of 120 feet of right-of-way exists on all A-Minor Arterials. For a complete listing of Anoka County access policies and guidelines, please refer to the Anoka County Driveway Policy Plan.

### **Design Characteristics**

County Road 116 is currently a two-lane facility between CSAH 83 (Armstrong Boulevard) and TH 47, and a four-lane facility from the TH 47 intersection to CSAH 7 (7th Avenue). The area is relatively flat and there are no steep grades that affect the speeds or vehicle operations; however, there are a few advisory speed zones in areas with tight curves.

Right-of-way along the corridor varies considerably. A minimum right-of-way width of 120 feet is considered adequate for the function of this roadway (assumes that County Road 116 is widened to four lanes—Anoka County Transportation Plan). The 120 feet allows the typical roadway section of two through lanes in each direction, a center median (reduced where left-turn lanes are needed), outside shoulders, boulevard area and trails. Table 8 shows existing right-of-way along the corridor and areas in the corridor where additional right-of-way is needed to develop a four-lane facility.

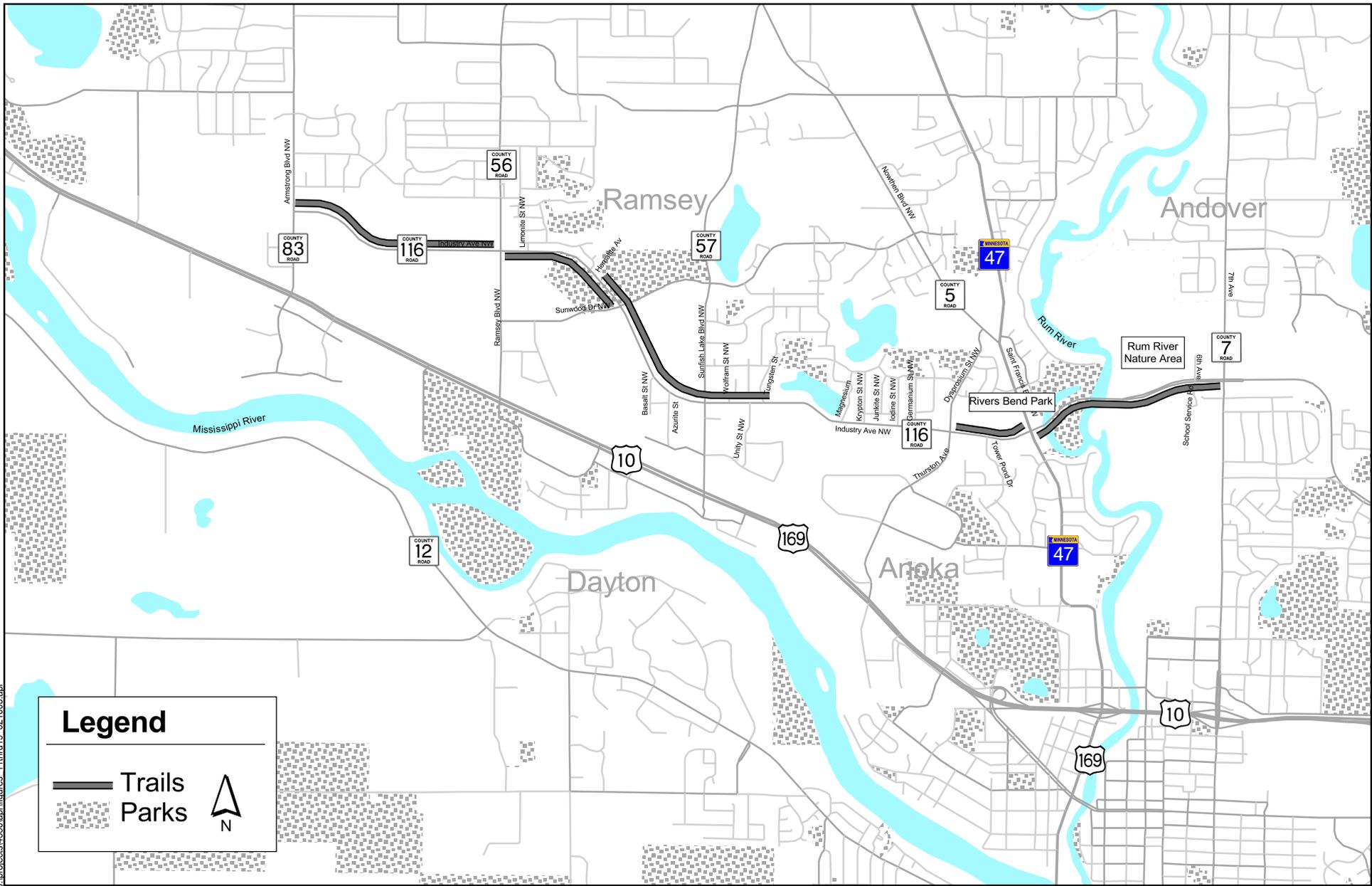
**Table 8  
Existing Right-of-Way**

<b>Segment</b>	<b>Location</b>	<b>Meets 120 Foot Width</b>	<b>Comments</b>
A	CSAH 7 (7th Ave.) to TH 47	Yes	150 feet or more
B	TH 47 to CSAH 57 (Sunfish Lake Blvd.)	No	Most right-of-way is less than 90 feet. Right-of-way ranges between 66 and 90 feet, except for areas near intersections.
C	CSAH 57 (Sunfish Lake Blvd.) to Sunwood Dr.	Yes	120 feet
D	Sunwood Dr. to CSAH 83 (Armstrong Blvd.)	Yes	120 feet

## **Modal Elements**

There are currently few modal conflicts along County Road 116. Presently there are no railroad, light rail, or major trucking facilities located in or adjacent to the corridor. The only transit service in the study area is provided along CSAH 7 (7th Avenue). This route intersects with County Road 116, but does not provide service along County Road 116. However, County Road 116 may be studied in a future transit plan as a potential transit route.

Although there are limited modal options on County Road 116, there is an off-street bituminous trail running alongside County Road 116 for a large portion of the study area. Separating the trail from the roadway reduces potential conflicts between modes (walking, biking, etc.). The location of the trail also reinforces the need to limit access along the corridor in order to minimize potential conflicts between trail users and vehicles using access points. The trail serves primarily as a recreational corridor; however, it is an option for home to work trips. The trail alternates from one side of County Road 116 to the other at different points along the corridor thereby introducing the need for several crossings. This increases the exposure/conflicts between pedestrians and vehicles.



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**TRAILS AND PARKS**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 11**

## Environmental Constraints

As part of any corridor study, it is important to identify a purpose and a need for improvements, as well as to identify physical, environmental and cultural constraints that could be impacted by potential improvements. The analysis performed as part of this study is not to the level of a Project Memorandum, or an Environmental Assessment, but is intended to identify potential issues that would need to be addressed if environmental studies were pursued.

The environmental data collected for the County Road 116 corridor study was used to identify any potential location determining issues and other important environmental issues within the study area. Improvement alternatives should be developed to avoid these impacts wherever possible. Where impacts are unavoidable, minimization and mitigation measures should be identified and evaluated during project development.

Agencies with potential concerns within the project area were contacted as part of early coordination efforts. The contacted agencies and the issues addressed by each are listed in Table 9. A sample early coordination letter is located in Appendix A, as well as responses received.

**Table 9**  
**Agencies Receiving Letters Soliciting Views and Comments**

<b>Agency</b>	<b>Issues Addressed</b>
Ms. Sarah Hoffman Endangered Species Environmental Review Coordinator Minnesota Department of Natural Resources 500 Lafayette Road St. Paul, Minnesota 55155	Natural Heritage Information
Mr. Thomas Cinadr Minnesota Historical Society 345 John Kellogg Boulevard West St. Paul, Minnesota 55102	Cultural Resources
Mr. Craig Gray, P.E. City of Anoka 2015 First Avenue Anoka, Minnesota 55303	Will coordinate with appropriate agencies on identified environmental issues.
Mr. Steven Jankowsk, P.E. City of Ramsey 15153 Nowthen Boulevard NW Ramsey, Minnesota 55303	Will coordinate with appropriate agencies on identified environmental issues.
Ms. Kate Garwood, AICP Anoka County 1440 Bunker Lake Boulevard Andover, Minnesota 55304	Will coordinate with appropriate agencies on identified environmental issues.

A map showing cultural features and locations of potential environmental concerns within the County Road 116 corridor study area is provided in Figure 12. For the purpose of this report, these issues have been categorized as either “Location Determining Issues” or as “Other Issues and Factors.” These are listed below:

### Location Determining Issues

#### *Wetlands (Section 404)*

Numerous wetlands are found throughout the study area. The primary wetland concentration is along the central portion of the study area from County Road 56 (Ramsey Boulevard) to CSAH 57 (Sunfish Lake Boulevard). In addition, there are some wetlands in the eastern and western portions of the study area. Figure 12 illustrates wetland locations. The NWI wetlands are also shown on this figure.

Potential corridor improvement alternatives should be developed to avoid identified wetland areas. If impacts cannot be avoided, alignments should seek to minimize wetland impacts. A final delineation and wetland determination will be required once the potential improvements have been selected and prior to permit application.

#### *Wild and Scenic Rivers*

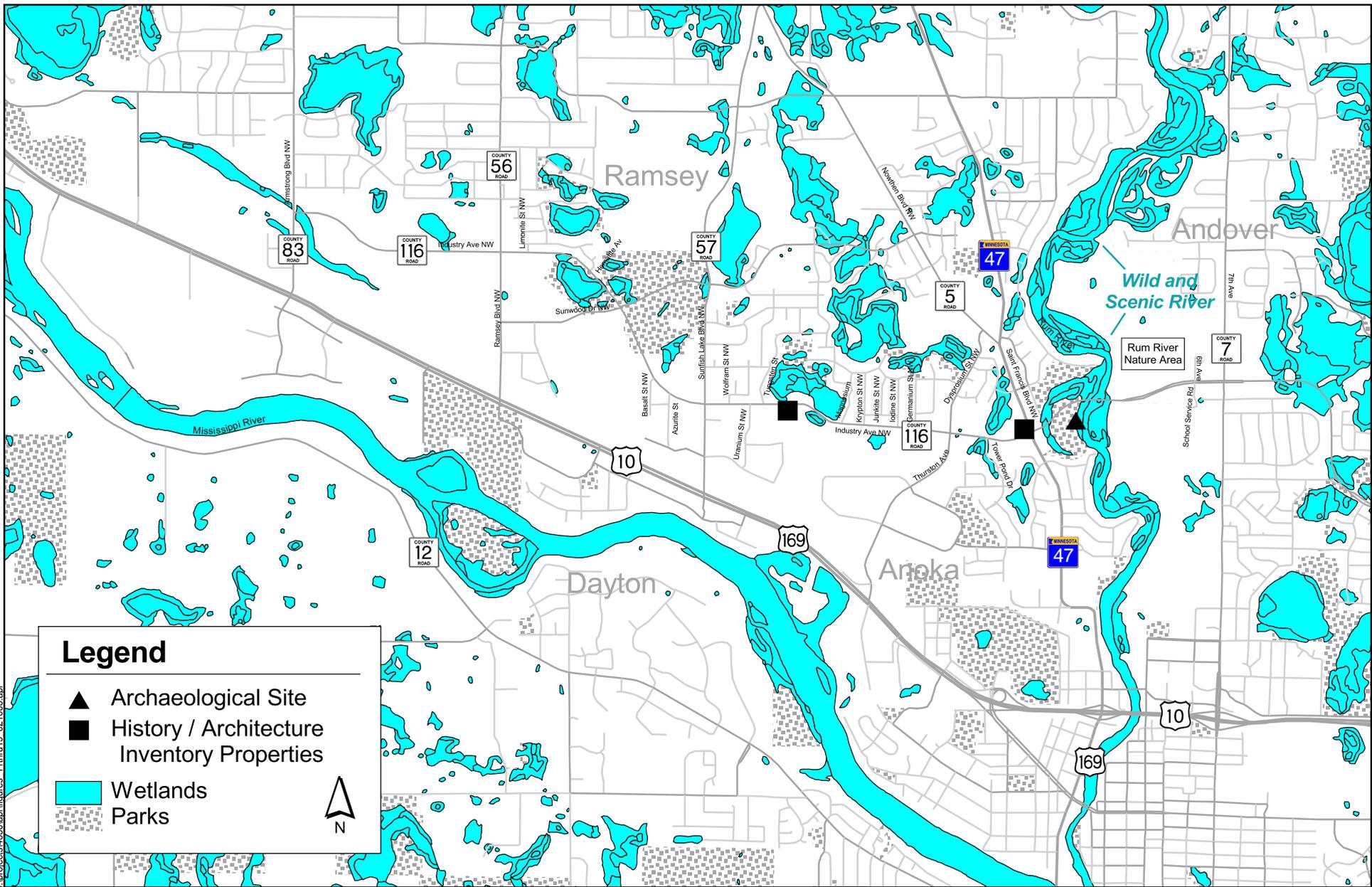
The Rum River is a wild and scenic river within the study area.

#### *Parks (Section 4(f)/6(f))*

Section 4(f) applies only to federally funded projects, and only if the park, recreation area, or waterfowl or wildlife refuge is significant and publicly owned. Significant historic and archaeological sites are covered under Section 4(f) without regard to whether the site is owned by a public agency or private party. The Rivers Bend Park (along the eastern portion of the study area) and the trail that parallels County Road 116 are Section 4(f) resources. Transportation agencies using federal funds are prohibited from using such lands unless: (1) there is no feasible or prudent alternative to the use, and (2) the project includes all possible planning to minimize harm to the protected resource. Figure 12 shows the location of the Rivers Bend Park.

Anytime Section 4(f) involvement occurs, the possibility for Section 6(f) involvement also exists. The Rum River Nature Area was at one time a Section 4(f)/6(f) resource because LAWCON (Land and Water Conservation) funds were used to either plan, develop or improve the open space; however, in the early 1990’s all federal restrictions were removed (see the supporting information in Appendix A).

Potential corridor improvements should avoid the use or constructive use of any of the Section 4(f)/6(f) resources. If the use of Section 4(f)/6(f) land cannot be avoided, impacts should be minimized. Impacts to these lands will require completion of the procedural requirements of Section 4(f)/6(f).



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**CULTURAL & ENVIRONMENTAL CONSTRAINTS**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 12**

### *Cultural Resources (Section 106)*

Information on the locations of potential cultural resource properties within the study area was obtained from the State Historic Preservation Offices (SHPO) History/Architecture Inventory and Archaeological Site Location Inventory.

The History/Architecture Inventory identified two properties near the corridor. The first site, the District No. 28 School, is north of the intersection of County Road 116 and TH 47. The second site, 6030 Industry Avenue, identified as “house”, is along the south side of County Road 116 between CSAH 57 (Sunfish Lake Boulevard) and TH 47.

The District No. 28 School site is on the National Register of Historic Places (NRHP). Any alternatives impacting this property should be avoided. The second property, the “house”, has not been evaluated for NRHP eligibility. Photographic records suggest the property may no longer possess integrity. Further evaluation is needed to determine its eligibility status. Figure 12 shows the locations of both sites.

State Historic Preservation Office records include reports of three archaeological investigations in the Rivers Bend Park area, suggesting high potential for archaeology in this area. A Phase I Cultural Resources Study will be needed to identify potential archaeological sites adjacent to the corridor and evaluate nearby structures greater than 50 years old. At minimum, alternatives should avoid impacts to the District No. 28 School, which is listed on the National Register of Historic Places. It should be noted that this area of the corridor is already four lanes, and that additional expansion is unlikely at this time.

### *Endangered Species Act*

The Minnesota Natural Heritage database file search conducted by the Minnesota DNR determined that there are several sites within the project area with state threatened and endangered species and natural communities (see complete list in Appendix A). Of the 14 rare features within a one-mile radius of the project area, only one is actually in the study area. The state threatened Blanding’s turtle (*Emydoidea blandingii*) was reported within a one-mile radius of the study area. Due to the sensitive nature of threatened and endangered species, and the fear of habitat destruction, the location of the turtle’s habitat is not shown on Figure 12.

Blanding’s turtles need both wetland and upland habitats to complete their life cycle. Nesting females and hatchlings are often at risk of being killed while crossing roads between wetlands and nesting areas. In addition to movements associated with the nesting, all ages and both sexes move between wetlands from April to November. These movements peak in June and July and again in September and October as turtles move to and from over wintering sites. In late autumn, the turtles bury themselves in the mud at the bottom of the deeper wetlands to over winter.

A preliminary survey of the study area should be carried out to determine the potential for Blanding’s turtle habitat. If it is determined there is turtle habitat within the study area, corridor improvement alternatives should be selected to avoid impacting the habitat. If impacts are unable to be avoided, recommendations for avoiding and minimizing impacts to turtle habitat

should be investigated and implemented. Avoidance and minimization recommendations were included in the DNR letter in Appendix A. It will be necessary to request a formal letter from the Mn/DOT Wildlife Biologist regarding the presence of federally listed endangered species as the project development/NEPA process continues in the future.

### Other Issues and Factors

#### *Contaminated Sites*

Information from the Minnesota Pollution Control Agency Permanent List of Priorities, the EPA National Priorities List and Comprehensive Environmental Response, Compensation, and Liability Information System should be requested as the project development/NEPA process continues in the future.

#### *Coordination with Agencies*

Alternatives developed for this corridor should be reviewed with local communities and state agencies (Department of Natural Resources, Mn/DOT, State Historic Preservation Offices, Minnesota Pollution Control Agency, etc.) to identify potential concerns and measures to avoid and/or minimize impacts. Future environmental documentation should address these concerns and identified impacts considered when a decision regarding a corridor alignment is made.

Alternatives developed during this corridor study should first seek to avoid impacts to cultural and environmental resources identified above. If some impacts cannot be avoided, efforts should be made to minimize impacts. Impacts resulting from the potential corridor location alternatives should be compared to determine the alignment with the least impact that will address the need for the project. This will require completing a formal environmental document. Potential mitigation for minimized impacts would be developed during design of the potential corridor improvements.

### **III. FUTURE CONDITIONS**

As indicated in the previous section, there are a number of factors that influence how a roadway and/or a system functions. Because these facilities take a long time to plan and construct, and because they are expected to serve future demands, it is important to evaluate them for future conditions (growth trends and other expected changes). Evaluating the corridor for these future conditions will enable the study partners to develop and work towards a plan that meets the long-term needs of the area. This section of the report highlights the future conditions that will significantly influence the function of County Road 116.

#### **General Land Use**

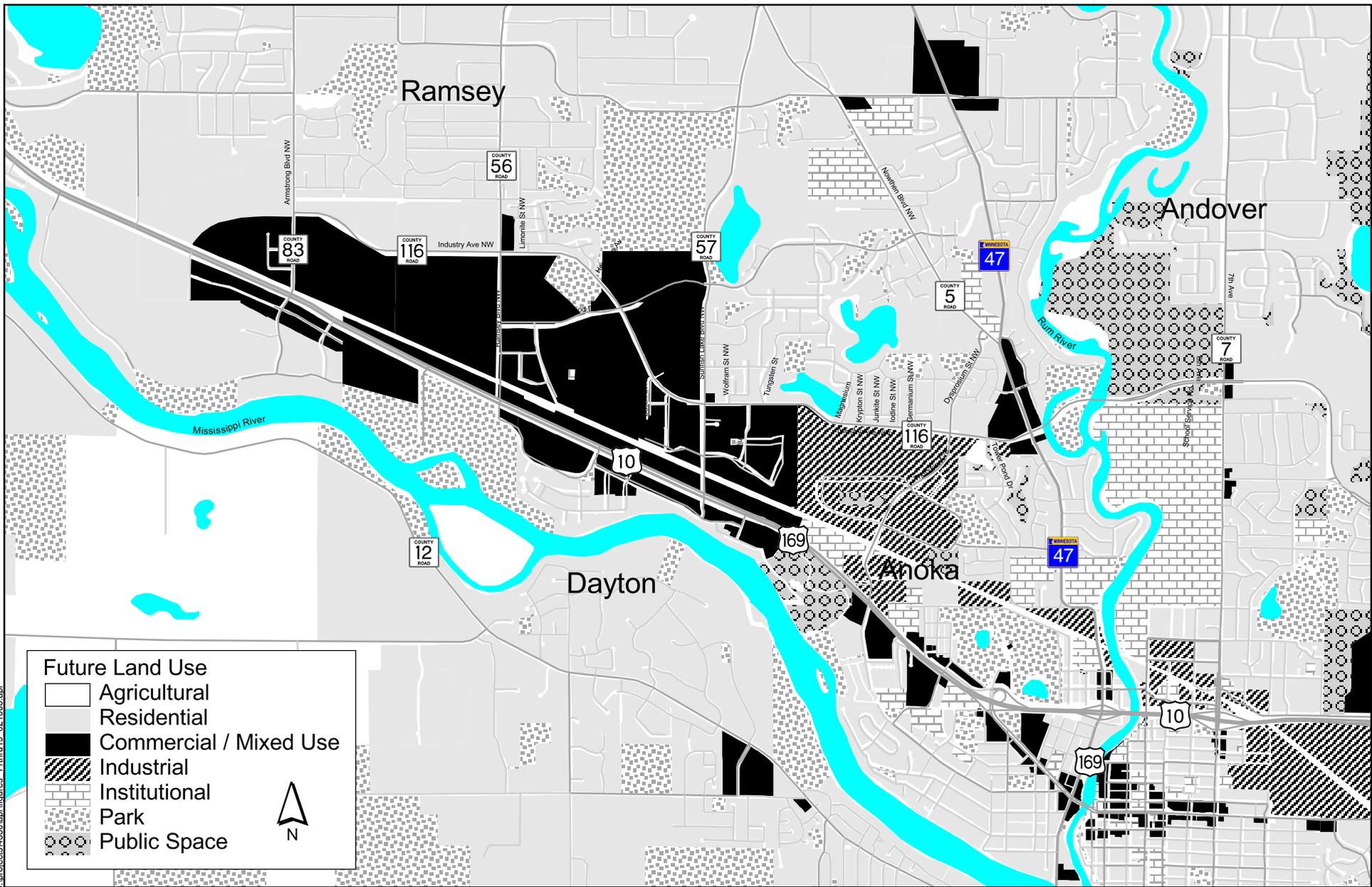
Future land use along the corridor is likely to look significantly different than it does today. Currently most of the land is zoned for agricultural, residential, commercial, industrial, park and public/institutional; however, many areas are currently vacant or in agricultural use. In the future, most of the land within the study area is expected to be developed and will have higher and denser land uses than the vacant and agricultural land that currently exists. These higher uses will increase the traffic demand on County Road 116 and on other routes in the area.

As an example, a mixed-use development on the western end of the study corridor is planned. Generally speaking, mixed-use developments have higher land use densities and have the potential to generate more trips in a smaller amount of space. As a result, it is important to ensure that adequate facilities exist to carry the additional traffic and that streets entering and exiting the development are adequately spaced to ensure proper circulation. Figure 13 shows planned future land uses along the corridor.

#### **Corridor Context and Future Functional Classification**

County Road 116 is one of the few east-west corridors that can provide east-west mobility and support other east-west corridors such as TH 10, TH 242 and CSAH 14. In the future, it is likely that County Road 116 will be extended westerly and connected directly to TH 10. According to the TH 10 Interregional Corridor Study, it is recommended that this future connection include a new Mississippi River crossing. The potential location for the new river crossing has been supported by the City of Ramsey and Anoka County. In addition to recommending a new Mississippi River crossing, the TH 10 IRC Study recommends converting key access points on TH 10 to interchanges. This change will place additional burdens on east-west routes as local access points are closed along TH 10.

In addition to changes associated with TH 10, plans have been made by Anoka County to upgrade County Road 116 to a four-lane roadway throughout most of the study area. The only sections in the study area not previously identified for expansion to four lanes is the area between Tower Pond Drive and TH 47 and the area from County Road 56 (Ramsey Boulevard) to CSAH 83 (Armstrong Boulevard). Figure 14 shows the proposed changes to TH 10, County Road 116 and other roadways in and around the study area.



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**FUTURE LAND USE**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 13**

**Figure 14 – Future Corridor Context**

### ***Functional Classification***

County Road 116 will play a more significant role in the region's future transportation network due to anticipated growth in the area, lack of adequate east-west routes, and other system improvements including the conversion of TH 10 to a freeway and a new river crossing. For example, the next arterial east-west route to the north is CSAH 22 (Viking Boulevard), which is 6.75 miles north of County Road 116. This means County Road 116 and CSAH 22 (Viking Boulevard) will become more important in servicing east-west travel demands. Because of County Road 116's increased role in the future transportation network, Anoka County recently pursued and obtained the approval for changing the functional classification of County Road 116 (from CSAH 83 to CSAH 17) to an A-Minor Arterial. Anoka County should also pursue changing the County Road portions of the corridor to County State Aid Highway. These changes would allow the County to more aggressively pursue funding for needed improvements and to preserve and protect the corridor.

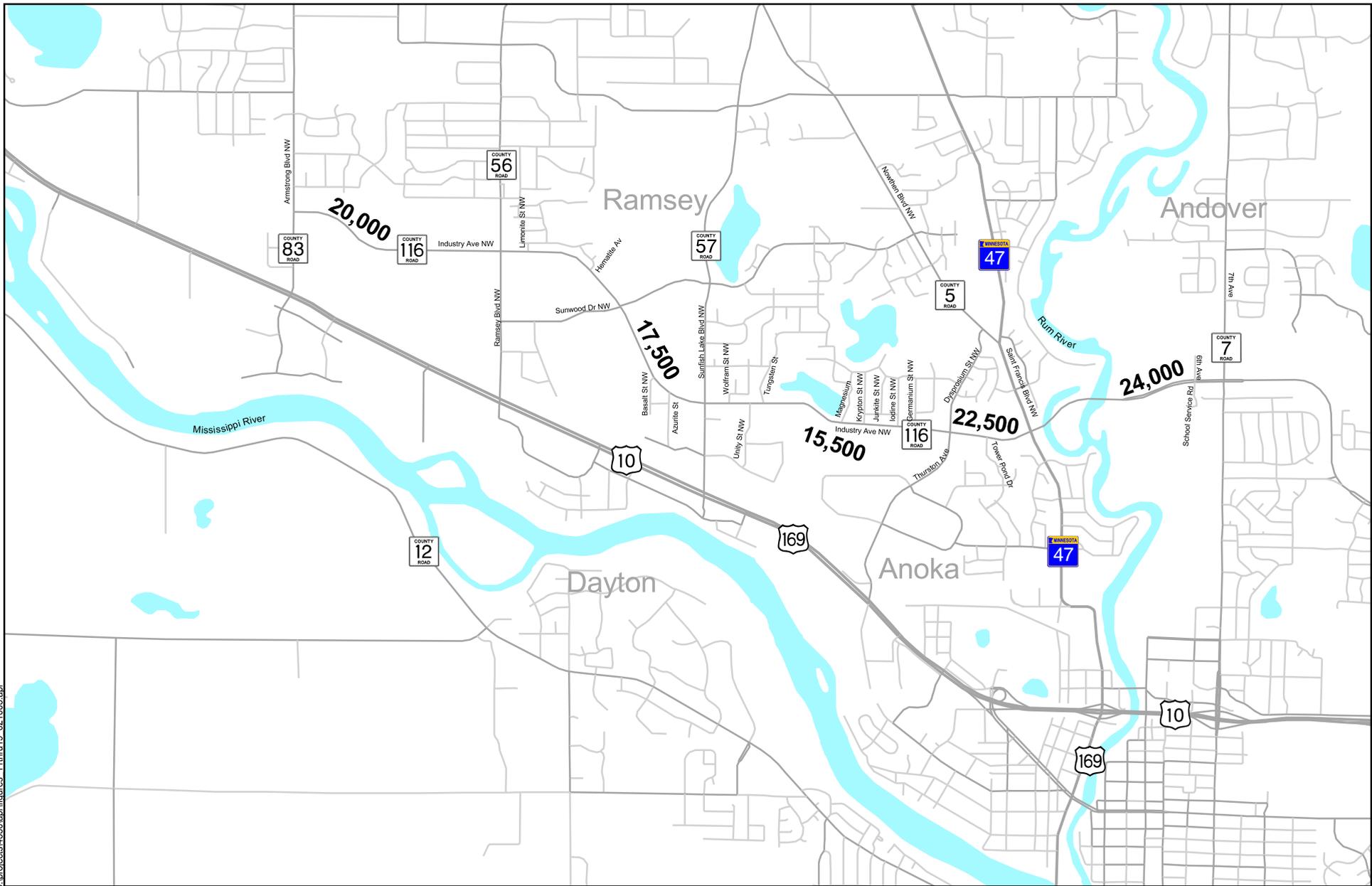
### **Year 2025 Forecast Traffic Volumes**

Year 2025 forecast traffic volumes were developed to assess the corridor's ability to provide adequate transportation service to the region and to adjacent land uses. Evaluating this information enables agencies, communities and businesses to plan for future traffic growth. Traffic volume information was developed from a number of different sources. These sources included the following:

- Historic traffic volumes and growth rates (1996 to 2001)
- Anoka County's 2015 Transportation Plan
- City of Ramsey's Comprehensive Plan
- City of Anoka's Comprehensive Plan
- TH 10 Interregional Corridor Study model
- Regional TP+ model

The most recent and detailed traffic sources in this list are the TH 10 IRC Study and the Regional TP+ model. The TH 10 IRC Study provides information on the future traffic demand on TH 10 assuming a number of improvements to TH 10 and a new Mississippi River Crossing. These numbers, in turn, can be used to help estimate potential traffic in and around County Road 116. The TP+ traffic-forecasting model uses information provided by local and regional plans and/or staff to project the number of vehicles that are likely to use County Road 116 in the future. This includes planned transportation improvements (i.e., a new river crossing, widening County Road 116 to four lanes in most areas), future land use, future employment and population projections, average auto occupancy and percent transit riders.

Information obtained from the TH 10 IRC Study and the TP+ model indicate that traffic volumes on County Road 116 are going to increase significantly from what they are today. Year 2025 forecast traffic volumes on County Road 116 are projected to range from 15,500 to 24,000 (Figure 15) throughout most of the corridor. The magnitude of these numbers suggests that County Road 116 should be widened to a four-lane facility with turn lanes to adequately accommodate peak hour demands.



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**YEAR 2025 FORECAST TRAFFIC VOLUMES**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 15**

Generally, a two-lane roadway can accommodate 10,000 to 15,000 vehicles per day depending on the distribution of the trips in the peak hour and the amount of access along the corridor. If volumes exceed these thresholds, users begin to experience more delay, vehicle back ups and extended waits to access the corridor. These use problems can lead to an increase in crashes due to the stop and go nature of the traffic and people taking greater risks because they are too impatient to wait for a adequate gap in the traffic stream.

## Traffic Operations

This section of the report identifies future traffic operations at key intersections along County Road 116 during the peak morning and afternoon hours. The traffic operations analysis takes into consideration the need to widen the corridor and implement an access management plan.

Data from the existing conditions section indicated that most of the existing intersections currently function at an acceptable level. In the future, with the anticipated increases in traffic volumes, all of the intersections would have operational problems. Table 10 shows the results for future intersection operations assuming the increase in traffic with the existing roadway geometrics. This is considered a “no build” scenario.

**Table 10**  
**Future Intersections Levels of Service (Year 2025) – No build**

Intersection – County Road 116 and	Level of Service	
	A.M. Peak	P.M. Peak
CSAH 7 (7th Ave.)	F	F
TH 47	E	F
Dysprosium St./Thurston Ave.	F	F
CSAH 57 (Sunfish Lake Blvd.)	F	F
County Road 56 (Ramsey Blvd.)	F	F
CSAH 83 (Armstrong Blvd.)	F	F

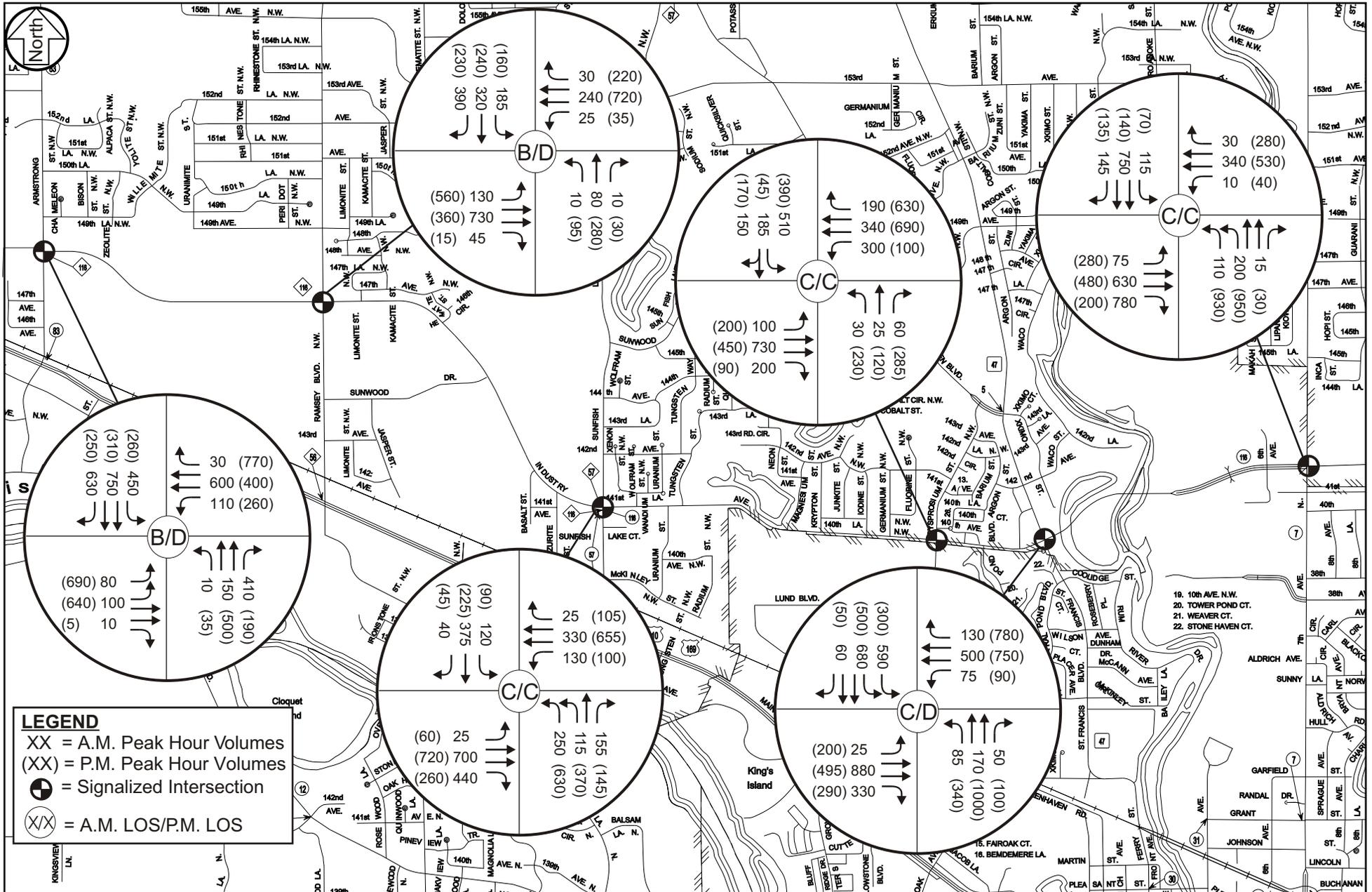
Results of the analysis show that all of the intersections will fail in the future given the anticipated increase in traffic volumes. This means that there would be significant delay to motorists traveling in the peak period. Intersections will have long queues and will reduce the ability of the roadway to move traffic.

Another analysis on the intersections was run to determine how they would function if County Road 116 was widened to four lanes and the intersections were signalized. The results of this analysis indicate that the roadway would function at a much higher level and that the amount of delay would be significantly lower than it would if the additional lanes were not constructed and the intersections were not signalized. This analysis is referred to as the “build” scenario. Table 11 shows the results for the “build” scenario.

**Table 11**  
**Future Intersections Levels of Service (Year 2025) – build**

Intersection – County Road 116 and	Level of Service	
	A.M. Peak	P.M. Peak
CSAH 7 (7th Ave.)	C	C
TH 47	C	D
Dysprosium St./Thurston Ave.	C	C
CSAH 57 (Sunfish Lake Blvd.)	C	C
County Road 56 (Ramsey Blvd.)	B	D
CSAH 83 (Armstrong Blvd.)	B	D

Figure 16 shows the locations, future turning movement counts and level of service under the build scenario.



## **IV. Future Corridor Concept Plan**

The primary focus of the corridor study is to maintain the safe and efficient movement of people through the corridor as well as to provide appropriate access to the corridor. Limiting access has been demonstrated to have positive safety and traffic flow benefits. However, with the high volume of traffic projected in the corridor, it should be recognized that access changes alone will not provide sufficient capacity and safety benefits to address long-term traffic growth. As a result, access strategies should focus not only on mitigating current safety issues but also support the development of future capacity improvements that are necessary to adequately meet corridor mobility needs.

In order to clarify the capacity and access improvements needed to address safety and mobility issues in the study area, this chapter is broken into two sections. The first section identifies capacity improvements and design characteristics that are needed to address existing and future needs in the study area. The second section identifies a future access concept plan.

### **Capacity Improvements and Design Characteristics**

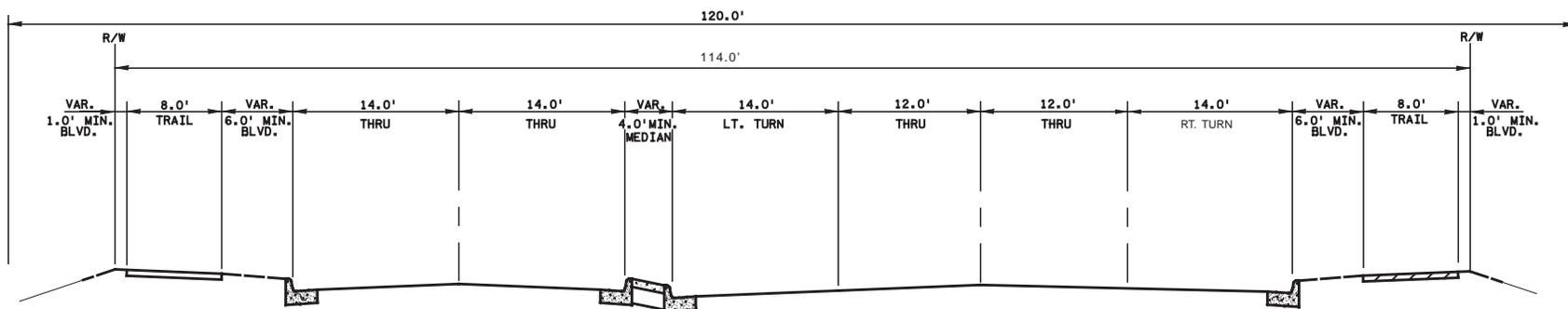
As identified in other chapters of this report, County Road 116 is expected to experience a significant increase in traffic volumes due to land use changes, growth and development in and around the study area, and transportation changes such as upgrading TH 10 to a limited-access freeway. These changes support the conclusion that County Road 116 should be converted to a four-lane facility with turn lanes to adequately meet the future transportation demands in the study area. This is supported by the 1998 Anoka County Transportation Plan, which shows improvements for widening County Road 116 in most areas. Widening County Road 116 to four lanes also allows for the development of separate transportation and recreational trails along the corridor. These trails would provide separation of modes and reduce the potential for conflicts with motorists. Figure 17 shows a typical cross-section of a four-lane facility with trails.

### **Future Access Plan**

This section of the report identifies an access management plan for County Road 116 based on its intended function and anticipated volumes. The purpose of the access plan is to provide guidance to Anoka County, the Cities of Anoka and Ramsey, landowners and developers with interests along the corridor. The Plan is intended as a long-term goal and should be used to help guide new investments, development and planned transportation improvements.

Over time the access management plan will increase mobility and enhance safety along the corridor, while uniformly addressing access. To increase mobility and safety, the access management plan suggests the consolidation and elimination of some existing access points, recommends developing frontage roads where feasible and proposes the conversion of some existing access points to right-in/right-out. The timing of many of these changes will depend upon development along the corridor and availability of construction and/or right-of-way funds.

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CO. ROAD 116



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### TYPICAL SECTION

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

ANOKA COUNTY / CITY OF RAMSEY / CITY OF ANOKA

Figure 17

### ***Access Theory and Applicability***

The desired level of access on a facility is related to its functional classification and traffic volumes. Roadways essentially serve two competing interests: mobility and access. Examples of these include freeways, which have access control and provide mobility only; and local cul-de-sac type street that is 100 percent access (no through traffic). Because County Road 116 is an A-Minor Arterial, the focus of the roadway will be heavily weighted towards mobility.

As the road authority, Anoka County desires to limit direct private access to Minor Arterials because of the need to maintain mobility and to maintain safety. However, it is often difficult to prevent direct access due to development pressure and a lack of supporting street networks. In addition, under Minnesota law, access to state and county facilities is a property right as long as alternative suitable and convenient access cannot be provided. This means that Anoka County is required to provide suitable, reasonable access to each parcel that is along County Road 116. Courts have interpreted reasonable access to include restriction of access to a right-in/right-out or no access if a reasonable alternative access is available from an adjacent side street.

Cities can also control access changes in the corridor through zoning and subdivision regulations, as well as through plat reviews. As part of the plat review process, Anoka County comments to cities on proposed access changes. In addition, Anoka County issues access permits to property owners for access changes in the corridor.

Because property rights are associated with each parcel, creating additional parcels along important transportation facilities can obligate agencies to provide additional access. This can be problematic in terms of safety and traffic flow. Arterials with closely spaced access locations often experience safety and capacity problems, and side street volumes may be so dispersed that they are unable to justify signals. As a result, local subdivision regulation and administrative parcel splits need to consider the potential impacts to roadway function, safety and operations.

Communities often experience increased benefits from planned access management prior to development. Proper access management removes access uncertainty during the platting process for developing areas and provides equity amongst various properties that may be developed by competing commercial interests.

### ***Corridor Access Principles and Policies***

In addition to developing an access concept, access principles and policies were discussed with local staff. Based on the discussion, the following principles and policies were developed to reflect the agencies' desire to improve the operation and safety of the corridor. These principles and policies listed below establish the framework from which the access management plan was developed.

### Access Principles

1. County Road 116 serves an important transportation function in the region and access management is a tool that will help address mobility and safety needs along the corridor.
2. The corridor plan for County Road 116 needs to support the recommendations from the TH 10 IRC Study. Implementing those recommendations means that County Road 116 needs to serve a larger function in the transportation network than at the present time. Access and mobility along County Road 116 are key to its ability to serve a higher function.
3. The future vision for the corridor and the access management plan should consider the needs of all users and stakeholders including residents, businesses, the Cities and the County.
4. Implementation of access management strategies should be primarily opportunity-based, with the goal of maintaining the operational integrity and safety of the corridor. In some areas, it is acknowledged that achieving the access concept will be extremely difficult due to existing access, physical constraints and costs.

### Access Policies

1. Public Street Full Access Points

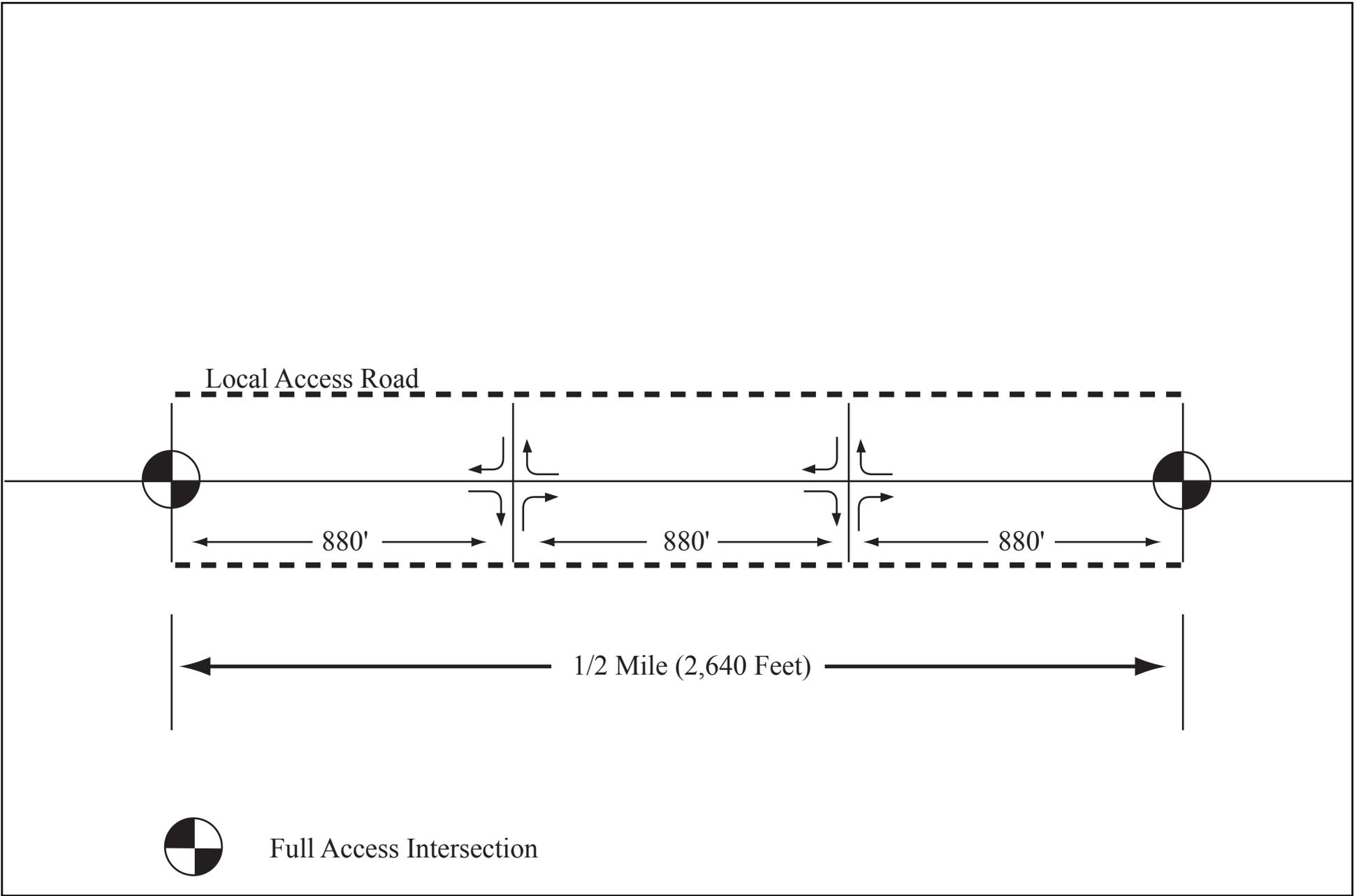
Signalized access to the corridor should be managed so that corridor mobility is maintained and that safety is provided when accessing or crossing the corridor.

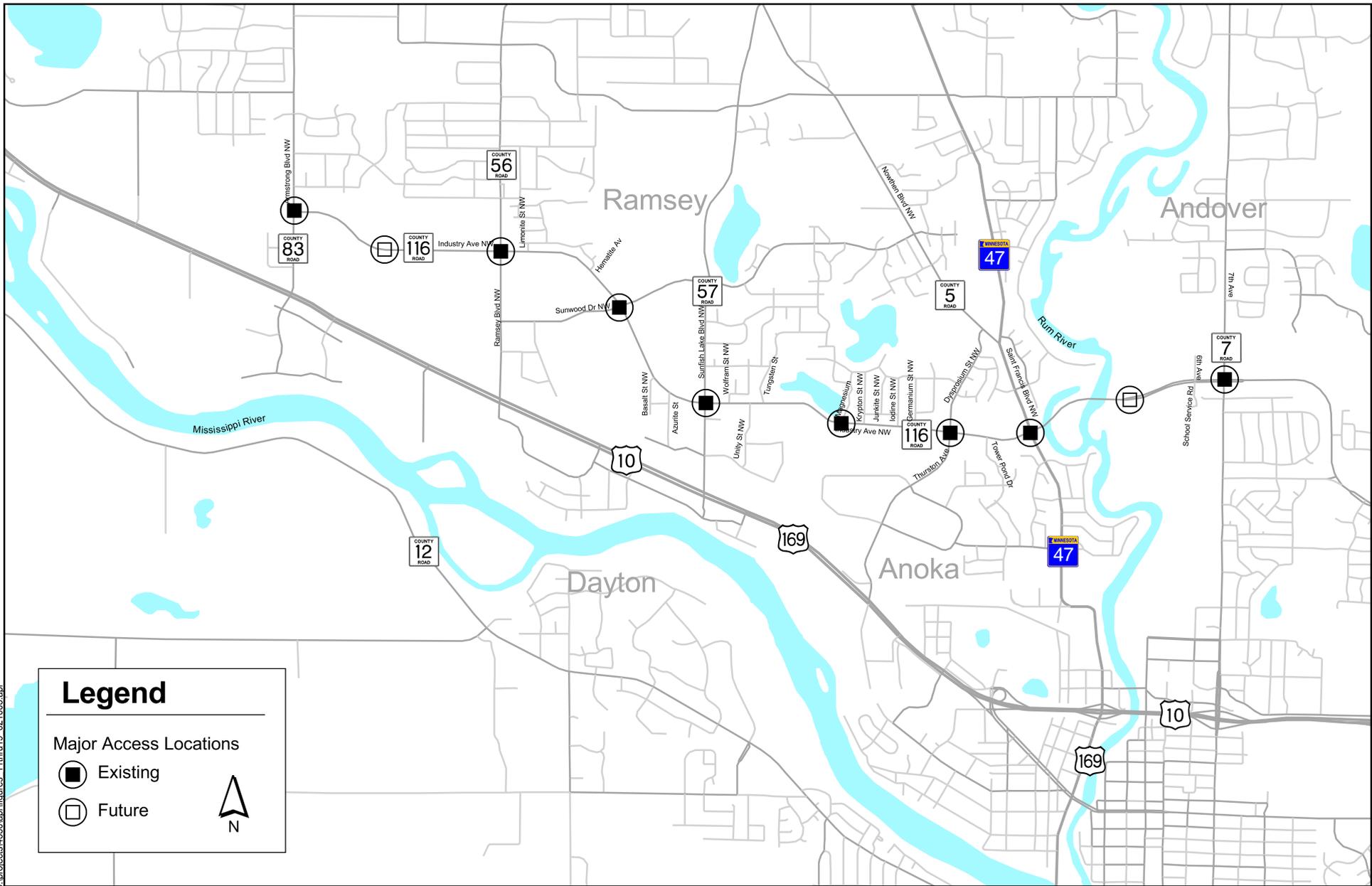
*Policy: Full access intersections should be promoted first at the junction of minor arterial routes, then at collector and local routes. The minimum spacing between these access points should be one-half mile (Figure 18). Current and future intersection points meeting this criterion have been identified in the corridor (Figure 19). Local communities should plan facilities to fully utilize these full-access points.*

2. Intermediate Public Access Points

Other access points along the corridor should be minimized to reduce the number of conflicts in the corridor.

*Policy: Intermediate access points may be permitted at a minimum spacing of 880 feet (one-sixth of a mile). These access points will not be signalized, and will be restricted to right-in/right-out unless left-in/right-in/right-out can be safely accommodated and can provide better operations at key intersections. These access points should be part of a parallel system of frontage or backage roads that can provide access to other adjacent signalized intersections whenever possible.*





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**MAJOR ACCESS LOCATIONS**

COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY

Anoka County / City of Ramsey / City of Anoka

**Figure 19**

### 3. Turn Lanes

Public access intersections should be designed so that turning traffic is separated from through traffic to reduce the number of conflicts.

*Policy: Turn lanes should be provided at all full access and right-in/right-out locations.*

### 4. Private Access Points

Private access to arterial streets is of primary concern since they create additional conflict points. Furthermore, residential driveway traffic often must back out into traffic. This creates even more potential safety problems.

*Policy:*

- *No additional direct private or business access should be permitted.*
- *Existing private residences that have access should be limited to one access point if access from a side street is not feasible.*
- *Residences and businesses next to side streets should receive their access from the side street.*
- *Restricting access movements will be considered for access points that cannot be served by a public street access.*

### 5. Parcel Splits

The ability to control access can be lost as parcels are divided and split into new lots. Parcels are most often created by dividing an existing parcel (parcel split) or by undergoing the formal platting process. While the platting process has provisions for plat reviews and planning commission reviews, many local ordinances and subdivision regulations are structured to allow parcel splits without formal review or comment. This can result in agencies having to provide access to these parcels even though it may affect the corridor's mobility and safety.

*Policy: No additional parcel splits should be permitted without alternate access. If additional parcel splits occur, access should be provided from a public side street or frontage/backage road. If access from a public side street or frontage/backage road is not feasible, a common access location must be provided to serve all of the parcels. Access easements must be recorded to provide notice to future owners of access limitations.*

### 6. Subdivisions

The subdivision process provides more control to cities and planning officials.

*Policy: Proposed subdivisions adjacent to County Road 116 must be consistent with the access policies and spacing plan that have been developed. Subdivisions must provide access to adjacent parcels and provide reasonable frontage or backage roadways consistent with the intent of this plan. In addition, existing access locations that are adjacent to the new subdivisions should be reviewed for incorporation into the proposed plats.*

### ***Detailed Access Plan***

While the access principles and policies will help guide agencies in the implementation of the access management plan, a set of detailed maps was prepared that will help communicate the proposed access changes in the corridor. These maps are shown on the following pages (Figures 20-23). The areas are broken down into the segments that have been used throughout the study.

The detailed maps show the location of potential full access intersections and potential access restrictions and closures. In addition, the maps show, on a conceptual basis, how frontage or backage roadways may be developed to connect at least some of the full access intersections. The full access locations are consistent with the half-mile spacing concept except for the intersection at Dysprosium/Thurston, which is just slightly less than a half-mile from TH 47.

As indicated previously, the access concept and plan represent the long-term goal for the corridor. In some areas that are already developed, it maybe many years before redevelopment occurs and access can be modified to achieve the desired plan or the concept may never fully be achieved due to cost issues and/or physical constraints. In other areas, especially those in which development has not yet occurred, the ability to achieve the desired access spacing will be easier to obtain as plats are proposed and approved. Table 12 summarizes the ease of modifying existing access points to the access concept outlined in the previous section. Access points were rated on a scale of one to three in terms of difficulty in modifying the access to fit with the proposed concept. An access point was rated a one if the parcel had multiple driveways or some alternate access (access could be eliminated or relocated relatively easily); it was rated a two if changes in access were physically possible and it would not add significant circuitity in travel; and a rating of three was given if there was no alternative access to the site and elimination would require site purchase or redevelopment.

### ***Implementation Strategies***

The implementation of the recommended access changes will primarily be opportunity-based and will occur gradually over time. The following implementation strategies are divided into passive strategies and active strategies.

#### ***Passive Strategies***

Passive strategies promote access changes as opportunities arise through new plats, subdivisions, access requests and reconstruction projects. Access changes can be promoted through improved direction to local agencies, public officials, landowners and developers. Established corridor goals, objectives, policies and detailed access plan increase the ability of all agencies to respond in a unified manner to access requests.

**Table 12**  
**Access Modification Summary**

Segment	Existing Access Points <sup>(1)</sup>	Accesses Not Meeting Concept	Type of Access <sup>(2)</sup>				Modification Difficulty Levels 1-3 <sup>(5)</sup>		
			Public <sup>(3)</sup>	Private Commercial	Private Residential	Other <sup>(4)</sup>	1	2	3
<b>A</b> CSAH 7 (7th Ave.) to TH 47	6	1	3/0	1/1	0/0	1/0	0	0	1
<b>B</b> TH 47 to CSAH 57 (Sunfish Lake Blvd.)	43	27	11/2	4/13	1/12	0	8	11	8
<b>C</b> CSAH 57 (Sunfish Lake Blvd.) to Sunwood Drive	12	6	4/1	2/5	0/0	0	3	0	3
<b>D</b> Sunwood Drive to CSAH 83 (Armstrong Blvd.)	13	3	7/0	1/0	2/3	0	3	0	0
<b>Totals</b>	74	37	25/3	7/20	3/15	1/0	14	11	12

(1) Existing access points and one known future access point (Barium Street)

(2) Type of access meeting spacing concept / followed by number not meeting spacing concept

(3) Full access points that had at least one of the two entrances as a city street were considered a public access

(4) Access for the high school – this access meets the access spacing concept

(5) Access modification was separated into three categories with (1) being the easiest to accomplish and (3) being the most difficult. Estimate of difficulty of achieving access changes for those accesses identified as not meeting the concept.

Note:  
The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.



**County Road 116 Access Locations**

- Full Access
- ▲ Right in/Right Out
- ◆ Right In/Right Out, Left In
- Potential Future Full Access
- △ Potential Future Right In/Right Out
- ⊠ Potential Access Closure
- ▬ County Road 116

500 0 500 1000 Feet

N



**PROPOSED ACCESS**  
**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Figure 23



Note:  
 The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.

### County Road 116 Access Locations

- Full Access
- ▲ Right in/Right Out
- ◆ Right In/Right Out, Left In
- Potential Future Full Access
- △ Potential Future Right In/Right Out
- ⊠ Potential Access Closure
- ▬ County Road 116

N

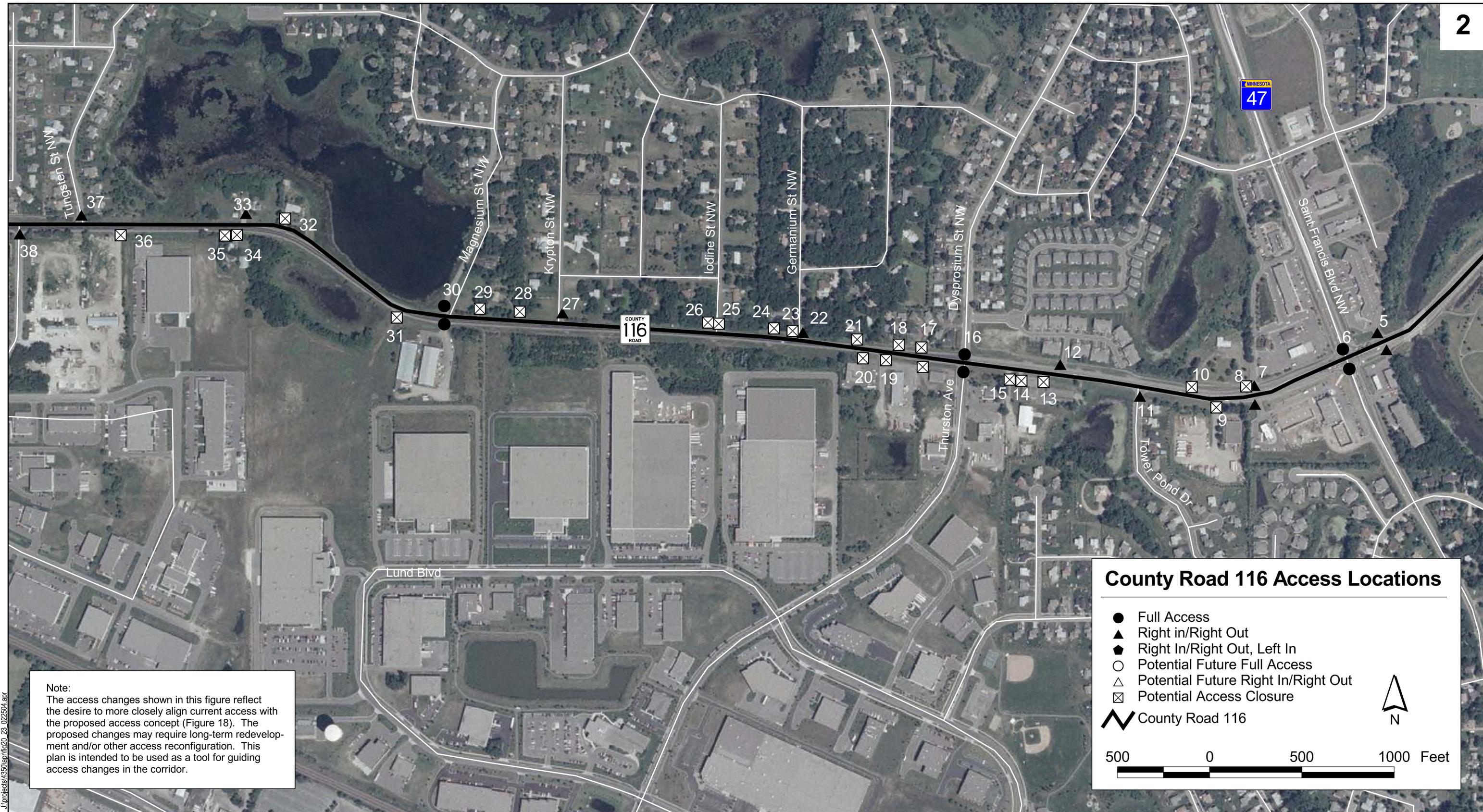
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**PROPOSED ACCESS**  
**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

**Figure 22**



Note:  
 The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.

### County Road 116 Access Locations

- Full Access
- ▲ Right in/Right Out
- ◆ Right In/Right Out, Left In
- Potential Future Full Access
- △ Potential Future Right In/Right Out
- ⊠ Potential Access Closure
- ▬ County Road 116

500 0 500 1000 Feet

N

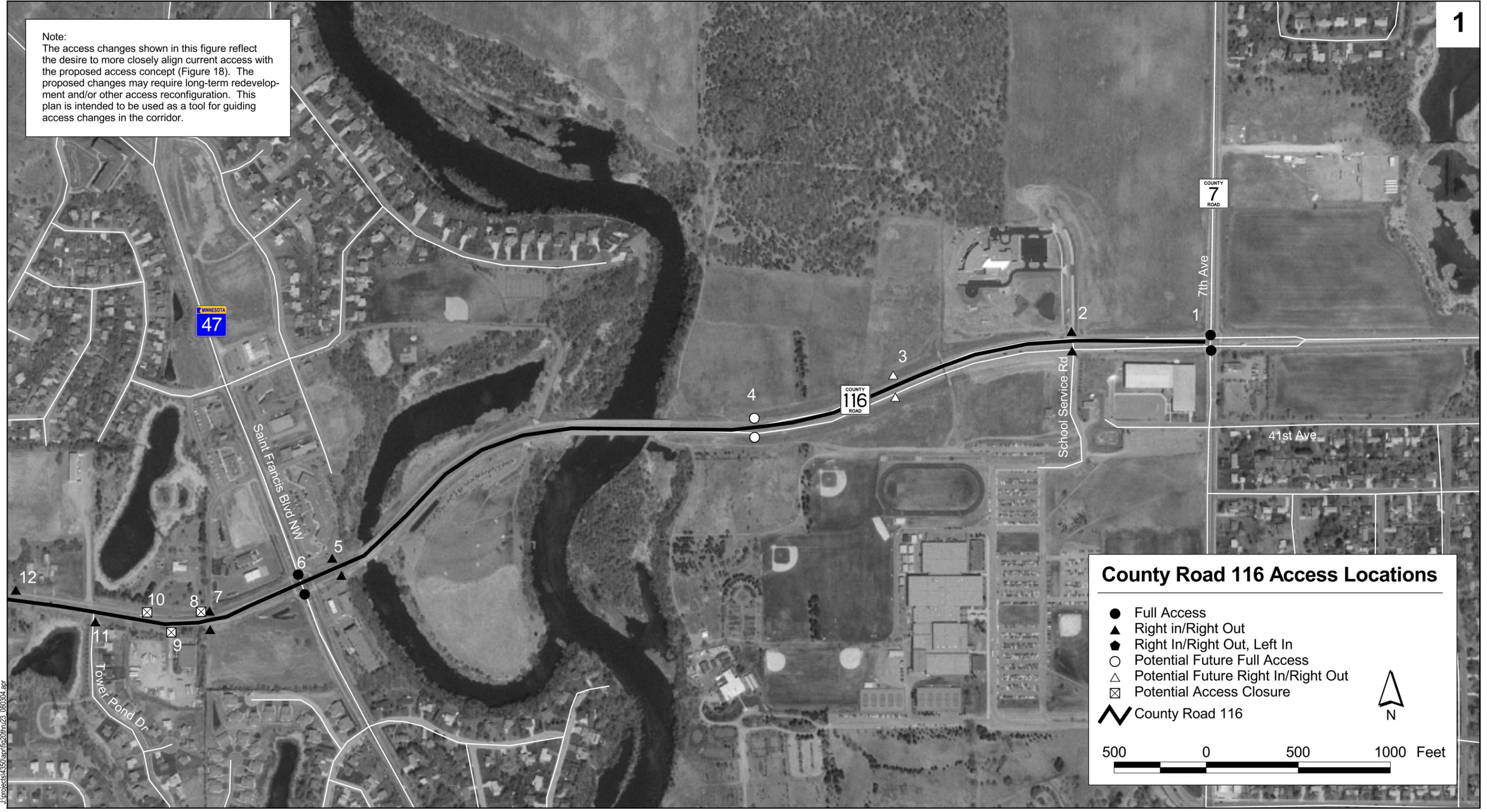


**PROPOSED ACCESS**

**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Figure 21

Note:  
The access changes shown in this figure reflect the desire to more closely align current access with the proposed access concept (Figure 18). The proposed changes may require long-term redevelopment and/or other access reconfiguration. This plan is intended to be used as a tool for guiding access changes in the corridor.



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**PROPOSED ACCESS**  
**COUNTY ROAD 116 CORRIDOR AND ACCESS STUDY**

Figure 20

An example of this strategy is for cities to educate landowners and developers about access requirements at early stages of the planning process. These early interventions reduce the confusion, frustration and disagreements between agencies, developers and property owners. Because the passive strategies rely on property owners requesting changes to their property, the changes will primarily be focused towards future development areas. Areas that have existing safety and/or access problems will be difficult to address through this process and may need to be addressed through more active management strategies.

### Active Strategies

In areas where existing safety problems are present and existing access does not conform to the identified concept (generally those with a ranking of two or three), active management strategies will likely need to be employed. The County and the Cities should pursue the following active access management strategies in the corridor:

1. Adopt and incorporate the access policies and corridor recommendations into transportation plans.
2. Identify and remove unneeded access points in the corridor over the next 12 months.
3. Pursue roadway improvement projects that focus on achieving long-term safety and mobility goals through implementation of the corridor access concept.
4. Meet periodically to identify the most important access issues and potential funding sources for addressing safety, traffic and access problems in the corridor.

## **V. Findings and Recommendations**

The County Road 116 Corridor Study was undertaken to evaluate existing and future transportation and access needs along the corridor and to develop a plan that addresses those needs and is supported by affected agencies and stakeholders to better prepare for the growth and development that will continue to occur. The study's findings and recommendations are summarized below.

### **Study Findings**

1. Anoka County is expected to grow at a significant pace, with approximately 65,000 new residents projected over the next 20 years. This growth will increase traffic demand on the area's transportation facilities, especially east-west traffic flow.
2. County Road 116 is currently identified as an A-Minor Arterial. It serves important east-west mobility needs, connects communities and it acts as a reliever to TH 10, TH 242 and CSAH 14.
3. Anoka County lacks continuous east-west corridors. Currently TH 242 and County Road 116 (spaced approximately one mile apart) are the only continuous east-west routes in central Anoka County. The next continuous arterial route (CSAH 22 – Viking Boulevard) is approximately 6.75 miles north of County Road 116. In developed areas, arterial roadways are generally spaced one mile apart.
4. The importance of County Road 116 to the region and to local communities will continue to increase if a new Dayton/Ramsey River Crossing is constructed and TH 10 is converted to a limited access freeway.
5. Traffic volumes on County Road 116 are expected to increase significantly over the next 10 years. Traffic volumes are currently between 4,000 and 16,000. Traffic volumes are expected to reach between 15,500 and 24,000 by Year 2025.
6. There is no existing transit service in the corridor. If transit service is provided, it is likely to have only a limited impact on operations in the corridor. Typically, suburban transit systems serve two to three percent of peak period trips. However, considerations should be given during the design process for bus stops and pull outs and park-and-ride locations.
7. Existing safety problems were identified at four locations in the corridor. Safety problems can be expected to increase as traffic volumes increase or if additional accesses are added.
8. Currently there are two traffic signals at the key intersections along the corridor. As traffic volumes increase, it is likely that the remaining key intersections will meet traffic signal warrants.
9. A majority of the intersections along the corridor currently function at a poor Level of Service (LOS). In the future, it is anticipated that a majority will function at a LOS F unless the corridor is expanded to four lanes and traffic signals are installed at half-mile intervals.

10. In the 5.1-mile study area, County Road 116 currently has 74 access points, approximately 15 access points per mile.
11. Segment D is the easiest segment to convert to the access concept. There are currently no existing access points that fail to meet the concept. Segment B will be the most difficult segment to convert to the access concept. Currently there are 37 access points that do not meet the access concept. Of these 37 points, 23 fall into access modification categories two and three (the more difficult to change).
12. The Rum River is a wild and scenic river. The Rum River Park is a Section 4(f)/6(f) resource.
13. Numerous wetlands are found throughout the study area. The primary wetland concentration is along the central portion of the study area between County Road 56 (Ramsey Boulevard) and CSAH 57 (Sunfish Lake Boulevard).
14. The architecture inventory identified one site on the National Register of Historic Places. The District No. 28 School site is located just north of the intersection of County Road 116 and TH 47.
15. The state threatened Blanding's turtle is located within a one-mile radius of the study area. This may need to be addressed in future environmental documentation for specific improvement projects.
16. The 1998 Anoka County Transportation Plan recommends widening County Road 116 to four lanes through most of the study area, with the exception of the area between Tower Pond Drive and TH 47 and the area between County Road 56 (Ramsey Boulevard) and CSAH 83 (Armstrong Boulevard).

## Study Recommendations

1. In order to achieve the objectives of the County Road 116 Corridor and Access Study and to ensure that access guidelines for the corridor are implemented in a uniform manner, it is recommended that all jurisdictions in the study area adopt the study. It is also recommended that they include the key elements of the study in their transportation plans. When Anoka County updates its Transportation Plan, recommendations from this study should be incorporated into the final document.
2. To accommodate future traffic demands and for system continuity, it is recommended that County Road 116 be widened to four lanes throughout the study area. Right-of-way for the four-lane facility should be at least 120 feet, with up to 150 feet at major intersections (see Figure 16). This additional width will be required for a distance approximately 500 feet prior to the intersection.
3. Access in the corridor should be managed using the principles and policies outlined in Chapter IV:
  - A. Signalized access to the corridor should be managed so that corridor mobility is maintained and that safety is provided when accessing or crossing the corridor.

*Policy: Full access intersections should be promoted first at the junction of minor arterial routes, then at collector and local routes. The minimum spacing between these access points should be one-half mile. Current and future intersection points meeting this criterion have been identified in the corridor. Local communities should plan future arterial or collector routes at these locations.*

- B. Other access points along the corridor should be minimized to reduce the number of conflicts in the corridor.

*Policy: Intermediate access points may be permitted at a minimum spacing of 880 feet (one-sixth of a mile). These access points will not be signalized, and will be restricted to right-in/right-out. Therefore, these access points should be part of a parallel system of frontage or backage roads that can provide access to other adjacent signalized intersections whenever possible.*

- C. Public access intersections should be designed so that turning traffic is separated from through traffic to reduce the number of conflicts.

*Policy: Turn lanes should be provided at all full access public access points.*

- D. Private access should be minimized or eliminated, whenever possible, for safety reasons and to protect mobility along the corridor.

*Policy:*

- No additional direct private or business access should be permitted.
- Existing private residences that have access should be limited to one access point if access from a side street is not feasible.
- Residences and businesses next to side streets should receive their access from the side street.
- Restricting access movements will be considered for access points that cannot be served by a public street access.

- E. Agencies need to control parcel splits along County Road 116. The ability to control access to maintain safety and mobility can be lost when parcels are divided and split. This can result in agencies having to provide access to each additional parcel to the detriment of mobility and safety.

*Policy: No additional parcel splits should be permitted without alternate access. If additional parcel splits occur, access should be provided from a public side street or frontage/backage road. If access from a public side street or frontage/backage road is not feasible, a common access location must be provided to serve all of the parcels. Access easements must be recorded to provide notice to future owners of access limitations.*

- F. Agencies need to focus development efforts towards providing access at designated full-access locations.

*Policy: Proposed subdivisions adjacent to County Road 116 must be consistent with the access policies and spacing plan that have been developed. Subdivisions must provide access to adjacent parcels and provide reasonable frontage or backage roadways consistent with the intent of this plan. In addition, existing access locations that are adjacent to the new subdivisions should be reviewed for incorporation into the proposed plats.*

4. Active access strategies should first be completed on access points that are easiest to address (those with alternate access or corner parcels). More difficult access consolidation or removal (those without any alternate access) should be implemented as redevelopment occurs or when major transportation improvements or investments are made.
5. Local agencies should review their land use plans and subdivision ordinances and make appropriate changes to support the proposed access plan.
6. The proposed access guidelines and access plan should be communicated to local developers and landowners. Copies of access plans should be given to staff that review site plans and meet with developers.

7. Local efforts to restrict and close access will increase traffic at full access intersections. The County and Cities should work together to plan necessary improvements to optimize the safety and capacity of the corridor with the access changes.
8. Cities, in conjunction with Anoka County, should annually review and discuss access changes in the corridor, update access priorities and review potential funding sources for addressing access concerns.
9. Alternating a trail from side to side west of CSAH 57 (Sunfish Lake Boulevard) may be acceptable given existing residential densities and land use, however, consideration should be given to providing a trail on both sides of County Road 116 between CSAH 57 (Sunfish Lake Boulevard) to TH 47. In this area, the mix of land uses on both sides of the roadway suggests that it is appropriate to have a trail along both sides of County Road 116.
10. Recommended short- and medium-term priorities:
  - Complete the HES Project for the signalization and reconstruction of the County Road 116 intersection at Dysprosium Street and Thurston Avenue. As part of the project, extend the four-lane divided roadway section east to Tower Pond Drive.
  - Anoka County will work with the Cities of Anoka and Ramsey to develop a short-term access closure plan. The closure plan will use inventory information (Appendix B) to identify opportunities for closures and the potential timeframes.
  - Anoka County should undertake efforts to change County Road 116's designation from County Road to County State Aid Highway.
  - Anoka County and the Cities of Anoka and Ramsey should complete the proper environmental documentation for capacity, safety and access improvements that are consistent with the overall corridor vision.
  - Anoka County should undertake mid-range (year 2003-2010) improvements to upgrade County Road 116 to a four-lane undivided roadway from County Road 56 (Ramsey Boulevard) to CSAH 57 (Sunfish Lake Boulevard) as outlined in its 1998 Transportation Plan, except the roadway should be divided.
  - Anoka County and the Cities of Anoka and Ramsey should pursue STP funding for expansion and access improvements.
11. Recommended long-term priorities:
  - Anoka County should undertake long-range (year 2011-2015) improvements to upgrade County Road 116 to a four-lane undivided roadway from CSAH 57 (Sunfish Lake Boulevard) to west of the Dysprosium Street and Thurston Avenue intersection, as outlined in its 1998 Transportation Plan, except the roadway should be divided.
  - Local agencies should consider land use and access modifications in locations where access does not meet corridor guidelines and no other potential access connections are feasible.
  - Local agencies should use redevelopment as an opportunity to implement access changes when it occurs.

## **Appendix A**

- **Sample Environmental Agency Letters and Responses**
- **Letter from the DNR**
- **Letters concerning the Rum River Nature Area**



# CONSULTING GROUP, INC.

Transportation • Civil • Structural • Environmental • Planning • Traffic • Landscape Architecture • Parking

SRF No. 0014350

November 2, 2001

Ms. Sarah Hoffman  
Environmental Review Coordinator  
DNR NATURAL HERITAGE DATABASE SEARCH  
500 Lafayette Road  
St. Paul, Minnesota 55155-4025

SUBJECT: COUNTY ROAD 116 CORRIDOR STUDY, ANOKA COUNTY

Dear Ms. Hoffman:

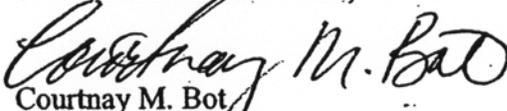
SRF Consulting Group, Inc. is assisting Anoka County and the cities of Ramsey and Anoka with the preparation of a Corridor Study for roadway improvements along County Road (CR) 116 between CR 7 and County State Aid Highway 83. The Corridor Study will also cover the proposed construction of the connection of CR 116 to Trunk Highway 10. The corridor location is shown on the attached location map.

The purpose of this letter is to request a DNR Natural Heritage Database Search for the corridor area. A completed DNR Natural Heritage Information System Data Request Form is attached. We understand that there is a charge for this information.

We would appreciate your response by November 26, 2001. Information you provide will be utilized during the Corridor Study process to identify those areas of potential impact that should be avoided during the construction of improvements and/or new construction. If you have any questions or require additional information, please contact me by phone (763/475-0010) or e-mail ([cbot@srfconsulting.com](mailto:cbot@srfconsulting.com)).

Sincerely,

SRF CONSULTING GROUPS, INC.

  
Courtney M. Bot  
Environmental Planner

CMB/smf

Attachments

One Carlson Parkway North, Suite 150, Minneapolis, MN 55447-4443  
Telephone (763) 475-0010 ■ Fax (763) 475-2429 ■ <http://www.srfconsulting.com>

**MINNESOTA NATURAL HERITAGE INFORMATION SYSTEM DATA REQUEST FORM**

**\*\*Requests generally take 2 to 3 weeks from date of receipt to process, and are processed in the order received.\*\***

DATE OF REQUEST November 2, 2001

**WHO IS REQUESTING THE INFORMATION?**

Name and Title Courtney Bot, Environmental Planner  
 Agency/Company SRF Consulting Group, Inc.  
 Address One Carlson Parkway North, Suite 150 Minneapolis MN 55447-4443  
(Street) (City) (State) (ZIP Code)  
 Phone 612/475-0010 FAX 612/475-2429 e-mail cbot@srfconsulting.com

**WHAT INFORMATION DO YOU NEED?**

- Known occurrences of federally and state listed plants and animals; high quality plant communities; and aggregation sites such as bat hibernacula, colonial waterbird nesting sites, and prairie chicken booming grounds.
- Information listed above, plus geological features and state rare species with no legal status.
- Other (specify): \_\_\_\_\_

Frequent applicants: Check here if you DO NOT need a copy of the field-by-field explanation of the printout: \_\_\_\_\_

**WHERE IS THE AREA OF INTEREST? 1) ENCLOSE A MAP** showing detailed boundaries of the area. 2) Describe the area (PROJECT REVIEW applicants may omit area description but must enclose a map).

See attached map

**FOR PROJECT REVIEWS:** If data are being requested for review of a project (developments, road improvements/repair, mining, etc.), provide the following:

County	Twnshp#	Range#	Section(s) (or half-section, quarter-section, etc., if known)
<u>Anoka</u>	<u>32 N</u>	<u>24 W</u>	<u>Section 30</u>
<u>Anoka</u>	<u>32 N</u>	<u>25 W</u>	<u>Sections 25, 26, 27, 28, 29, 35, 36</u>

Project Name County Road 116 Corridor Study  
 Project Proposer Anoka County and the Cities of Ramsey and Anoka  
 Project Description A Corridor Study is being completed to analyze potential geometric and access management improvements along the existing CR 116 from CSAH 83 to CR 7. The Corridor Study will also include information about a proposed connection of CR 116 to Trunk Highway (TH) 10.  
 Past Land-Use of Project Site Roadway land use from CSAH 83 to CR 7. Farmland and vacant land use from TH 10 to CSAH 83.

HOW WILL THE INFORMATION BE USED? Describe planned use of information, including in what form and detail you wish to publish this information, if any. The information will be used to identify those areas of potential environmental impact within the Corridor Study area.

**FEES**

For-profit organizations are charged a fee for this service. In addition, a fee may be charged for large requests from any source. A surcharge (currently \$50) is applied for rush orders; if this is a rush order, please check the blank below. Fees subject to change. A fee schedule is available upon request. Please do not include payment with your request; an invoice will be included with our response letter.

     Rush

"The information supplied above is complete and accurate. I understand that material supplied to me from the Minnesota Natural Heritage Information System is copyrighted and that I am not permitted to reproduce or publish any of this copyrighted material without prior written permission from the Minnesota DNR. Further, if permission to publish is given, I understand that I must credit the Minnesota Natural Heritage and Nongame Research Program, Minnesota Department of Natural Resources as the source of the material."

Signature *Cowhey*

Mail completed forms to:

Endangered Species Environmental Review Coordinator (for project reviews)

or

Assistant Database Manager (for general requests)

at

Natural Heritage and Nongame Research Program  
Department of Natural Resources  
500 Lafayette Road, Box 25  
St. Paul, Minnesota 55155

For further information call:

(651) 296-8319 or 296-8279

(651) 296-8324

Or FAX completed forms to: (651) 296-1811

"A User's Guide to the Natural Heritage Information System," is available from the above sources.

For Agency Use Only:

EO's requiring comment \_\_\_\_\_

Sources contacted	Topic	Response
_____	_____	_____
_____	_____	_____
_____	_____	_____

Response Summary \_\_\_\_\_

Responder \_\_\_\_\_

# History/Architecture Inventory

PROPERTY NAME	ADDRESS	Twp	Range	Sec	Quarters	Date	NRHP	CEF	DOE	Inventory Number
County Anoka										
City/Township Andover										
Porter Kelsey House	14853 7th Ave. N.	32	24	30	NW-NW-NE	1887	Y			AN-ANC-004
City/Township Ramsey										
A.A. Troy House	13745 Sunfish Lake Blvd.	32	25	35	SW-SW-NW	1904				AN-RMC-006
District No. 28 School house	14100 St. Francis Blvd. NW	32	25	25	SW-SW-SE	1892	Y			AN-RMC-001
Ramsey Township Cemetery	6030 Industry Ave.	32	25	35	NE-NW-NE					AN-RMC-003
Jack's Auto Repair	off Co. Hwy. 56	32	25	27	SW-NW-SW	1850s				AN-RMC-002
	off U.S. Hwy. 169	32	25	27	SW-SW-SW					AN-RMC-005

Site Number	Site Name	Twp.	Range	Sec.	Quarter Sections	Acres	Phase	Site Description	Tract title	Context	Reports	NR	CEF	DOE
21AN0144	Anoka	32	25	25	NW-SE-NE,NE-SW-NE	1.3	1	AS	W-1			No	No	No
21AN0145		32	25	25	SE-NE-NE	0.8	1	AS	W-1		AN-97-04	No	No	No
21AN0146		32	25	25	W-SE-E-NE	0.8	1	AS		RA-1		No	No	No
21ANh		32	25	35	C-E-SE-SW	2	7	HD		US-2		No	No	No
21AN0129	River's Bend Park	32	25	36	E-NE-NW-NE	2	2	AS			AN-89-04	No	No	No
	River's Bend Park	32	25	36	E-NE-NW-NE	2	2	AS			MCH-90-01	No	No	No
	River's Bend Park	32	25	36	E-NE-NW-NE	2	2	AS			MCH-91-01	No	No	No



## Minnesota Department of Natural Resources

Natural Heritage and Nongame Research Program, Box 25  
500 Lafayette Road  
St. Paul, Minnesota 55155-40\_\_

Phone: (651) 296-7863 Fax: (651) 296-1811 E-mail: sarah.hoffmann@dnr.state.mn.us



November 27, 2001

Courtney Bot  
SRF Consulting Group, Inc.  
One Carlson Parkway North, Suite 150  
Minneapolis, MN 55447-4443

Re: Request for Natural Heritage information for vicinity of proposed County Road 116 Corridor Study,  
T32N R24W Section 30 & T32N R25W Sections 25-29,35,36, Anoka County  
NHNR Contact #: ERDB 20020460

Dear Ms. Bot,

The Minnesota Natural Heritage database has been reviewed to determine if any rare plant or animal species or other significant natural features are known to occur within an approximate one-mile radius of the area indicated on the map enclosed with your information request. Based on this review, there are 14 known occurrences of rare species or natural communities in the area searched (for details, see enclosed database printout and explanation of selected fields). Following are specific comments for **only those elements that may be impacted** by the proposed project. Rare feature occurrences not listed below are not anticipated to be affected by the proposed project.

- Blanding's Turtles (*Emydoidea blandingii*), a state-listed threatened species, are reported from the vicinity of the project area. Blanding's Turtles spend much of their time in shallow wetlands (1-3 feet deep), but they nest in open, sandy uplands up to 1 mile from wetlands. Nesting is in June and eggs hatch in September, at which time young turtles enter deep wetlands where they over-winter in soft sediments. Factors believed to contribute to the decline of this species include wetland drainage and degradation, development on upland nesting areas, and possibly collection for the pet trade. In addition, because of the tendency for Blanding's Turtles to travel long distances over land, they are often forced to cross roads in developed areas. Many of the records we have of Blanding's Turtles are from turtles killed crossing roads.

For your information, I have attached a fact sheet and a flyer about the Blanding's Turtle. The fact sheet is intended to provide you with background information regarding habitat use, life history, and reasons for the specie's decline, as well as recommendations for avoiding and minimizing impacts to this rare turtle. As you will note, there are two lists of recommendations. The first list contains recommendations to prevent harm to turtles during construction work, and is relative to all areas inhabited by Blanding's Turtles. Please refer to this list of recommendations for your project. The second column expands on the first column, and contains greater protective measures to be considered for areas known to be of state-wide importance to Blanding's Turtles, or any area where greater protection for turtles is desired. The flyer, which should be given to all contractors working in the area, contains an illustration and description of the Blanding's Turtle, as well as a summary of the recommendations provided in the fact sheet.

DNR Information: 651-296-6157 • 1-888-646-6367 • TTY: 651-296-5484 • 1-800-657-3929



The Natural Heritage database is maintained by the Natural Heritage and Nongame Research Program, a unit within the Division of Ecological Services, Department of Natural Resources. It is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, natural communities, and other natural features. Its purpose is to foster better understanding and protection of these features.

Because our information is not based on a comprehensive inventory, there may be rare or otherwise significant natural features in the state that are not represented in the database. A county-by-county survey of rare natural features is now underway, and has been completed for Anoka County. Our information about natural communities is, therefore, quite thorough for that county. However, because survey work for rare plants and animals is less exhaustive, and because there has not been an on-site survey of all areas of the county, ecologically significant features for which we have no records may exist on the project area.

The enclosed results of the database search are provided in two formats: index and full record. To control the release of locational information which might result in the damage or destruction of a rare element, both printout formats are copyrighted.

The index provides rare feature locations only to the nearest section, and may be reprinted, unaltered, in an Environmental Assessment Worksheet, municipal natural resource plan, or report compiled by your company for the project listed above. If you wish to reproduce the index for any other purpose, please contact me to request written permission. Copyright notice for the index should include the following disclaimer:

"Copyright (year) State of Minnesota, Department of Natural Resources. This index may be reprinted, unaltered, in Environmental Assessment Worksheets, municipal natural resource plans, and internal reports. For any other use, written permission is required."

The full-record printout includes more detailed locational information, and is for your personal use only. If you wish to reprint the full-record printouts for any purpose, please contact me to request written permission.

Please be aware that review by the Natural Heritage and Nongame Research Program focuses only on *rare natural features*. It does not constitute review or approval by the Department of Natural Resources as a whole. If you require further information on the environmental review process for other wildlife-related issues, you may contact your Regional Environmental Assessment Ecologist, Wayne Barstad, at (651)772-7940.

An invoice for the work completed is enclosed. You are being billed for map and database search and staff scientist review. Please forward this invoice to your Accounts Payable Department. Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,



Sarah D. Hoffmann  
Endangered Species Environmental Review Coordinator

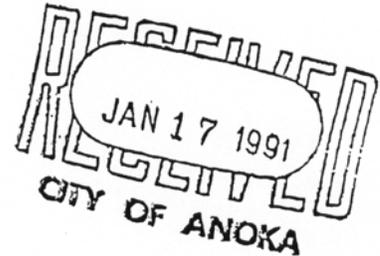
encl: Database search results  
Rare Feature Database Print-Outs: An Explanation of Fields  
Fact sheets: Blanding's Turtles  
Invoice



U.S. Department of Housing and Urban Development  
Minneapolis-St. Paul Office, Region V  
220 Second Street, South  
Minneapolis, Minnesota 55401-2195

JAN 16 1991

Mr. Bob Kirchner, Director  
Community Development Division  
City of Anoka  
2015 First Avenue  
Anoka, MN 55303



Dear Mr. Kirchner:

SUBJECT: Rum River North Park Property  
1969 Open Space Grant

Section 126(b)(2) and Section 126(b)(3) of the Housing and Urban Rural Recovery Act of 1983 repeals the use restrictions for the Open Space Program authorized under by Title VII of the Housing Act of 1961, respectively.

It has been determined that the effect of the repealers for the program is to remove all Federal restrictions on the use of open space sites.

In view of the foregoing, it is not necessary for the City of Anoka to obtain HUD's concurrence in the conversion of such sites. You may convert the site to any purpose the City deems appropriate for your needs.

Should you have questions or desire further information regarding this matter, please contact Ms. Charlotte Scott, Community Planning and Development Representative, at 370-3035.

Very sincerely yours,

  
Thomas T. Feeney  
Manager

## MEMORANDUM

TO: Members of the Anoka City Council  
Mark Nagel, City Manager

FROM: Edward A. Bock, Jr. *EAB*

DATE: March 3, 1998

Re: Rum River North Park / North Pointe

This memorandum concerns the status of the City's ownership of the above-referenced property. It is my opinion that no restrictions or encumbrances presently exist with respect to that specific property. The property may be used for any appropriate municipal purpose or may be sold. A sale of part or all of the property would require the adoption of an Ordinance approved by 4/5ths of the City Council. The following paragraphs address certain matters which relate to the status of the property.

1. Title Documents. The land referred to as Rum River North Park or North Pointe is shown on the map attached to this memo as Exhibit A. The City of Anoka acquired fee title to the land in 1971 from the State of Minnesota by a Quit Claim Deed, a copy of which is attached as Exhibit B. The deed contains no covenants, conditions or restrictions. There are no encumbrances on title to the property shown in the records of the Anoka County Recorder.

2. HUD Grant. The property was acquired with money from a Federal Grant administered by the Department of Housing and Urban Development (HUD). A copy of the complete "City of Anoka Application for Grant to Acquire Open-space Land, Anoka, Minnesota, October, 1968" is at City Hall. The following attached exhibits relate to the HUD Grant:

- (a) Exhibit C - page OS101-3 of the Application.
- (b) Exhibit D - page OS102-2 of the Application.
- (c) Exhibit E - Contract for Grant to Acquire and/or Develop Land for Open-space Purposes under Title VII of the Housing Act of 1961, as Amended.
- (d) Exhibit F - Letter from HUD dated June 24, 1971.
- (e) Exhibit G - Letter from HUD dated July 12, 1971.
- (f) Exhibit H - Letter from HUD dated February 14, 1972.

Anoka City Council  
Page 2  
March 3, 1998

(g) Exhibit I - Letter from HUD dated January 16, 1991.

At the time the land was purchased, the City had an obligation to retain the land for "permanent open-space purposes and the open-space use or uses of said land shall be for park and recreational purposes, conservation of land and other natural resources, or historic or scenic purposes." (See Section 2(b), Exhibit E.) However, in 1991, HUD advised the City that all Federal restrictions on the use of open-space sites had been removed. (See Exhibit I, which specifically refers to "Rum River North Park Property, 1969 Open-Space Grant.")

3. Prior Transfers. Part of the land is now within County Road No. 116 as shown on Anoka County Highway Right-of-Way Plat No. 31. (See Exhibit A.) The City of Anoka conveyed a portion of the land (about 4.7 acres) south of County Road No. 116 to Anoka Area Ice Arena Association, Inc. in 1991 by Quit Claim Deed, a copy of which is attached as Exhibit J.

4. County Library. The City of Anoka and the County of Anoka entered into an Agreement in 1993 pursuant to which the City agreed to convey to the County approximately 12 acres of land adjacent to County Road 116 on the condition that the property be used by the County to build and operate a regional branch library on or before July 1, 2000. (Exhibit K)

5. Park. Although the land is often referred to as a park and there is at least one sign so indicating on the property, the City Council is free to use the land or sell the land as it deems appropriate. The situation would be different if the land had been dedicated to the public for park purposes, such as is the case with platted land where a portion of the property is dedicated as "park" in accordance with Minnesota Statutes, Chapter 505. (In the case of land dedicated as "park" on a plat, the City either may use the land only as a park or may vacate the park, in which case the ownership of the land reverts to the original owner of the plat.)

**Appendix B**  
**Access Modification Matrices**

## CR 116 Future Access After Consolidation<sup>(1)</sup>

Based on the Access Concept from the TH 242/CSAH14 Access Management Study

Segment	Access #	Location	Description	Access Type	Proposed Action
<b>A</b>					
CSAH 7 to TH 47	1	North	CSAH 7	Full Access	None
		South	CSAH 7	Full Access	None
	2	North	Anoka County Library	Full Access	Right in/out
		South	Anoka High School	Right in/out	None
	3	North	Potential Future Access	None	Right in/out
		South	Potential Future Access	None	Right in/out
	4	North	Potential Future Access	None	Full Access
		South	Potential Future Access	None	Full Access
	5	North	Rivers Bend Mall	Right in/out	None
		South	Texaco	Right in/out	None
<b>B</b>					
TH 47 to CSAH 57	6	North	TH 47	Signal	None
		South	TH 47	Signal	None
	7	North	SA	Full Access	Right in/out
		South	Snyder's	Full Access	Right in/out
	11	South	Tower Pond Dr	T-Access	Right in/out
	12	North	Future Barium St	T-Access	Right in/out
	16	North	Dysprosium St	4-Way Stop	Signal
		South	Thurston Ave	4-Way Stop	Signal
	19	South	Commercial	T-Access	Right in/out
	22	North	Germanium St	T-Access	Right in/out
	27	North	Krypton St	T-Access	Right in/out
	30	North	Magnesium St	Full Access	None
		South	American Paper	Full Access	None
	33	North	Private Drive	T-Access	Right in/out
	37	North	Tungsten St	T-Access	Right in/out
	38	South	Unity St	T-Access	Right in/out
<b>C</b>					
CSAH 57 to Sunwood Dr	43	North	CR 57	Full Access	None
		South	CR 57	Full Access	None
	46	North	Detail Tool	Full Access	Right in/out
		South	Azurite St	Full Access	Right in/out
	49	North	Wendells*	Full Access	Right in/out
		South	143rd Ave	Full Access	Right in/out

<sup>(1)</sup> Based on the proposed access plan these access points will remain; however, some access will have restricted movements.

\* Will become Azurite Street. Wendells will have access to Azurite Street.

Segment	Access #	Location	Description	Access Type	Proposed Action
D					
Sunwood Dr to CSAH 83	51	North	Future	None	Full Access
		South	Sunwood Dr	T-Access	Full Access
	52	North	Hematite St	T-Access	Right in/out
	53	South	Connexus Energy	T-Access	Right in/out
	54	North	Limonite St	T-Access	Right in/out
	55	North	CR 56	Full Access	None
		South	CR 56	Full Access	None
	58	North	Potential Future Access	None	Full Access
		South	Potential Future Access	None	Full Access
	59	North	Field Access	Full Access	Full Access
		South	Field Access	Full Access	Full Access
	61	North	Potential Future Access	None	Full Access
		South	Potential Future Access	None	Full Access
	62	North	CR 83	Full Access	None
		South	CR 83	Full Access	None

## CR 116 Future Access Summary - Potential Access Removals

Based on the Access Concept from the TH 242/CSAH14 Access Management Study

Segment	Map Access #	Location	Description	Access Type	Proposed Action	Difficulty of proposed action	Notes
B							
TH 47 to CSAH 57	8	North	Radio Tower	T-Access	Remove	2	Consolidate access with # 7 North
	9	South	Egan Mobile Lubricants	T-Access	Remove	2	Consolidate access with # 7 South
	10	North	Radio Tower (2)	T-Access	Remove	1	Close one of two drives
	13	South	Headberg Homes	T-Access	Remove	1	Close one of two drives
	14	South	Headberg Homes	T-Access	Remove	3	
	15	South	Commercial	T-Access	Remove	2	Consolidate access with #14
	17	North	Private Drive	Full Access	Remove	3	
		South	Commercial	Full Access	Remove	2	Consolidate access with # 19
	18	North	Private Drive	T-Access	Remove	3	
	20	South	Commercial	T-Access	Remove	2	Consolidate access with # 19
	21	North	Private Drive	T-Access	Remove	3	
	23	North	Private Drive	T-Access	Remove	2	Access via Germanium
	24	North	Private Drive	T-Access	Remove	2	Access via Germanium
	25	North	Iodine St	T-Access	Remove	3	
	26	North	Private Drive	T-Access	Remove	2	Access via Iodine St
	28	North	Private Drive	T-Access	Remove	1	Close one of two drives
	29	North	Private Drive (2nd)	T-Access	Remove	2	Access via Magnesium
	31	South	Field Access	T-Access	Remove	2	Access from #30
	32	North	Private Drive	T-Access	Remove	2	Access from #33
	34	South	Private Drive	T-Access	Remove	1	Close with Re-Development
	35	South	Private Drive (2nd)	T-Access	Remove	1	Close with Re-Development

Segment	Map Access #	Location	Description	Access Type	Proposed Action	Difficulty of proposed action	Notes
B (cont.)	36	South	Johnson Construction	T-Access	Remove	1	Already have access to Unity St
TH 47 to CSAH 57	39	South	Ramsey Bus	T-Access	Remove	1	Already have access to Unity St
	40	North	Wolfram St	T-Access	Remove	3	
	41	South	Commercial	T-Access	Remove	3	
	42	North	Casey's Gas	Full Access	Remove	3	
		South	Commercial (2nd)	Full Access	Remove	1	Close one of two drives
C							
CSAH 57 to Sunwood Dr	44	North	Pool/Whirlpool/Sauna	T-Access	Remove	3	
	45	South	Industrial	T-Access	Remove	3	
	47	South	Product Design	T-Access	Remove	1	Access via Basalt St
	48	North	Wendells	Full Access	Remove	3	
		South	Basalt St	Full Access	Remove	1	Access via Azurite St
	50	South	Altron, Inc.	T-Access	Remove	1	Access to be provided onto 143rd Ave
D							
Sunwood Dr to CSAH 83	56	North	Field Access	Full Access	Remove	1	Part of Ramsey Town Center Plan
	57	South	Field Access	Full Access	Remove	1	Part of Ramsey Town Center Plan
	60	South	Field Access	Full Access	Remove	1	Part of Ramsey Town Center Plan

Note: Ease of Elimination values are based on a 1 to 3 ranking; 1 being the easiest to accomplish, through 3 being most difficult.

**Appendix C**  
**Comments from Open House Meeting**

## **Comments from Open House Meeting February 9, 2004**

An open house meeting was conducted on February 9, 2004 for the residents of City of Ramsey that live along Anoka County Road 116. A second open house was conducted for the business owners for the same area on February 10, 2004. The purpose of these meetings was to obtain public input on the draft plan. General comments from the public included:

- Concern about the closure of existing T-access at County Road 116 and Iodine Street NW. Can this be left as a right in-right out access?
- Concern about the closure of existing full accesses at Basalt Street NW and Wendells on County Road 116. Can these be left as right in-right out accesses?
- Existing neighborhoods to the north of County Road 116 between Limonite Street NW and Hematite Street NW expressed concern about noise from County Road 116. They also had some concerns with regard to limiting access to right in-right out.
- Most residents realized that volumes would be increasing significantly and improvements are needed.

**Appendix D**  
**Government Agencies - Resolutions of Approval**