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# 9.0 Results: 2030 Transportation Implementation Plan

## 9.1 Setting Project and Funding Priorities

The technical and statistical information developed and analyzed by this Plan leads directly to recommended implementation plans for short-term (2009-2015), mid-term (2015-2020), and long-term (2020-2030) improvements as described in Section 7. These recommendations focus on the County's mobility-impaired corridors projected to experience the most significant operation and safety issues in the 2030 forecast year.

Section 7 also draws attention to the interrelationships between planning work undertaken by independent partner entities such as the Metropolitan Council and Mn/DOT. It is not coincidental that nearly all of the mobility impaired corridors identified in the 2030 Plan by Anoka County also appear as proposed transitways in the Metropolitan Council's 2030 Transportation Policy Plan. Ongoing transit planning at both the regional and county level informs the evaluation of alternative approaches to the congestion problems in those key corridors, benefitting both county facilities and the regional transit system.

The Plan also highlights the presence of heavy roadway freight movements in the congested portions of the TH 10/CSAH 1 corridor between Coon Rapids and I-694. Significant commerce moves by truck and rail within this corridor, supporting the Plan recommendation that TH 47—planned for turnback to Anoka County south of I-694—and CSAH 1 be designated and authorized for separate funding as freight corridors.

### 9.1.1 Project Priorities

Because each of the areas highlighted in the 2030 Plan both affects and is affected by parallel facilities and concurrent activities by other entities and agency partners, the Plan recommends corridor or sub-area studies in most cases. Each should be undertaken with full cognizance of interrelationships, and full participation by stakeholders, as is the County's practice.

Corridor and sub-area studies will be tasked with collecting and analyzing the best information available at that point in time, including the findings of this Plan, the local community's plan, and regional plans, with specific awareness of identified problems. With this background assembled, the next tasks would be to assess the improvements needed within the context of the city or township, within the county highway and transit system, within the regional highway and transit system, and with full recognition of the needs of the surrounding residents and business community.

The list of specific improvements will include those listed in Chapter 7; however, the mode(s) involved (bus or rail transit, freight, bike and pedestrian), and the issue(s) being addressed (safety, capacity, mobility, etc.) will help identify individual projects. By identifying the individual projects to be completed within the corridor or sub-area, funding issues can be evaluated and then leveraged to the best advantage of the County.

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### 9.1.2 Funding Priorities

The County's implementation program will be fiscally strategic, maintaining the ability to flex with shifts in funding opportunities. While it would be ideal if the various needs defined in Chapter 7 and further developed through corridor and sub-area studies had recognizable and abundant funding sources, the transportation funding situation is anything but ideal.

As discussed in Chapter 8, funding sources are inadequate to meet the needs for identified transportation improvements. In addition, many of these funding sources are random and unstable. While the county property tax levy can reasonably be expected to be stable in its base amount and growth factors, other funding sources fluctuate.

When funding sources fluctuate based on policy changes, particularly at the national level, new funding opportunities often present themselves. An example of this is the current focus on safety in all parts of the transportation industry. One recent project the County funded in this manner was a series of driver feedback signs that were part of the "Safe Routes to School" program implemented nationally. When the funding became available, the County Highway Department was ready with a set of projects that fit the requirements of school safety, and built 15 sets of the driver feedback signs in school districts throughout the county.

Policy changes at a state level have also provided unexpected transportation funding opportunities for the County. After many years of no change in the funding formulas for state transportation funding, the local transportation community has been surprised by several recent events, including:

- Bonding funds became available for major safety projects, providing the final piece of funding for the TH 65/CSAH 14 (Main Street/125<sup>th</sup> Avenue NE) in Blaine, one of the highest crash locations in Minnesota (temporary funding source)
- The 2008 Minnesota Legislature raised the gas tax, providing more funding for roadway and transit improvements (permanent funding source)

Other shifts which affected funding included:

- The national and local economies slowed, resulting in lower bids for construction projects by contractors
- To spur the national and local economies, the federal government offered "stimulus funds" for various transportation projects

In summary, while the safety, capacity and mobility improvements needed by 2030 have been identified and prioritized in this Plan, it is not possible to definitively predict the funding sources necessary for their implementation. Therefore, Anoka County will continue to work with its constituents and partners to identify its transportation system needs, while remaining flexible enough to leverage any and all funding sources which present themselves over the coming years.

**Table 9-1 Short-Term Improvements (2009 – 2015)**

<b>Corridor/Sub-Area Studies</b> (see Section 7.0, Evaluation Process & Recommendations)				
Roadway	From	To	Comment	
CSAH 1 Coon Rapids Boulevard	CSAH 7, Anoka	CSAH 3, Coon Rapids	Address access management, safety, capacity and transit. Study currently underway. (See also Northstar Commuter Rail Transit Service) (see Table 7-4)	
CSAH 1 East River Road	CSAH 3, Coon Rapids	I-694, Fridley	Address access management, safety, capacity. Evaluate designation as Freight Corridor. (see Table 7-5)	
CSAH 3 & CSAH 10	CSAH 1, Coon Rapids	Ramsey County Line, Spring Lake Park	Address access, safety. Component of overall east/west area improvements, paired with new grade-separations along CSAH 8/Osborne Road at TH 47 and TH 65. (see Table 7-6)	
CSAH 9 Round Lake Boulevard <i>(West Central Sub-Area Study)</i>	CSAH 14, Anoka	CSAH 20/161 <sup>st</sup> Avenue, Andover	Address right-of-way preservation, parallel routes, capacity, safety, signal spacing. Prepare for upgrade to Principal Arterial, replacement for TH 47. Included in the West Central Sub-Area Study area are CSAH 83/Armstrong Boulevard, CSAH 57/Sunfish Lake Boulevard, CSAH 116/Bunker Lake Boulevard. (see Table 7-9)	
CSAH 17 Lexington Avenue <i>(East Central Sub-Area Study)</i>	CSAH 23, Lexington/Circle Pines	CSAH 14, Blaine	Address right-of-way preservation, access management, parallel routes, traffic operations. Critical component of overall CSAH 17/CSAH 23 East Central Sub-Area (See also I-35W Transit Corridor Study) (see Table 7-14)	
CSAH 22 Viking Boulevard	CSAH 85, Linwood	County Line, Linwood	Address access management and prepare for turn-up to Mn/DOT as Trunk Highway. (see Table 7-19)	
CSAH 23 Lake Drive <i>(East Central Sub-Area Study)</i>	I-35W, Blaine	CSAH 49, Lino Lakes	Address right-of-way preservation and safety. Critical component of overall CSAH 17/CSAH 23 East Central Sub-Area. (See also I-35W Transit Corridor Study) (see Table 7-15)	
CSAH 24 Bridge Street <i>(St. Francis Sub-Area)</i>	TH 47, St. Francis	CSAH 9, St. Francis	Address land uses, Rum River bridge capacity, heavy school bus traffic. (see Table 7-21)	
CSAH 51 University Avenue	CSAH 10, Blaine	CSAH 13, East Bethel/Oak Grove	Component of overall TH 65 area north/south improvements. Plan for possible extension of CSAH 51 to CSAH 13. (See also Northern Lights Express Commuter Rail Study) (see Table 7-7)	
CSAH / CR 52 Radisson Road <i>(East Central Sub-Area Study)</i>	I-35W, Blaine	CR 18, Ham Lake	Address traffic management issues presented by special intense use facilities (National Sports Center, other). With proposed north extension, potential reliever for CSAH 17, TH 65. (See also I-35W Transit Corridor Study) (see Table 7-16)	
<b>Roadway Construction/Reconstruction</b> (see Section 7.0, Evaluation Process & Recommendations)				
Roadway	From	To	Type of Improvement	Comment
CSAH 14 Main Street	CSAH 23, Lino Lakes	I-35E, Centerville	Reconstruction of Existing Roadway	(in 2008 – 2012 Anoka County Capital Improvement Program for 2008 with finish date in 2009) (see Table 7-17)
CSAH 23 Lake Drive	At CR 53/CR 49 intersection, Lino Lakes	Glenview Drive on CR 53, Lino Lakes	New Roadway Construction	4-lane (A Minor Expander) (see Table 7-15)
CSAH 52 Radisson Road	CSAH 14, Blaine	CSAH 116, Ham Lake	Reconstruction of Existing Roadway	Expand to 4-lane divided (in 2008 – 2012 Anoka County Capital Improvement Program for 2009), implement ITS improvements (see Table 7-16)
CSAH 116 Bunker Lake Boulevard	CSAH 7/7 <sup>th</sup> Avenue, Andover	CSAH 83/Armstrong Boulevard, Ramsey	Safety/Access Improvements and Reconstruction	4-lane (Thurston Avenue to CR 57/Sunfish Lake Boulevard). Construct spot improvements recommended in 2003 CSAH 116 Corridor Study Report for safety, access management. (see Table 7-10)
CR 18 Crosstown Boulevard	CR 18 at Crosstown Drive, Andover	CSAH 20- 161 <sup>st</sup> Avenue near CR 59, Andover	New Roadway Construction	4-lane (A Minor Expander) Support Andover's efforts for new connection - provides parallel relief to both CSAH 9 and CSAH 78 (see Table 7-22)
CR 74 / CR 15	Eastern intersection of CR 74 and CR 15, East Bethel	Western intersection of CR 74 and CR 15, East Bethel	New Roadway Construction	2-lane (Major Collector) Removes jog between CR 74 (at 213 <sup>th</sup> Avenue) and CR 15 (Durant Street) (see Table 7-22)

<b>Transit Improvements</b>			
Route/ Roadway	Study/Improvement	Existing Service	Station/ Park and Ride Facility
TH 65 from CSAH 116 to TH 10	Bus shoulder lanes by Team Transit Scheduled transit service by Metro Transit		
TH 65 & CSAH 14	Park-and-ride Scheduled service by Metro Transit (interrelated to start-up of Northern Lights Express) (see Figures 3-18 and 3-19)		
Northstar Commuter Rail	Construction and start-up route from Big Lake to Minneapolis with stations in Ramsey, Anoka, Coon Rapids and Fridley Continue planning for expanded service from Big Lake to St. Cloud area <i>(interrelated with CSAH 1 corridor)</i> (see Figures 3-18 and 3-19)	Northstar Express Bus Service (to be moved to other corridors after implementation of rail service)	Construct stations in Ramsey, Anoka, Coon Rapids, Fridley
Northern Lights Express Commuter Rail	Begin Planning Study, Environmental and Preliminary Engineering of new route from St. Louis and Lake County to Minneapolis via Coon Rapids juncture with Northstar Commuter Rail <i>(interrelated with CSAH 51 corridor)</i> (see Figures 3-18 and 3-19)		Plan for new stations in Andover, Oak Grove, East Bethel
I-35W Transit Corridor	Begin Planning Study per regional 2030 Transit Plan <i>(interrelated with East Central Subarea Study)</i> (see Figures 3-18 and 3-19)	Bus shoulder lanes south of CSAH 52 / Radisson Road	
Central Avenue Light Rail Transit	Begin planning study for new route from Southern Anoka County to Minneapolis, potential juncture with Hiawatha, Central LRT Corridors per regional 2030 Transit Plan <i>(interrelated with Northern Lights, CSAH 51 corridors)</i> (see Figures 3-18 and 3-19)	Metro Transit, Bus shoulder lane segment (CSAH 10 to TH 10)	Plan for new stations in northern county, Blaine, Spring Lake Park, Columbia Heights
Rush Line Express Bus Minneapolis & St. Paul	Continue planning with Washington, Ramsey Counties for future conversion to rail/BRT service, Complete environmental study. (see Figures 3-18 and 3-19)	Rush Line Express	Plan for Park and Ride facility at I-35E/CSAH 14
CSAH 1 Coon Rapids Blvd/East River Rd	Begin planning, environmental study and preliminary engineering for links to Northstar stations in Anoka and Coon Rapids <i>(interrelated to CSAH 1 corridor and Northstar startup)</i> (see Table 7-4)	Anoka County Traveler (ACT), Metro Transit, Shoulder lane	Complete Northstar Commuter Rail Station in Fridley
CSAH 3 / CSAH 10	Begin planning for link to planned Port Evergreen in Coon Rapids <i>(interrelated with CSAH 1 corridor study)</i> (see Table 7-6)	ACT, Metro Transit	
CSAH 9 Round Lake Blvd	Begin planning for expansion of transit service to CSAH 116 <i>(interrelated with West Central Sub-Area Study)</i> (see Table 7-9)	ACT	
CSAH 14 Main Street Northerly Bypass	With Metro Transit, implement new 200 space park and ride facility in the NW quadrant of CSAH 14 and I-35E per Metro Transit's Park and Ride Facility Plan. (see Table 7-17)		New facility at I-35E
CSAH 17 Lexington Avenue <i>(East Central Sub-Area Study)</i>	Include in CSAH 17/CSAH 23 East Central Sub-Area Study. Begin discussions with transit provider for shoulder bus operation to CSAH 14. (see Table 7-14)	MT, Implement planned ACT route	Expand 95 <sup>th</sup> Avenue NE Park and Ride
CSAH 23 Lake Drive <i>(East Central Sub-Area Study)</i>	Include in CSAH 17/CSAH 23 East Central Sub-Area Study. Begin discussions with transit provider for shoulder bus operation to CSAH 14 <i>(interrelated with I-35W Transit)</i> (see Table 7-15)	Implement planned ACT route	Expand 95 <sup>th</sup> Avenue NE Park and Ride
CSAH 24 Bridge Street	Begin study of extensive school bus operational issues <i>(interrelated with St. Francis Subarea study)</i> (see Table 7-21)		
CSAH 51 University Ave	Begin planning for expansion of transit <i>(interrelated with Northern Lights Express Commuter Rail planning)</i> (see Table 7-7)	ACT, Metro Transit, Shoulder Lane	
CSAH 52 Radisson Road	Implement planned ACT service <i>(interrelated with Northern Lights, TH 65 Transit and East Central Subarea Study)</i> (see Table 7-16)	Implement planned ACT service	Expand 95 <sup>th</sup> Avenue NE Park and Ride
CSAH 78 Hanson Boulevard	Begin discussions with transit provider for shoulder bus operation to CSAH 14. Evaluate new route to Northstar Riverdale Station. (see Table 7-11)	MT, Implement planned ACT route	
CSAH 116 Bunker Lake Boulevard	Consider transit improvements as part of West Central Sub-Area Study roadway improvements including shoulder bus lanes on CSAH 116 for segment used for express service <i>(interrelated with West Central Sub-Area Study)</i> (see Table 7-10)	Metro Transit	
See also Chapter 3 - Table 3.1, and Figures 3-9 and 3-10			

<b>Intersection/Interchange Improvements</b> (see Section 6.0, Intersection Decision Process)		
Roadway	Intersection	Improvement
TH 10	TH 169, Anoka	Upgrade/New Interchange
TH 10	CSAH 51/University Ave, Coon Rapids/Blaine	Upgrade/New Interchange
TH 10 / TH 169	Thurston Avenue, Anoka	New Interchange
TH 10 / TH 169	CSAH 83/Armstrong Boulevard, Ramsey	New Interchange
TH 10 / TH 169	CSAH 57/Sunfish Lake Boulevard, Ramsey	New Interchange
TH 10 / TH 169	CSAH 56/Ramsey Boulevard, Ramsey	New Interchange
TH 47	CSAH 10, Coon Rapids	Upgrade Interchange
<b>Intersection Signal Installations</b> (see Section 6.0, Intersection Decision Process)		
Road	Intersection	Warrant Probability
TH 65	CR 74, East Bethel	High
CSAH 7	147th Avenue, Andover	High
CSAH 9	South Coon Creek Drive, Andover	High
CSAH 9	CSAH 58, Andover/Oak Grove	High
CSAH 17	149 <sup>th</sup> Avenue, Ham Lake	High
CSAH 18	CSAH 62, Columbus	Moderate
CSAH 18	CR 68, Ham Lake	High
CSAH 18	E. Lake Netta Drive, Ham Lake	High
CSAH 18	CSAH 58, Ham Lake	High
CSAH 18	CR 19, Columbus	High
CSAH 20	CSAH 18, Crosstown Boulevard, Andover	Moderate
CSAH 22	CSAH 9, Oak Grove	High
CSAH 22	CSAH 5, Nowthen	High
CSAH 22 / CR 64	CSAH 83, Ramsey/Nowthen	Moderate
CSAH 24	CSAH 9, St. Francis	High
CSAH 78	133 <sup>rd</sup> Ave, Coon Rapids/Andover	High
CSAH 83	Alpine Drive, Ramsey	High
CSAH 83	CSAH 116, Ramsey	High
CSAH 116	CR 57, Ramsey	High
CR 49	Lever Street, Blaine/Circle Pines	High
CR 60	University Avenue, Andover	Moderate



**Table 9-1 (Cont.) Short-Term Improvements (2009 – 2015)**

<b>Functional Classification Changes</b> (see Table 7-25)			
Roadway	Existing Classification	Future Classification	Comment
CSAH 9 Round Lake Boulevard	A Minor Arterial	Evaluate for need to Change to Principal Arterial	Replacement for TH 47 north to CSAH 22
<b>Jurisdictional Changes – County System Turn-Backs to Local Communities</b> (see Table 7-23)			
Roadway	From	To	Community
CSAH 18 Crooked Lake Blvd	CSAH 1	CSAH 11/Northdale Blvd	Coon Rapids
CR 15	217 <sup>th</sup> Ave.	CSAH 26	East Bethel
CR 16 Andover Blvd	CSAH 78	TH 65	Andover, Ham Lake
CR 18	CR 59/CR 18 extension	CSAH 78	Andover
CR 74	Luan Dr.	217 <sup>th</sup> Ave	East Bethel
CR 105	CSAH 52	CSAH 23	Blaine, Lexington
<b>Jurisdictional Changes – Changes Affecting Mn/DOT System</b> (see Table 7-24)			
Roadway	From	To	Change
TH 47 St. Francis Boulevard	TH 10 / TH 169, Anoka	CSAH 22, Nowthen	Mn/DOT turn back to County, to become A Minor Connector
TH 65	Hennepin County Line, Columbia Heights	I-694, Fridley	Mn/DOT turn back to County, to become A Minor Augmenter
CSAH 22 Viking Boulevard	Sherburne County Line, Nowthen	Chisago County Line, Linwood Township	Turn up to Mn/DOT, planned change to Principal Arterial



**Table 9-2 Mid-Term Improvements (2015 – 2020)**

Corridor/Sub-Area Studies (see Section 7.0, Evaluation Process & Recommendations)				
Roadway	From	To	Comment	
CSAH 11 Foley Street	CSAH 1	CSAH 12/Northdale Boulevard	Address high incident crash locations, access management issues and intersection with CSAH 12/Northdale Boulevard.	
Roadway Construction/Reconstruction (see Section 7.0, Evaluation Process & Recommendations)				
Roadway	From	To	Type of Improvement	Comment
CSAH 1 Coon Rapids Boulevard	CSAH 7, Anoka	CSAH 3, Coon Rapids	Safety/Access Improvements	(see Table 7-4)
CSAH 1 East River Road	CSAH 3, Coon Rapids	I-694, Fridley	Safety/Access Improvements	(see Table 7-5)
CSAH 9 Round Lake Boulevard <i>(West Central Sub-Area)</i>	CSAH 14/Main Street, Coon Rapids	CSAH 20/161 <sup>st</sup> Avenue, Andover	Safety/Access Improvements	(see Table 7-9)
CSAH 10 & CSAH 3	CSAH 1, Coon Rapids	County Line, Spring Lake Park	Reconstruction	Implement corridor study recommendations (4-lane to 6-lane) (see Table 7-6)
CSAH 14 Main Street	I-35W, Lino Lakes	Washington County Line, Lino Lakes	New Roadway Construction	Northerly Bypass, 4-lane (A Minor Connector) (see Table 7-17)
CSAH 17 Lexington Avenue <i>(East Central Sub-Area Study)</i>	CSAH 23/Lake Drive, Lexington/Circle Pines	CSAH 14/Main Street, Blaine	Safety/Access Improvements	(see Table 7-14)
CSAH 18 Broadway Avenue	CSAH 17/Lexington, Columbus	CR 19, Columbus	Reconstruction	Channelized 2-lane (see Table 7-18)
CSAH 20 Constance Boulevard	West of CR 59, Andover	157 <sup>th</sup> Avenue, Andover	New Roadway Construction	2-lanes (A Minor Connector) Removes jog at CSAH 9/Round Lake Boulevard (see Table 7-22)
CSAH 22 Viking Boulevard	CSAH 85, Linwood	County Line, Linwood	Reconstruction	Channelized 2-lane (see Table 7-19)
CSAH 22 Viking Boulevard	TH 47, Nowthen	CSAH 13/Cedar Drive, Oak Grove	Reconstruction	Channelized 2-lane (see Table 7-20)
CSAH 23 Lake Drive <i>(East Central Sub-Area Study)</i>	I-35W, Lexington	CSAH 49/Hodgson Road, Lino Lakes	Safety/Access Improvements	(see Table 7-15)
CSAH 23 Lake Drive <i>(East Central Sub-Area Study)</i>	Shepard Court, Circle Pines	Keith Road, Circle Pines	Reconstruction	2-lane to a 4-lane (see Table 7-15)
CSAH 24 Bridge Street <i>(St. Francis Sub-Area)</i>	TH 47, St. Francis	CSAH 9, St. Francis	Safety/Access Improvements	(see Table 7-21)
CSAH 51 University Avenue	113 <sup>th</sup> Avenue, Blaine/Coon Rapids	CSAH 14, Blaine/Coon Rapids	Reconstruction	2-lane to 4-lane (113 <sup>th</sup> Avenue to CSAH 14) Bridge at Sand Creek (see Table 7-7)
CSAH 78 Hanson Boulevard	CSAH 22 (current north terminus of CSAH 78), Oak Grove	CSAH 13 near 206 <sup>th</sup> Avenue, Oak Grove	New Roadway Construction	2-lanes (A Minor Expander) New connection north of CSAH 22, connection to CSAH 13 near 206 <sup>th</sup> Avenue (see Table 7-22)
CSAH 116 Bunker Lake Boulevard	CSAH 17, Ham Lake	CSAH 23, Columbus	New Roadway Construction	4-lane (A Minor Reliever) (see Table 7-10)
CR 58	Extension of 181 <sup>st</sup> Avenue, Andover/Oak Grove	CR 66 and TH 47 intersection, Nowthen	New Roadway Construction	2-lane (A Minor Expander) New connection would require a new Rum River bridge crossing (see Table 7-22)

CR 68 / CR 61	Southern terminus of CR 68 at CSAH 20	Northern terminus of CR 61 at CR 60	New Roadway Construction	2-lane (B Minor Arterial) (see Table 7-22)
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Transit Improvements			
Route/Roadway	Study/Improvement	Existing Service	Station/ Park and Ride Facility
Northstar Commuter Rail	Complete environmental documentation and preliminary engineering for extension from Big Lake to St. Cloud area (activities outside Anoka County) (see Figures 3-18 and 3-19)	Northstar Express Bus Service (to be moved to other corridors after implementation of rail service)	Monitor station park and ride capacities.
Northern Lights Express Commuter Rail	Complete Final Design and Construction of new route from St. Louis County to Minneapolis via Coon Rapids juncture with Northstar Commuter Rail (see Figures 3-18 and 3-19) <i>(interrelated with TH 65 Light Rail Transit/CSAH 51 corridor)</i>		Construct new stations in Andover, Oak Grove, East Bethel
I-35W Transit Corridor	Complete environmental documentation and preliminary engineering of selected mode. <i>(interrelated with East Central Subarea Study)</i>	Shoulder lanes south of CSAH 52 / Radisson Road	
Central Avenue Light Rail Transit	Implement improvements based on planning study (see Figures 3-18 and 3-19) <i>(interrelated with Northern Lights/CSAH 51 studies)</i>	Metro Transit, Bus shoulder lane segment (CSAH 10 to TH 10)	If Central Ave. corridor selected for additional fixed guideway, construct stations in Blaine, Spring Lake Park, Columbia Heights
Rush Line Express Bus	Complete preliminary engineering (if fixed guideway is selected) (see Figures 3-18 and 3-19)	Rush Line Express	Monitor station park and ride capacities.
CSAH 1 Coon Rapids Boulevard/ East River Road	Complete final design and construction of transit improvements (see Table 7-4) <i>(interrelated with CSAH 1 corridor and Northstar startup)</i>	Anoka County Traveler (ACT), Metro Transit	Monitor park and ride capacities.
CSAH 3 / CSAH 10	Implement transit improvements for the planned Port Evergreen in Coon Rapids (see Table 7-6) <i>(interrelated with CSAH 1 corridor study)</i>	ACT, Metro Transit	
CSAH 9 Round Lake Blvd	Consider expansion of transit service as CSAH 9 becomes Principal Arterial, consider adding shoulder bus lanes (see Table 7-9) <i>(interrelated with CSAH 116 corridor study)</i>	ACT	
CSAH 11 Foley Boulevard	Complete planning study for linkage to Northstar stations as well as current Foley Park and Ride <i>(see Table 7-8)</i> <i>(interrelated with Northstar startup, Northern Lights Express, CSAH 51/TH 65 studies)</i>	Metro Transit	Monitor park and ride capacities.
CSAH 14 Main Street Northerly Bypass	Relocate park and rides in Lino Lakes as part of the CSAH 14 Northerly Bypass construction (see Table 7-17)		Relocate park and ride to Lino Lakes
CSAH 78 Hanson Boulevard	Implement short-term recommendations for shoulder bus lanes and/or new Northstar Riverdale Station (see Table 7-11)	MT, Implement planned ACT route	
CSAH 116 Bunker Lake Boulevard	Implement short-term recommendations of the West Central Sub-Area Study, and/or shoulder bus lanes (see Table 7-10)	Metro Transit	
See also Table 3.1, and Figures 3-9 and 3-10			

Intersection/Interchange Improvements (see Section 6.0, Intersection Decision Process)		
Road	Intersection	Improvement
I-35W	Lake Drive/CR J, Lexington	Upgrade Interchange
TH 47	CSAH 8, Fridley	Grade Separation
TH 47	CSAH 6, Fridley	Grade Separation
TH 65	CSAH 116, Ham Lake	New Interchange
TH 65	CSAH 10, Blaine	Upgrade Interchange
TH 65	CSAH 12, Blaine	New Interchange
CSAH 1	CSAH 6, Fridley	Grade Separation
CSAH 9	CSAH 116, Andover/Anoka	Grade Separation
CSAH 51	CSAH 12, Blaine/Coon Rapids	Grade Separation
Intersection Signal Installations (see Section 6.0, Intersection Decision Process)		
Road	Intersection	Warrant Probability
CSAH 5	CR 163, Nowthen	High
CSAH 5	CR 57, Ramsey	Moderate
CSAH 7	CR 58, Andover	Moderate
CSAH 9	168 <sup>th</sup> Avenue, Andover	Moderate
CSAH 14	CR 53, Blaine/Lino Lakes	High
CSAH 17	CR 60, Ham Lake	High
CSAH 17	CSAH 116, Ham Lake	High
CSAH 18	CSAH 17 (South), Ham Lake	High
CSAH 18	CSAH 17 (North), Ham Lake	High
CSAH 22	TH 47, Nowthen	High
CSAH 22	CR 163, Nowthen	High
CSAH 22	CSAH 85, Linwood	High
CSAH 22	CSAH 7, Oak Grove	High
CSAH 24	CSAH 26, East Bethel	Moderate
CSAH 24	CR 103, Oak Grove/St. Francis	Moderate
CSAH 58	CSAH 78, Andover	High
CSAH 58	CR 67, Andover	High
CSAH 83	161 <sup>st</sup> Avenue, Ramsey	Moderate
CSAH 116	CSAH/CR 52, Ham Lake	High
CR 53	CR 49, Circle Pines/Blaine/Lino Lakes	Moderate
CR 57	Alpine Drive, Ramsey	Moderate



**Table 9-2 (Cont.) Mid-Term Improvements (2015 – 2020)**

<b>Functional Classification Changes</b> (see Table 7-25)			
Roadway	Existing Classification	Future Classification	Comment
CSAH 22 Viking Boulevard (CSAH 83 to Chisago County line)	A Minor Arterial	Evaluate for need to change to Principal Arterial	Planned turn-up to Mn/DOT to become trunk highway
<b>Jurisdictional Changes – County System Turn-Backs to Local Communities</b> (see Table 7-23)			
Roadway	From	To	Community
CSAH 6	CSAH 35/Old Central Avenue	Ramsey County line	Fridley
CSAH 8	CSAH 35/Old Central Avenue	Ramsey County line	Fridley
CSAH 20	CSAH 9	CR 59	Andover
CR 27	TH 47	CSAH 7	Ramsey
CR 58 Valley Drive	CSAH 7	CR 58/181 <sup>st</sup> Avenue	Andover
CR 58 Valley Drive	CSAH 51 extension	Intersection of CR 58/CR 67	Andover
CR 87	TH 65	CR 52	Blaine
CR 153	CR 53	CSAH 23/Lake Drive	Lino Lakes
CR 158	CSAH 7	CR 58/Valley Drive	Andover

**Table 9-3 Long-Term Improvements (2020 – 2030)**

<b>Corridor/Sub-Area Studies: NONE</b>				
Roadway	From	To	Comment	
<b>Roadway Construction/Reconstruction</b>				
Roadway	From	To	Type of Improvement	Comment
CSAH 1 Coon Rapids Blvd	CSAH 7, Anoka	CSAH 78, Coon Rapids	Reconstruction	Reconstruct based on corridor study recommendations (4-lane to 6-lane assumed) (see Table 7-4)
CSAH 1 East River Road	CSAH 3, Coon Rapids	I-694, Fridley	Reconstruction	Reconstruct based on corridor study recommendations (4-lane to 6-lane assumed) (see Table 7-5)
CSAH 9 Round Lake Boulevard <i>(West Central Sub-Area Study)</i>	CSAH 116, Andover	CSAH 20, Andover	Reconstruction	4-lane to 6-lane (see Table 7-9)
CSAH 11 Foley St	CSAH 1 / East River Road, Coon Rapids	CSAH 12, Coon Rapids	Reconstruction	Reconstruct based on corridor study recommendations (2-lane to 4-lane assumed) (see Table 7-8)
CSAH 14 Main Street	I-35E, Centerville	CSAH 23, Lino Lakes	Safety/Access Improvements	(see Table 7-15)
CSAH 17 Lexington Avenue <i>(East Central Sub-Area)</i>	I-35W, Blaine	CSAH 14 / Main Street, Blaine	Reconstruction	4-lane to 6-lane (see Table 7-14)
CSAH 18 / CSAH 58	Crosstown Blvd, Ham Lake	181 <sup>st</sup> Ave, Andover	New Roadway Construction	2-lane (Major Collector), Removes jog between CSAH 18 and CSAH 58 / 181 <sup>st</sup> Avenue (see Table 7-22)
CSAH 24 Bridge Street <i>(St. Francis Sub-Area)</i>	TH 47, St. Francis	CR 9, St. Francis	Reconstruction	2-lane to 4-lane New River Bridge (see Table 7-21)
CSAH 26 / CSAH 13	CSAH 26/229 <sup>th</sup> Avenue, East Bethel	CSAH 13 / University Avenue, East Bethel	New Roadway Construction	2-lane (A Minor Connector), extension of CSAH 26 east/west with new crossing of TH 65 (see Table 7-22)
CSAH 51 University Avenue	CSAH 14, Blaine/Coon Rapids	CSAH 13, East Bethel/Oak Grove	New Roadway Construction	2-lane (CSAH 14 to CSAH 116 = A Minor Reliever, CSAH 116 to CSAH 22 = A Minor Expander, CSAH 22 to CSAH 13 = A Minor Connector) New roadway extension of CSAH 51/University Avenue (see Table 7-7)
CSAH 52 Radisson Road	CSAH 116, Ham Lake	CR 61, Ham Lake	Reconstruction	2-lane to 4-lane (see Table 7-16)
CSAH 78 Hanson Boulevard	TH 116, Andover	CSAH 20 / Constance Boulevard, Andover	Reconstruction	4-lane to 4-lane divided (see Table 7-11)
CSAH 83 Armstrong Boulevard	US 10, Ramsey	161 <sup>st</sup> Avenue, Ramsey	Reconstruction	2-lane to 4-lane (see Table 7-13)
CR 52 / CR 61	153 <sup>rd</sup> Avenue, Ham Lake	Constance Blvd, Ham Lake	New Roadway Construction	2-lane (B Minor), new connection to eliminate jog between CR 52 and CR 61 north of 153 <sup>rd</sup> Avenue (see Table 7-22)
CR 53 Sunset <i>(East Central Sub-Area)</i>	CR 49, Lino Lakes	CSAH 14/Main Street, Blaine	Reconstruction	2-lane to channelized (see Table 7-14)
CR 53 Sunset <i>(East Central Sub-Area)</i>	CSAH 14, Lino Lakes/Blaine	CSAH 18, Columbus/Ham Lake	New Roadway Construction	2-lane (A Minor Expander), extension of CR 53, new parallel road to CSAH 17/Lexington Avenue (see Table 7-14)
CR 68 / CR 15	CR 68/CR 15 at CSAH 22, East Bethel	See comment.	New Roadway Construction	2-lane (Major Collector), Removes jog between Waconia St (on CR 68) and 196 <sup>th</sup> (on CR 15) (see Table 7-22)
CR 70 / CR 24	219 <sup>th</sup> Avenue, St. Francis	Hill and Dale Drive, St. Francis	New Roadway Construction	2-lane (B Minor), new north/south connection of CR 70 and CR 24, east of Burns Lake (see Table 7-22)
CR 70	CR 70/223 <sup>rd</sup> Avenue, St. Francis	Sherburne/Isanti County Line, St. Francis	New Roadway Construction	2-lane (B Minor), new north/south road along county line (see Table 7-22)
CR 84	CSAH 14, Centerville	CSAH 23/Lake Drive, Centerville	New Roadway Construction	2-lane (A Minor Reliever), I-35E parallel road with Washington County (see Table 7-22)
CR 105 Naples <i>(East Central Sub-Area)</i>	CSAH 23/Lake Street, Lexington	CSAH 12/ 109 <sup>th</sup> Avenue, Blaine	Reconstruction	2-lane to channelized (see Table 7-14)
CR 105 Naples <i>(East Central Sub-Area)</i>	Existing terminus at CSAH 12, Blaine	CR 60/Constance Boulevard, Ham Lake	New Roadway Construction	2-lane (A Minor Expander), extension of CR 105, new parallel road to CSAH 17/Lexington Avenue (see Table 7-14)

<b>Transit Improvements</b>			
Route/Roadway	Planning	Existing Service	Station/Park and Ride Facility
Northstar Commuter Rail	Construction from Big Lake (activities outside of Anoka County), consider additional runs to expand service within Anoka County, depending on ridership (see Figures 3-18 and 3-19)		Monitor station park and ride capacities within Anoka County.
Northern Lights Express Commuter Rail	Consider additional runs to expand service within Anoka County, depending on ridership (see Figures 3-18 and 3-19)		
I-35W Transit Corridor	Final design and construction of selected mode ( <i>interrelated with East Central Subarea Study</i> ) (see Figures 3-18 and 3-19)	Shoulder lanes south of 95 <sup>th</sup> Ave.	Monitor park and ride capacities within Anoka County.
Central Avenue Light Rail Transit	Implement improvements based on planning study ( <i>interrelated with Northern Lights/CSAH 51 studies</i> ) Consider additional runs to expand service within Anoka County, depending on ridership (see Figures 3-18 and 3-19)	Metro Transit, Bus shoulder lane segment (CSAH 10 to US 10)	
Rush Line Express Bus	Final design and construction (mode to be determined) (see Figures 3-18 and 3-19)	Rush Line Express	Monitor station park and ride capacities within Anoka County.
CSAH 9 Round Lake Boulevard	Implement recommendations from mid-term planning activities (see Table 7-9)	ACT	Monitor park and ride capacities.
CSAH 11 Foley Boulevard	Implement recommendations from mid-term planning activities ( <i>interrelated with Northstar startup, Northern Lights Express, CSAH 51/TH 65 studies</i> ) (see Table 7-8)	Metro Transit	Monitor park and ride capacities.
CSAH 17 Lexington Avenue	( <i>interrelated with I-35W recommendations</i> ) (see Table 7-14)	Metro Transit, Implement planned ACT route	Monitor park and ride capacities.
CSAH 23 Lake Drive	( <i>interrelated with I-35W recommendations</i> ) (see Table 7-15)	Implement planned ACT route	Monitor park and ride capacities.
CSAH 24 Bridge Street	Complete improvements recommended in the St. Francis Sub-Area study (see Table 7-21)		Monitor park and ride capacities.
CSAH 51 University Avenue	( <i>interrelated with Northern Lights Express Commuter Rail</i> ) (see Table 7-7)	ACT, Metro Transit	Monitor park and ride capacities.
CSAH 52 Radisson Road	( <i>interrelated with Northern Lights and TH 65 Transit</i> ) (see Table 7-16)	Implement planned ACT service	Monitor park and ride capacities.
See also Table 3.1, and Figures 3-9 and 3-10			

<b>Intersection/Interchange Improvements</b> (see Section 6.0, Intersection Decision Process)		
Road	Intersection	Improvement
I-35	CSAH 23/Lake Drive	Upgrade/New Interchange
TH 65	CSAH 22/Viking	Grade Separation
TH 65	CSAH 18/Crosstown	Grade Separation
TH 65	CR 60/Constance	Grade Separation
TH 65	CR 16/ Andover	Grade Separation
TH 65	CSAH 8/Osborne	Grade Separation
US 10	CSAH 7/7 <sup>th</sup> Avenue, Anoka	Upgrade/New Interchange
CSAH 23	CSAH 17/Lexington	Grade Separation
CSAH 78 Hanson Blvd	CSAH 116/Bunker Lake Blvd	Grade Separation
CSAH 78 Hanson Blvd	CSAH 14/Main Street	Grade Separation
<b>Intersection Signal Installations</b> (see Section 6.0, Intersection Decision Process)		
Road	Intersection	Warrant Probability
CR 52	Cloud Dr	Moderate
CR 52	Tournament Players Pkwy	Moderate
CR 53	105th/Gladstone	Moderate
CR 53	CR 153	Moderate
CSAH 5	CR 63 (North)	High
CSAH 5	CR 63 (South)	Moderate
CSAH 12	CR 53	Moderate
CSAH 14	4th Ave	Moderate
CSAH 14	Rondeau Lake Rd	Moderate
CSAH 22	CR 67 (North)	High
CSAH 22	CSAH 78	High
CSAH 22	CR 67 (South)	High
CSAH 22	CR 15	Moderate
CSAH 22	CR 74	Moderate
CSAH 22	CSAH 17	Moderate
CSAH 22	CR 68	Moderate
CSAH 23	CR 19	Moderate
CSAH 56	Alpine Dr	Moderate
CSAH 56	CSAH 5	Moderate
CSAH 56	167th Ave	Moderate
CSAH 78	CSAH 20	Moderate



**Table 9-3 (Cont.) Long-Term Improvements (2020 – 2030)**

<b>Functional Classification Changes</b> (see Table 7-25)			
<b>Roadway</b>	<b>Existing Classification</b>	<b>Future Classification</b>	<b>Comment</b>
CR 105 Naples Street (north of I-35W, extend to CSAH 12 )	Local Street	Major Collector	A component of Lexington corridor improvements
<b>Jurisdictional Changes – County System Turn-Backs to Local Communities</b> (see Table 7-23)			
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Community</b>
CSAH 1	CSAH 14	CSAH 7	Anoka
CSAH 5	CR 57	TH 47	Ramsey
CSAH 11	CSAH 18	CSAH 78	Coon Rapids
CSAH 12	At CR 53		Blaine, Lino Lakes
CSAH 13	I-extension with Viking Blvd	New proposed extension of CSAH 78	Oak Grove
CSAH 14	CSAH 31	CSAH 7	Anoka
CSAH 26	CSAH 26/229 <sup>th</sup> Ave	CSAH 24	East Bethel
CSAH 30	CSAH 7	TH 47	Anoka
CSAH 31	North extension to hospital	CSAH 14	Anoka
CSAH 31	CSAH 7	CSAH 31 south extension	Anoka
CSAH 67	CR 58	CSAH 22	Oak Grove
CSAH 131	North extension to hospital	CSAH 31	Anoka
CR 53	At CSAH 23		Lino Lakes
CR 61	TH 65	East Ham Lake Dr.	Ham Lake
CR 63	CSAH 5	TH 47	Ramsey
CR 65	CSAH 22	CSAH 5	Nowthen
CR 70	Sherburne County line	CSAH 28	Nowthen, St. Francis
CR 79	CSAH 7	CSAH 9	Anoka, Coon Rapids
CR 81	CSAH 28	TH 47	St. Francis
CR 82	Sherburne County line	CR 65	Nowthen
CR 83	US 10	CSAH 116	Ramsey
CR 86	CSAH 13	TH 65	East Bethel, Oak Grove
CR 89	CSAH 24	CR 70	Nowthen
CR 105	CSAH 52	CSAH 23	Blaine, Lexington
CR 163	CSAH 22	CSAH 5	Nowthen

