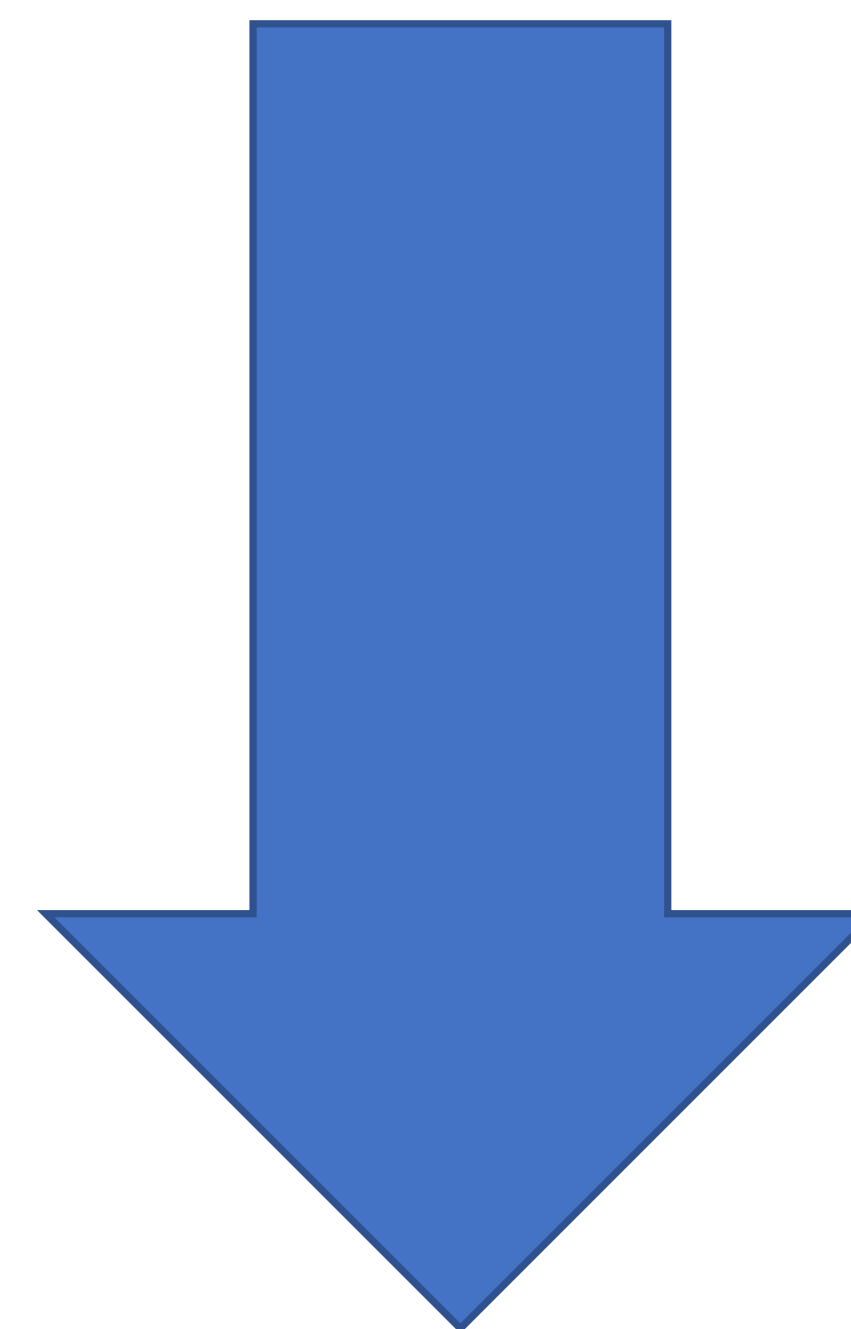


# County Road 146 (3<sup>rd</sup> Avenue) Project - Open House

## Please Sign In



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# Project Goals

Improve Pavement Condition

Restripe/Reconfigure Corridor as two way  
left turn lane

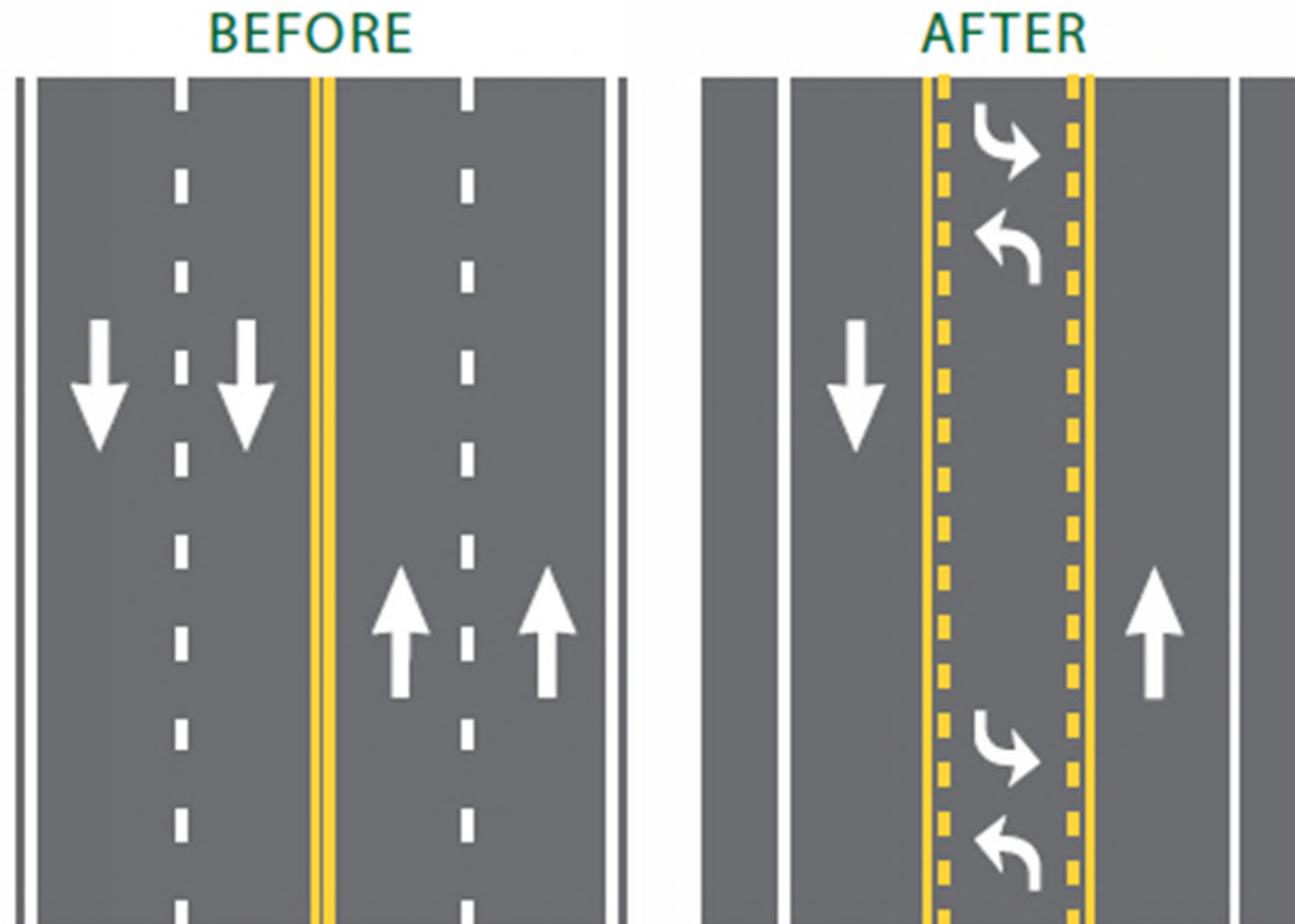
Adjustments to Signal at 16<sup>th</sup> SE

Make ADA improvements as necessary



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# Two Way Left Turn Lane - TWLTL



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# Safety Improvements

Table 1. Intersection Crash Rates Summary

Intersection	Traffic Control	Total Crashes <sup>1</sup>	Total Entering Volume <sup>2</sup>	Crash Rate per MEV	State Average Crash Rate <sup>3</sup>	Crash Critical Rate <sup>4</sup>	Crash Critical Index
CR 146 & TH 14	Traffic Signal	13	51,896,156	0.25	0.37	0.59	0.42
CR 146 & 13th Street	Through/Stop	2	19,527,500	0.10	0.09	0.29	0.35
CR 146 & 14th Street	Through/Stop	5	19,527,500	0.26	0.09	0.29	0.88
CR 146 & 15th Street	Through/Stop	3	19,527,500	0.15	0.09	0.29	0.53
CR 146 & Arena Drive	Through/Stop	0	19,527,500	0.00	0.09	0.29	0.00
CR 146 & 16th Street	Traffic Signal	16	33,397,500	0.48	0.41	0.71	0.67
CR 146 & 17th Street	Through/Stop	0	13,505,000	0.00	0.09	0.34	0.00
CR 146 & 18th Street	Through/Stop	2	13,505,000	0.15	0.09	0.34	0.44
CR 146 & 19th Street	Through/Stop	0	13,505,000	0.00	0.09	0.34	0.00
CR 146 & 20th Street	All Way Stop	13	25,823,750	0.50	0.24	0.51	0.99
CR 146 & 21st Street	Through/Stop	0	12,410,000	0.00	0.09	0.35	0.00
CR 146 & Broadway Avenue	Traffic Signal	15	51,896,156	0.29	0.37	0.59	0.49

1: Crash data obtained from MnCMAT2 and detailed crash narratives.  
2: Calculated using AADT obtained from MnDOT's Traffic Mapping Application.  
3: MnDOT's 2020 Green Sheets were used to determine state average rates.  
4: A confidence level of 99.5% was assumed for critical crash rate and 90% assumed for critical K/A rate.

- 29 of 69 (42 percent) – Rear-End
- 18 of 69 (26 percent) – Right-Angle
- 9 of 69 (13 percent) – Sideswipe
- 7 of 69 (10 percent) – Left-Turn
- 4 of 69 (6 percent) – Run Off Road
- 1 of 69 (1.5 percent) – Other
- 1 of 69 (1.5 percent) – Right-Turn

Table 2. Segment Crash Rates Summary

Segment	Roadway Category <sup>5</sup>	Total Crashes <sup>1</sup>	Segment Length (miles)	Total VMT <sup>2</sup>	Crash Rate per MEV	State Average Crash Rate <sup>3</sup>	Crash Critical Rate <sup>4</sup>	Crash Critical Index
CR 146 (TH 14 to 16th Street)	4-Lane Divided Urban	24	0.5	6,205,000	3.87	0.51	1.33	2.91
CR 146 (16th Street to 20th Street)	2-Lane Urban 5000 < ADT < 8000	7	0.5	6,752,500	1.04	0.46	1.21	0.86
CR 146 (20th Street to Broadway)	2-Lane Urban ADT > 8000	9	0.32	6,248,800	1.44	0.48	1.27	1.13

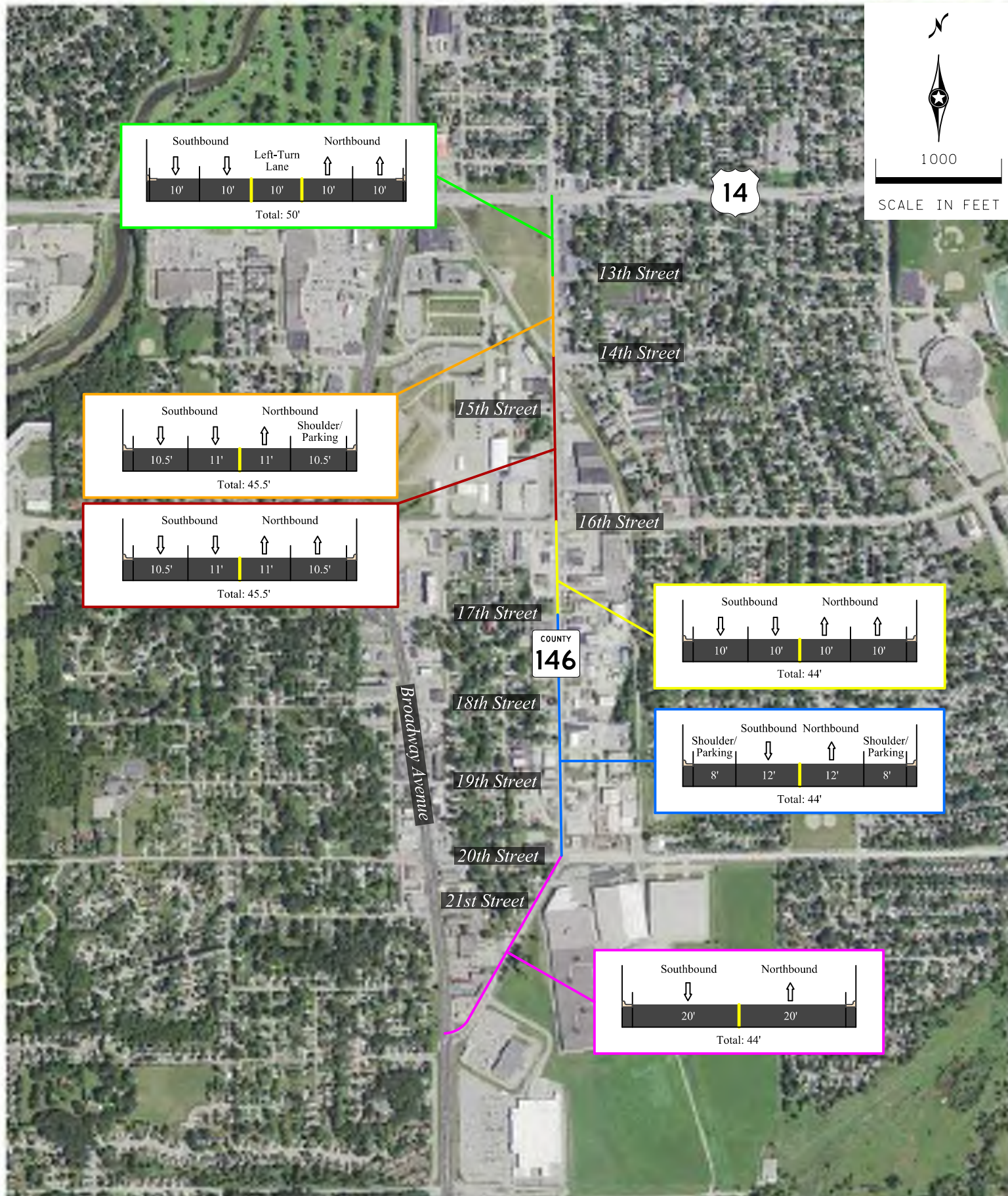
1: Crash data obtained from MnCMAT2 and detailed crash narratives.  
2: Calculated using AADT obtained from MnDOT's Traffic Mapping Application.  
3: MnDOT's 2020 Green Sheets were used to determine state average rates.  
4: A confidence level of 99.5% was assumed for critical crash rate and 90% assumed for critical K/A rate.  
5: Correctable crashes were determined using engineering judgement. Correctable crashes for segments generally included left-turn crashes, left-turn related rear-end crashes, and s  
6: Urban 4-Lane Divided was chosen as the most applicable roadway Category based on the options presented in MnDOT's 2020 Green Sheets.

- 11 of 40 (27.5 percent) – Rear-End
- 10 of 40 (25 percent) – Sideswipe
- 8 of 40 (20 percent) – Right-Angle
- 7 of 40 (17.5 percent) – Left-Turn
- 4 of 40 (10 percent) – Run Off Road



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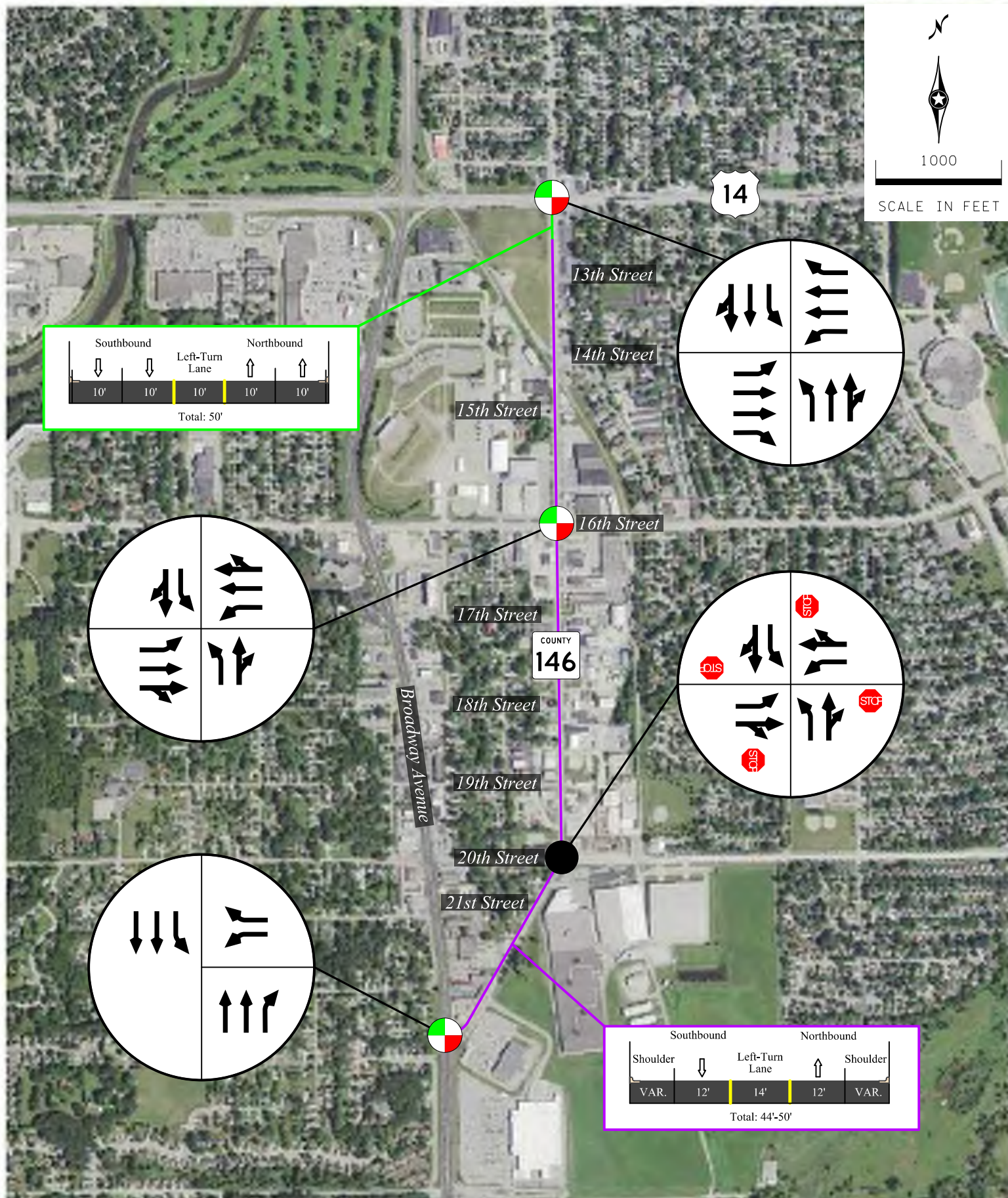
CR 146 (3rd Avenue) Lane Reduction Feasibility Study

**Figure 3**  
**Existing Typical Sections**



**ALLIANT**





CR 146 (3rd Avenue) Lane Reduction Feasibility Study

**Figure 21**  
*Recommended Concept*

## Design Benefits

Increased safety for all users

Improved pavement condition and ADA sidewalk maintenance

Improved Operations

## Potential Design Issues

Impacts from removing parking

Adjustments to existing signal at 16<sup>th</sup> St SE

Inconsistent corridor widths for remaining pavement



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## Next Steps

Coordinate Signal Modifications with City of Rochester

No Parking Resolutions

Finalize Plan

Advertise and Construct Summer/Fall of 2023



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