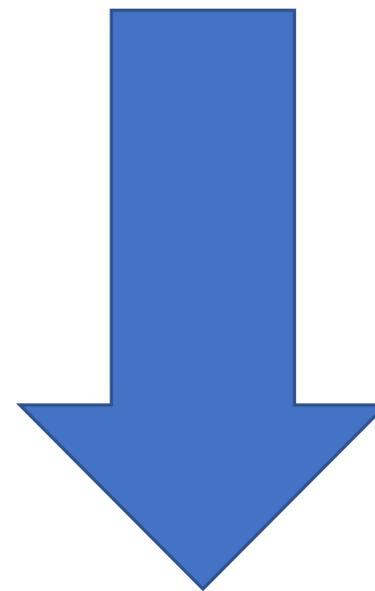


County Road 146 (3rd Avenue) Project - Open House

Please Sign In



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Project Goals

Improve Pavement Condition

Restripe/Reconfigure Corridor as two way
left turn lane

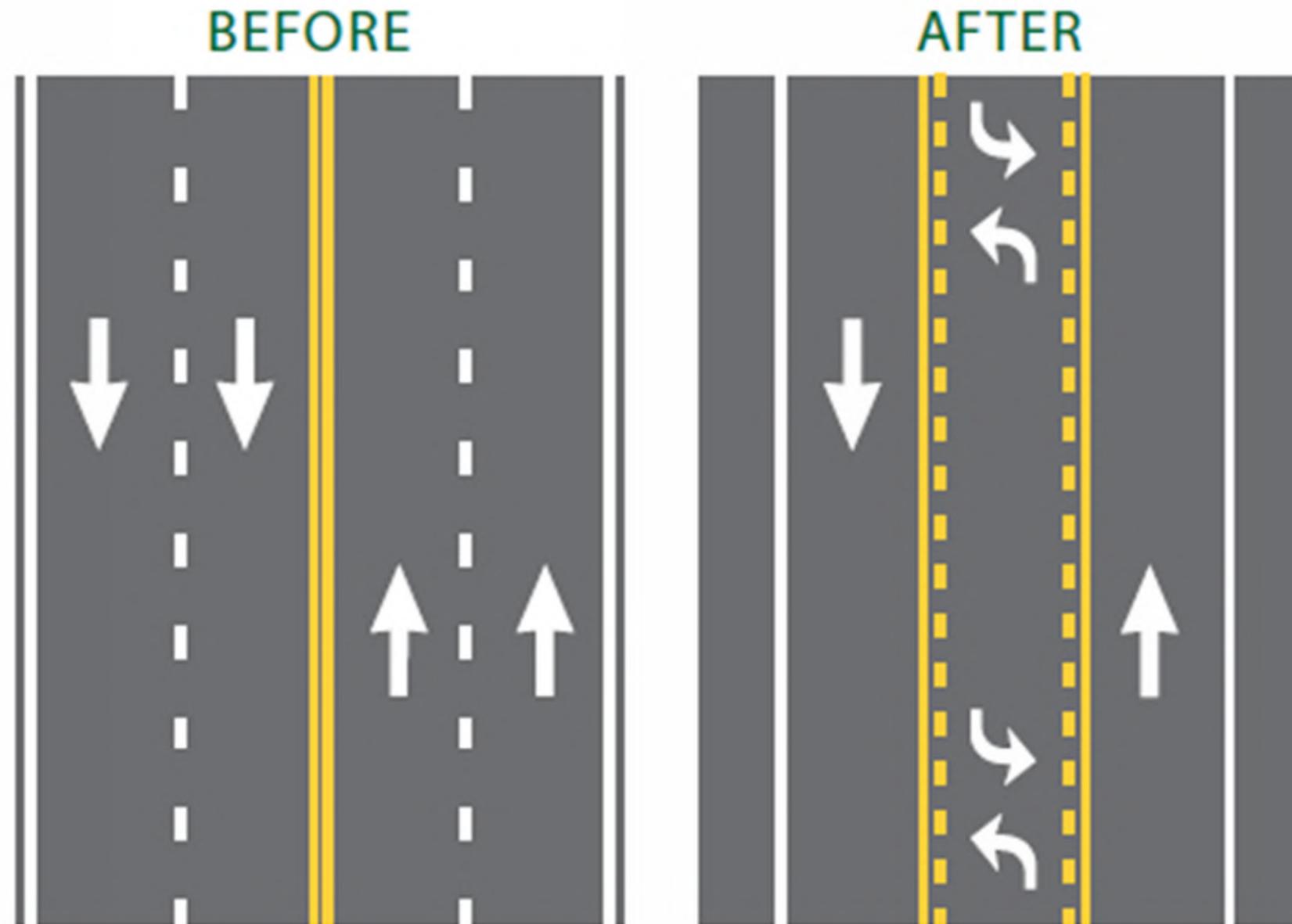
Adjustments to Signal at 16th SE

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 ¹	Total Entering Volume ²	Crash Rate per MEV	State Average Crash Rate ³	Crash Critical Rate ⁴	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

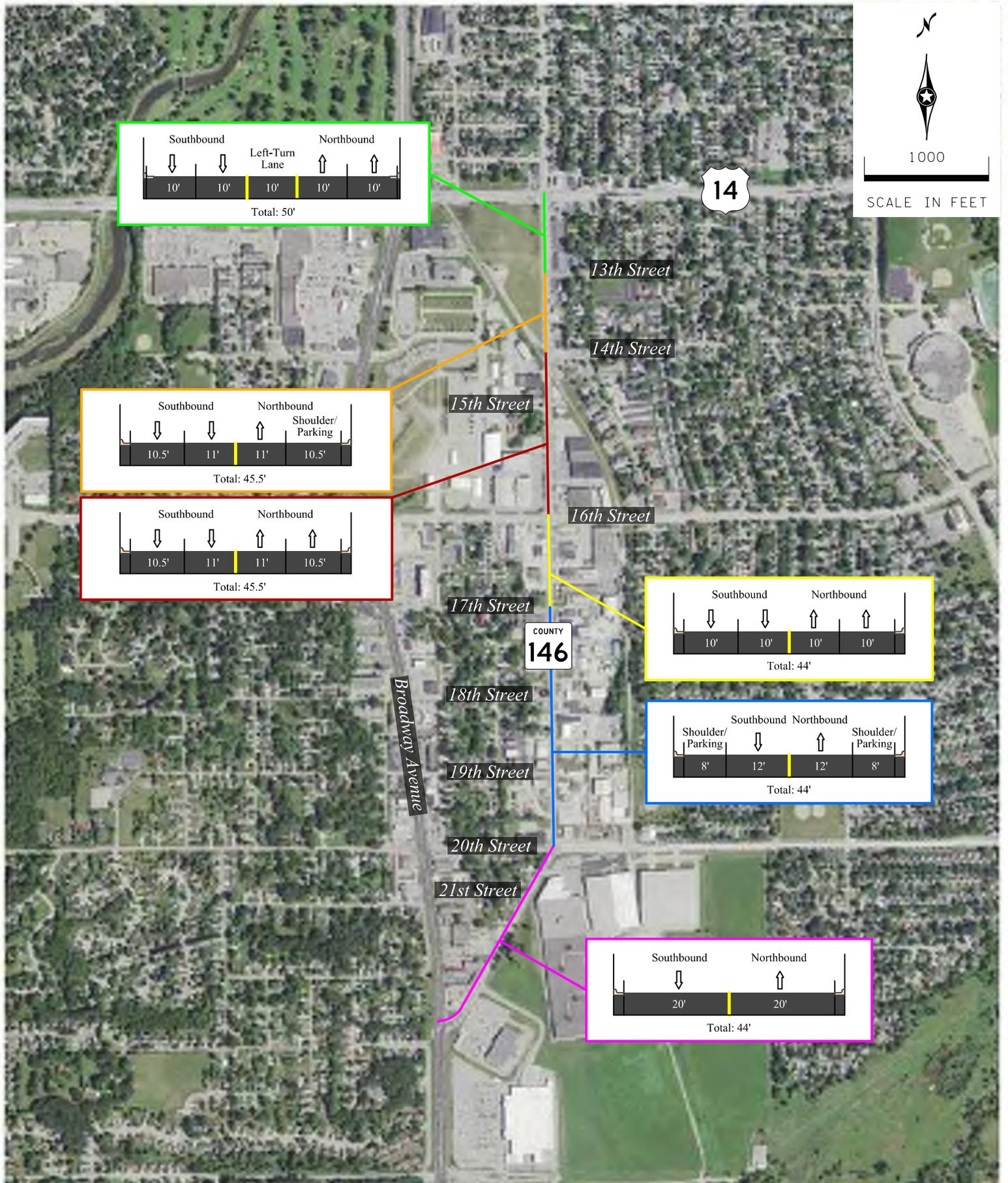
Segment	Roadway Category ⁵	Total Crashes ¹	Segment Length (miles)	Total VMT ²	Crash Rate per MEV	State Average Crash Rate ³	Crash Critical Rate ⁴	Crash Critical Index
CR 146 (TH 14 to 16th Street)	4-Lane Divided Urban	24	0.5	6,205,000	3.87	0.51	1.33	2.91
CR 146 (16th Street to 20th Street)	2-Lane Urban 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
 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

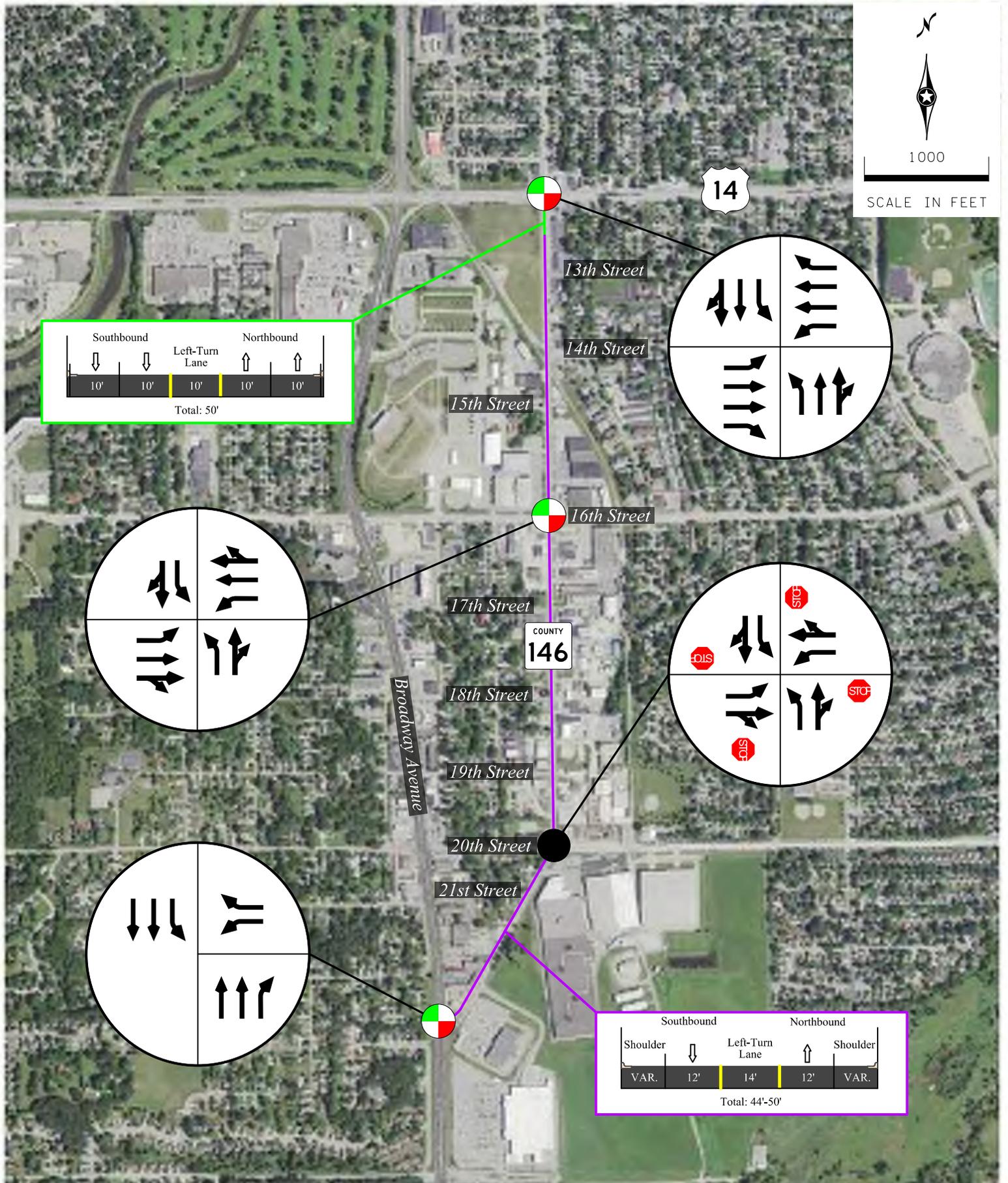


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CR 146 (3rd Avenue) Lane Reduction Feasibility Study

Figure 3
Existing Typical Sections



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 16th 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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