



# WELCOME

County Road B2 & Lexington Avenue  
Intersection Reconstruction  
Open House

# PROJECT OVERVIEW



Ramsey County and the City of Roseville are working to improve safety conditions at the County Road B2 and Lexington Avenue intersection. Reconstruction of the intersection is scheduled for 2022 and will include a new traffic signal and adding dedicated left-turn and right-turn lanes on County Road B2 to better control traffic from Roseville Area High School.

The lack of turn lanes on County Road B2 combined with the high volume of school traffic creates safety issues at the intersection. Sight line issues - caused by drivers passing on the right of a left turning vehicle - are believed to have been a factor in many of the 21 accidents that occurred at the interchange from 2013-2015.

Traffic analysis shows that widening the roadway and providing dedicated turn lanes on County Road B2 will lower crash rates. In a previous trial, right-turn lanes were painted on the roadway in each direction without widening the road, but they were removed due to traffic issues and confusion. Lexington Avenue already has dedicated turn lanes.



# EXISTING CONDITIONS

CR B2 AT LEXINGTON INTERSECTION PROJECT



County Road B2 & Lexington Avenue  
Intersection Reconstruction



# PROJECT TIMELINE

2020												2021												2022				
January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	June	July	August	September	
Community engagement and preliminary design. January - June 2020																												
Preferred layout selected in April 2020																												
						Detailed design continues to project bidding. July 2020 - December 2021																						
																									Construction Summer 2022			

# EXISTING LEVEL OF SERVICE

Intersection			AM Peak				PM Peak			
Control	Location	Approach	Movement Delay* (LOS)			Intersection Delay* (LOS)	Movement Delay* (LOS)			Intersection Delay* (LOS)
			Left	Through	Right		Left	Through	Right	
Signalized	Lexington Ave & County Rd B2	NB	28 (C)	14 (B)	5 (A)	31 (C)	23 (C)	17 (B)	8 (A)	66 (E)
		WB	65 (E)	59 (E)	36 (D)		78 (E)	57 (E)	21 (C)	
		SB	17 (B)	25 (C)	13 (B)		18 (B)	23 (C)	9 (A)	
		EB	56 (E)	47 (D)	20 (C)		188 (F)	184 (F)	153 (F)	

\* Delay measured in seconds per vehicle

A level of service (LOS) analysis was conducted for the intersection. LOS indicates the quality of traffic flow through an intersection. The LOS results are based on the average delay per vehicle that goes through the intersection. Intersections are given a ranking of LOS A through LOS F. The level of service system is set up similar to a report card with "A" representing the highest quality operations and "F" representing the poorest operations. At LOS A, motorists experience very little delay or interference. On a roadway or intersection with LOS F conditions, motorists would experience severe congestion and extreme delay, i.e., gridlock. Although LOS A conditions represent the best possible level of traffic flow, the cost to construct intersections to such a high standard exceeds the benefit to the user. Within an urbanized or urbanizing area, it is generally regarded that LOS D provides an acceptable level of service.

For intersections, level of service is primarily a function of delay which is dependent on volumes, intersection lane configuration, and traffic control. The intersection analysis was completed using average control delay as defined by the HCM. The threshold delay values for each level of service for unsignalized intersections are slightly less than for signalized intersections because motorists' expectations of the intersection differ with the type of traffic control. The level of service analysis criteria for signalized and unsignalized intersections are explained in the table below.

# TRAFFIC ANALYSIS

## Existing Maximum Queue Lengths

Intersection			AM Peak			PM Peak		
Control	Location	Approach	Maximum Queue Lengths per Lane (Feet)			Maximum Queue Lengths per Lane (Feet)		
			Left	Through	Right	Left	Through	Right
Signalized	Lexington Ave & County Rd B2	NB	186	251	56	225	378	158
		WB	588			380		
		SB	76	485	175	224	442	175
		EB	318			1524		

## Three-Year Crash Rate (2017-2019 Data)

Lexington Avenue and County Road B2 (2017 - 2019)							
Location	Number of Crashes	Daily Entering Vehicles	Crash Rate*			Severity Rate	
			Calculated	Average**	Critical***	Calculated	Average**
Lexington Ave & County Rd B2 (2017-2019)	14	19,800	0.65	0.72	1.04	0.88	1.00

\* Intersection crash rates are expressed in crashes per million entering vehicles

\*\* Average for high-volume, low-speed signalized intersections using MnDOT 2015 green sheets

\*\*\* Critical crash rates are expressed in crashes per million entering vehicles with 0.95 confidence level



# SHARE YOUR INPUT!

Community engagement is important to project success. We want to know how you use the intersection. Take a moment to think about your experiences at the intersection and what changes you think Ramsey County should consider.

Examples of experiences and questions for you to consider:

Where do you go?

What mode of travel do you use (walk, bike, car, bus)?

What do you like?  
What do you dislike?

What time of day do you use the intersection?

How often do you use the intersection?

What would you change to make the intersection better?



SCAN ME

Share your feedback on comment cards, post-it notes on maps, or online at <https://wsb.mysocialpinpoint.com/b2-lex>