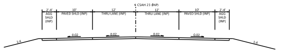
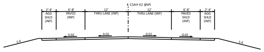
CSAH 23/CSAH 62 ROUNDABOUT
ANOKA COUNTY, CITY OF COLUMBUS, MN

TYPICAL SECTIONS

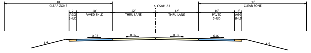
EXISTING
CSAH 23 (LAKE DRIVE NE) TYPICAL SECTION
NOT TO SCALE


℄ CSAH 23 (INP)
2'-4'
AGG SHLD (INP)
10'
PAVED SHLD (INP)
12'
THRU LANE (INP)
12'
THRU LANE (INP)
10'
PAVED SHLD (INP)
2'-4'
AGG SHLD (INP)
0.02
0.02
0.02
0.02
1:4
1:4

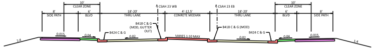
EXISTING
CSAH 62 (KETTLE RIVER BLVD NE) TYPICAL SECTION
NOT TO SCALE


℄ CSAH 62 (INP)
2'-4'
AGG SHLD (INP)
6'-8'
PAVED (INP)
12'
THRU LANE (INP)
12'
THRU LANE (INP)
6'-8'
PAVED SHLD (INP)
2'-4'
AGG SHLD (INP)
0.02
0.02
0.02
0.02
1:4
1:4

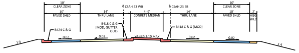
PROPOSED
RURAL CSAH 23 (LAKE DRIVE NE) TYPICAL SECTION
NOT TO SCALE


30'
CLEAR ZONE
℄ CSAH 23
30'
CLEAR ZONE
2'
AGG SHLD
10'
PAVED SHLD
12'
THRU LANE
12'
THRU LANE
10'
PAVED SHLD
2'
AGG SHLD
0.02
0.02
0.02
0.02
1:4
1:4

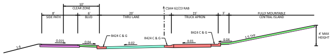
PROPOSED
URBAN CSAH 23 (LAKE DRIVE NE)/62 (KETTLE RIVER BLVD NE) TYPICAL SECTION
NOT TO SCALE


10'
CLEAR ZONE
℄ CSAH 23 WB
℄ CSAH 23 EB
10'
CLEAR ZONE
8'
SIDE PATH
6'
BLVD
18'-20'
THRU LANE
4'-12.5'
CONRETE MEDIAN
18'-20'
THRU LANE
6'
BLVD
8'
SIDE PATH
B418 C & G (MOD, GUTTER OUT)
B418 C & G (MOD)
B424 C & G
B424 C & G
0.015
0.04
0.02
VARIES 1:10 MAX
0.02
0.04
0.015
1:4
1:4

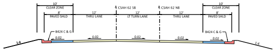
PROPOSED
SUBURBAN CSAH 23 (LAKE DRIVE NE) TYPICAL SECTION
NOT TO SCALE


10'
CLEAR ZONE
℄ CSAH 23 WB
℄ CSAH 23 EB
10'
CLEAR ZONE
10'
PAVED SHLD
14'
THRU LANE
4'-9'
CONRETE MEDIAN
14'
THRU LANE
10'
PAVED SHLD
2'
AGG SHLD
B418 C & G (MOD, GUTTER OUT)
B418 C & G (MOD)
B424 C & G
0.02
0.02
VARIES 1:10 MAX
0.02
0.02
1:4
1:4

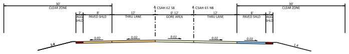
PROPOSED
ROUNDABOUT TYPICAL SECTION
NOT TO SCALE

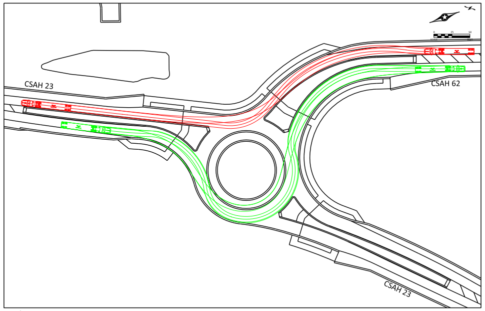

10'
CLEAR ZONE
℄ CSAH 62/23 RAB
8'
SIDE PATH
6'
BLVD
20'
THRU LANE
15'
TRUCK APRON
3'
FULLY MOUNTABLE CENTRAL ISLAND
B424 C & G
R424 C & G
B424 C & G
0.015
0.04
0.02
0.01
0.04
1:5 TYP
4' MAX HEIGHT
1:4

PROPOSED
URBAN CSAH 62 (KETTLE RIVER BLVD NE) TYPICAL SECTION
NOT TO SCALE

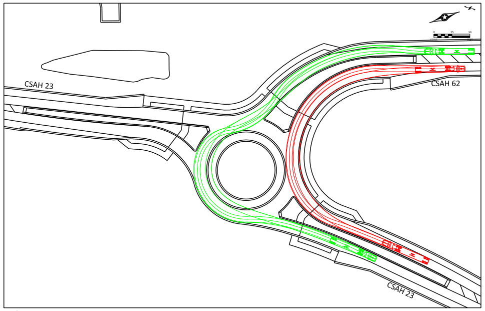

10'
CLEAR ZONE
℄ CSAH 62 SB
℄ CSAH 62 NB
10'
CLEAR ZONE
8'
PAVED SHLD
12'
THRU LANE
12'
LT TURN LANE
12'
THRU LANE
8'
PAVED SHLD
B424 C & G
B424 C & G
0.02
0.02
0.02
0.02
0.02
1:4
1:4

PROPOSED
RURAL CSAH 62 (KETTLE RIVER BLVD NE) TYPICAL SECTION
NOT TO SCALE

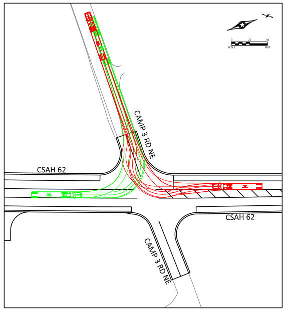

30'
CLEAR ZONE
℄ CSAH 62 SB
℄ CSAH 65 NB
30'
CLEAR ZONE
2'
AGG SHLD
8'
PAVED SHLD
12'
THRU LANE
0'-12'
GORE AREA
12'
THRU LANE
8'
PAVED SHLD
2'
AGG SHLD
0.02
0.02
0.02
0.02
0.02
1:4
1:4


CSAH 23
CSAH 62
CSAH 23

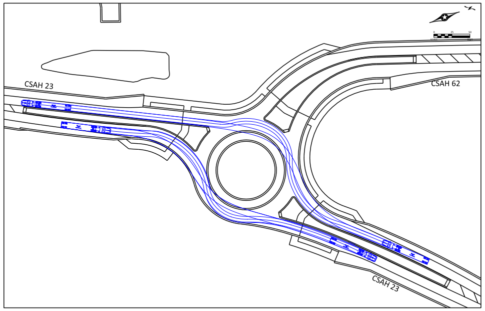
WB/NB TURNING MOVEMENTS
DESIGN VEHICLE: WB-62


CSAH 23
CSAH 62
CSAH 23

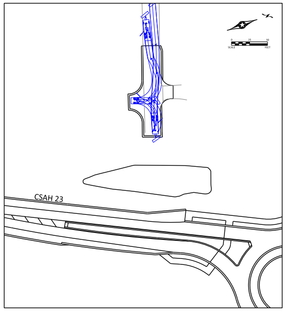
EB/NB TURNING MOVEMENTS
DESIGN VEHICLE: WB-62


CAMP 3 RD NE
CSAH 62
CSAH 62
CAMP 3 RD NE

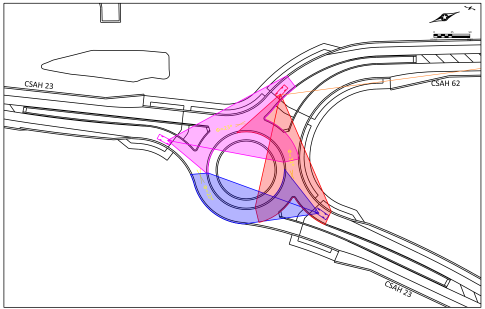
WB TURNING MOVEMENTS
DESIGN VEHICLE: WB-62


CSAH 23
CSAH 62
CSAH 23

THRU MOVEMENTS
DESIGN VEHICLE: WB-62



WB TURNING MOVEMENTS
DESIGN VEHICLE: SNOW PLOW

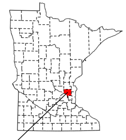

CSAH 23
CSAH 62
CSAH 23

SIGHT ANGLE DIAGRAM - 20 MPH DESIGN SPEED

alex.groff
2/18/2026
pdf-plotter.pltcfg
1:22:08 PM
BMI_Layout.tbl

LAYOUT LEGEND

🟨	PROPOSED BITUMINOUS ROADWAY
🟩	PROPOSED CONCRETE ROADWAY
🟥	RAISED CONC MEDIAN, CURB & GUTTER
🟦	PAVED SHOULDERS
🟩	LANDSCAPING/GREEN SPACE
🟫	GRAVEL SHOULDERS/GRAVEL ENTRANCE
🟪	SIDEWALK/TRAIL/DRIVEWAYS
🟧	MILL & OVERLAY SECTION
🟦	PROPOSED POND
— — —	TEMPORARY EASEMENT
—- - -—	PROPOSED EASEMENT
—·—	PROPOSED RIGHT-OF-WAY
—- - -—	EXISTING RIGHT-OF-WAY
- - - -	CONSTRUCTION LIMITS
->——>	PROPOSED STORM SEWER
—F/O—	EXISTING FIBER OPTIC
—>—	EXISTING STORM SEWER
—P-BUR—	EXISTING POWER UNDERGROUND
—OHP—	EXISTING OVERHEAD LINE
—G—	EXISTING GAS LINE
—CO—	EXISTING COMMUNICATION LINE
⁎—⁎—⁎	DELINEATED WETLAND
⁎—⁎—⁎	NATIVE PLANT COMMUNITY BOUNDARY
⁎—⁎—⁎	MN BIOLOGICAL SURVEY BOUNDARY
CLOSE	ACCESS CLOSURE
✳	PROPOSED LIGHT POLE
◎/◁	PROPOSED STORM STRUCTURES
←	SURFACE FLOW DIRECTION



PROJECT LOCATION
ANOKA COUNTY

GENERAL NOTES:

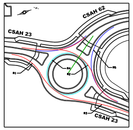
- ALL PEDESTRIAN ACCOMMODATIONS WILL MEET ADA/PROWAG REQUIREMENTS.
- NO DESIGN EXCEPTIONS NEEDED.

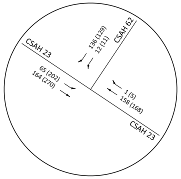
ROUNDABOUT DESIGN
SPEED & FASTEST PATH SUMMARY

FASTEST DRIVABLE PATH COMPARISON CHART

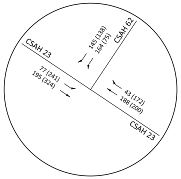
APPROACH	CURVE	RADIUS (FT)	e (FT/FT)	SPEED (MPH)	RELATIVE SPEED DIFFERENCE (MPH) (1)	ENTRY ANGLE (PHI)
(NORTH LEG) CSAH 62	R1	105	0.02	21	5	23°
	R2	N/A	-0.02	N/A	N/A	
	R3	N/A	0.02	N/A	N/A	
	R4	58	-0.02	15	0	
	R5	165	0.02	25	9	
(WEST LEG) CSAH 23	R1	105	0.02	21	5	22°
	R2	155	-0.02	22	7	
	R3	873	0.02	N/A	N/A	
	R4	58	-0.02	15	0	
	R5	N/A	0.02	N/A	N/A	
(EAST LEG) CSAH 23	R1	115	0.02	21	6	31°
	R2	110	-0.02	19	4	
	R3	1024	0.02	N/A	N/A	
	R4	58	-0.02	15	0	
	R5	117	0.02	22	6	

(1) RELATIVE SPEED DIFFERENCE IS FROM THE MINIMUM SPEED IN ROUNDABOUT, USUALLY R4

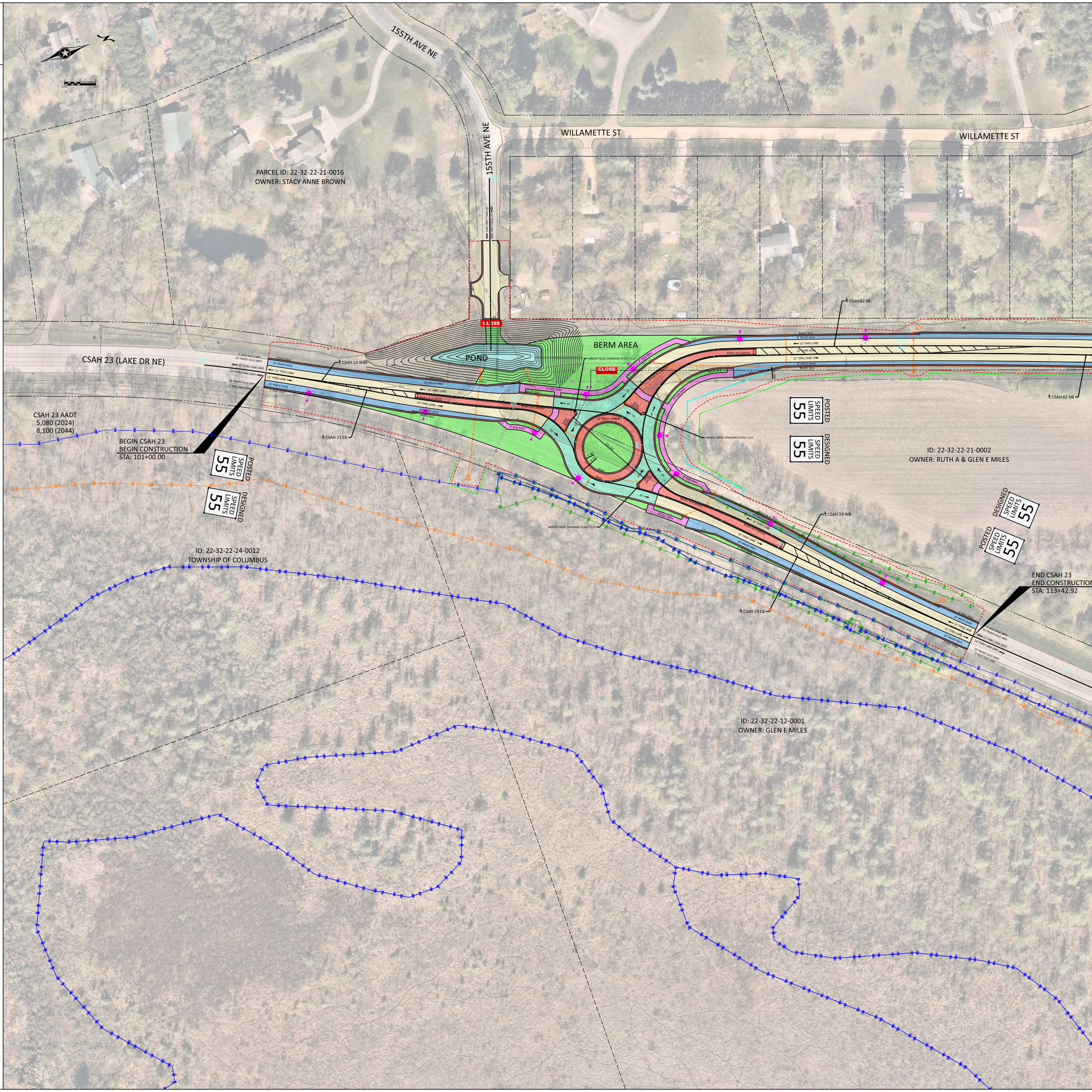

CSAH 62
CSAH 23
R1
R2
R3
R4
R5
CSAH 23

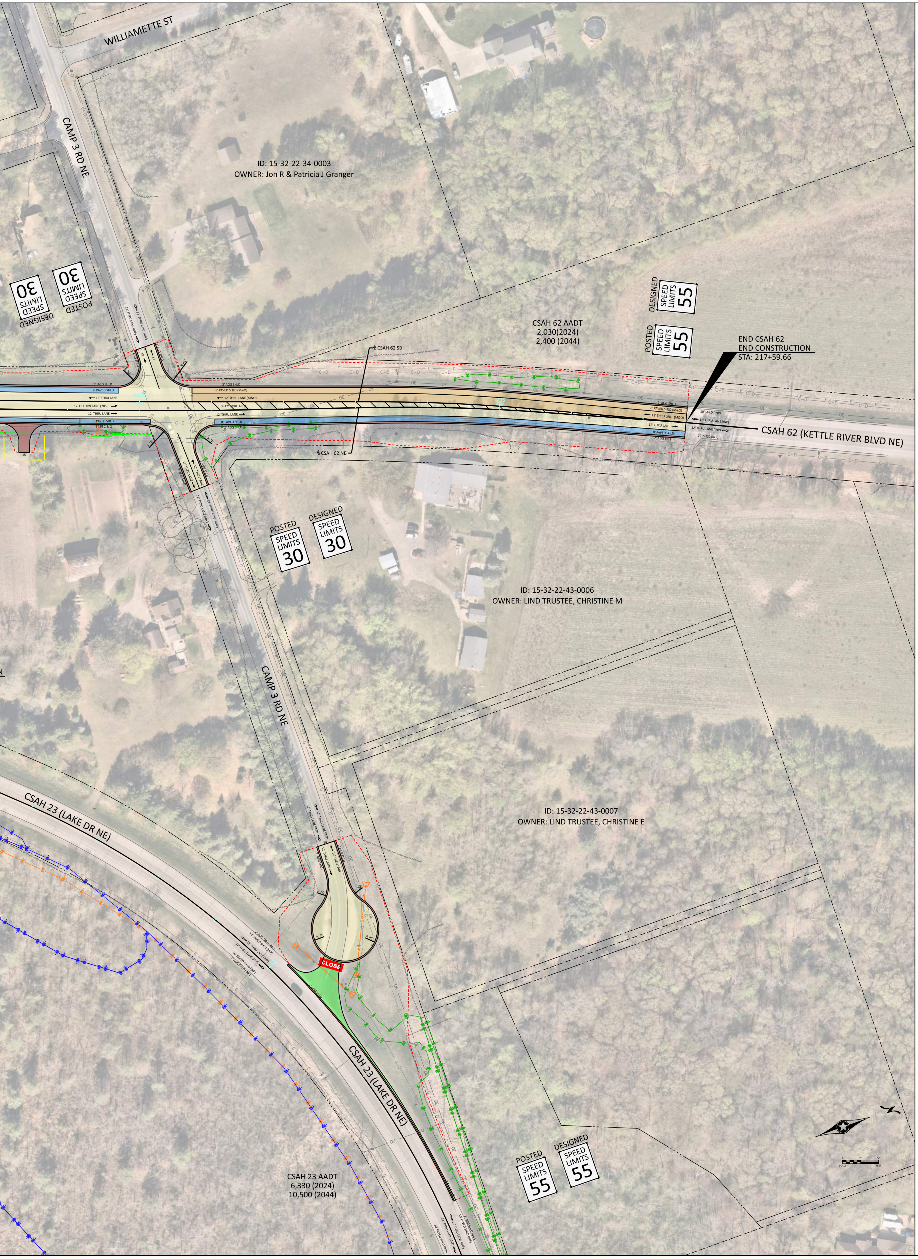

CSAH 23
CSAH 62
136 (129)
12 (11)
65 (202)
164 (270)
1 (5)
158 (168)
CSAH 23

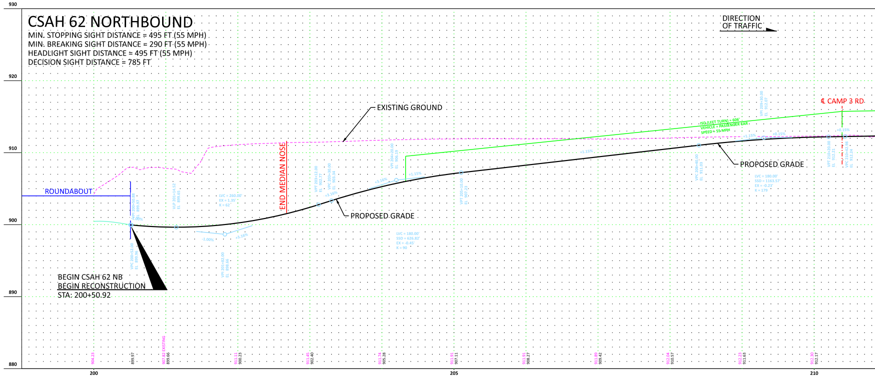
EXISTING TURNING MOVEMENTS COUNTS
BY 2024
XXX (XXX) = AM PEAK (PM PEAK)


CSAH 23
CSAH 62
145 (138)
164 (75)
77 (241)
195 (324)
43 (172)
188 (200)
CSAH 23

FUTURE TURNING MOVEMENTS COUNTS
BY 2044
XXX (XXX) = AM PEAK (PM PEAK)

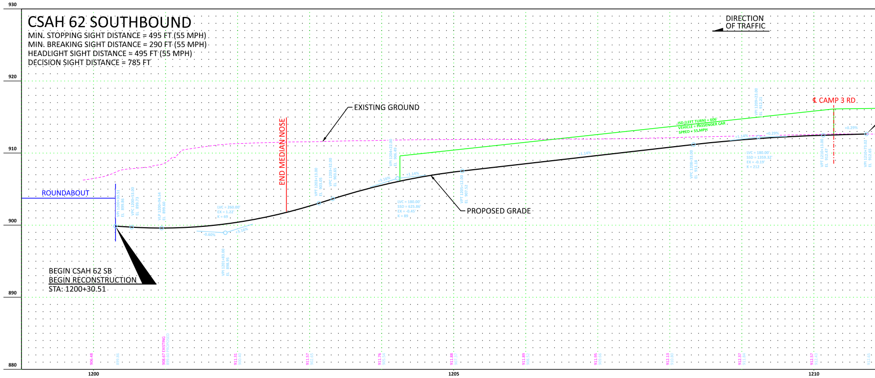

155TH AVE NE
WILLAMETTE ST
WILLAMETTE ST
155TH AVE NE
PARCEL ID: 22-32-22-21-0016
OWNER: STACY ANNE BROWN
CSAH 23 (LAKE DR NE)
POND
BERM AREA
CLOSE
CLOSE
FIELD ENTRANCE
CSAH 23 WB
CSAH 23 EB
CSAH 62 SB
CSAH 62 NB
MNDOT NOSE STANDARD PLATE 7113
13' TRUCK APRON
8' SIDE PATH
12' THRU LANE
14' THRU LANE
12' GORE AREA
10' PAVED SHLD
8' PAVED SHLD
2' AGG SHLD
B418 C & G (MOD)
B424 C & G
CSAH 23 AADT
5,080 (2024)
8,100 (2044)
BEGIN CSAH 23
BEGIN CONSTRUCTION
STA: 101+00.00
POSTED SPEED LIMITS 55
DESIGNED SPEED LIMITS 55
ID: 22-32-22-24-0012
TOWNSHIP OF COLUMBUS
ID: 22-32-22-21-0002
OWNER: RUTH A & GLEN E MILES
END CSAH 23
END CONSTRUCTION
STA: 113+42.92
ID: 22-32-22-12-0001
OWNER: GLEN E MILES


WILLIAMETTE ST
CAMP 3 RD NE
ID: 15-32-22-34-0003
OWNER: Jon R & Patricia J Granger
DESIGNED SPEED LIMITS 30
POSTED SPEED LIMITS 30
DESIGNED SPEED LIMITS 55
POSTED SPEED LIMITS 55
CSAH 62 AADT
2,030(2024)
2,400 (2044)
END CSAH 62
END CONSTRUCTION
STA: 217+59.66
℄ CSAH 62 SB
℄ CSAH 62 NB
2' AGG SHLD
8' PAVED SHLD
12' THRU LANE
12' LT TURN LANE (285')
8' PAVED SHLD (M&O)
12' THRU LANE (M&O)
0'-12' GORE AREA
10' SHLD (INP)
12' THRU LANE (INP)
R. 30'
R. 45'
CSAH 62 (KETTLE RIVER BLVD NE)
POSTED SPEED LIMITS 30
DESIGNED SPEED LIMITS 30
ID: 15-32-22-43-0006
OWNER: LIND TRUSTEE, CHRISTINE M
CAMP 3 RD NE
ID: 15-32-22-43-0007
OWNER: LIND TRUSTEE, CHRISTINE E
CSAH 23 (LAKE DR NE)
CLOSE
CSAH 23 (LAKE DR NE)
CSAH 23 AADT
6,330 (2024)
10,500 (2044)
POSTED SPEED LIMITS 55
DESIGNED SPEED LIMITS 55



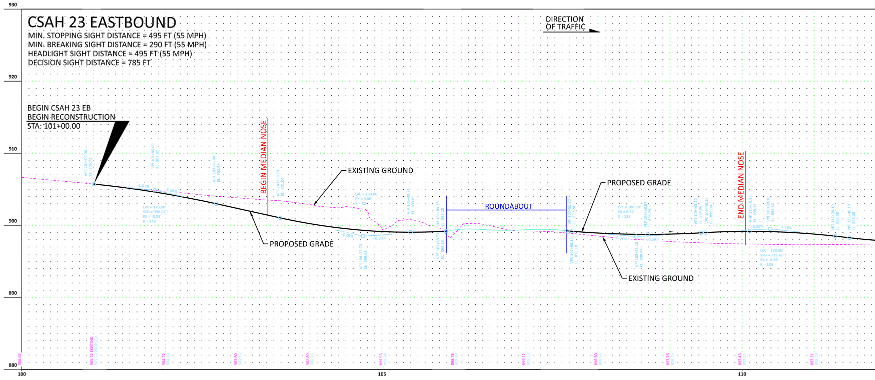
CSAH 62 NORTHBOUND

MIN. STOPPING SIGHT DISTANCE = 495 FT (55 MPH)
MIN. BREAKING SIGHT DISTANCE = 290 FT (55 MPH)
HEADLIGHT SIGHT DISTANCE = 495 FT (55 MPH)
DECISION SIGHT DISTANCE = 785 FT



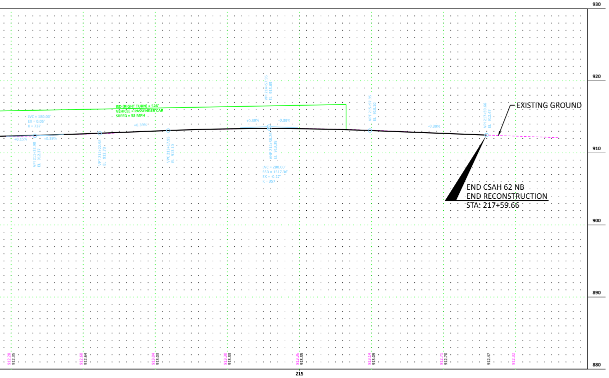
CSAH 62 SOUTHBOUND

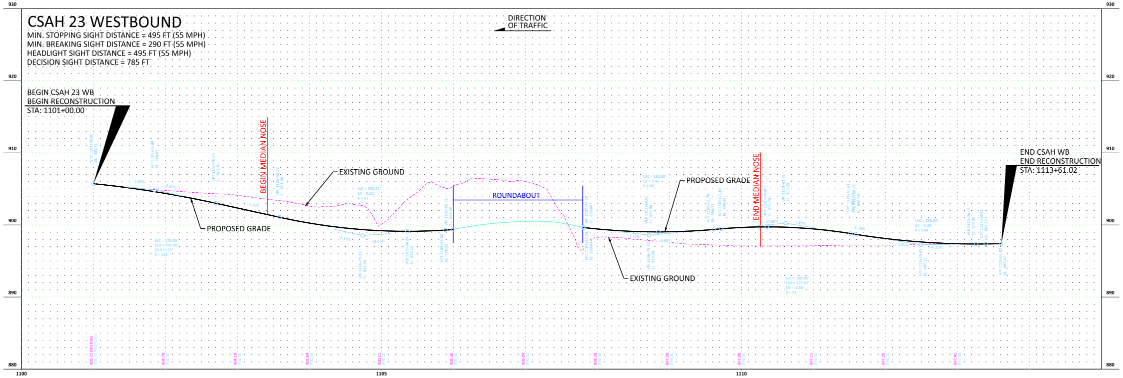
MIN. STOPPING SIGHT DISTANCE = 495 FT (55 MPH)
MIN. BREAKING SIGHT DISTANCE = 290 FT (55 MPH)
HEADLIGHT SIGHT DISTANCE = 495 FT (55 MPH)
DECISION SIGHT DISTANCE = 785 FT

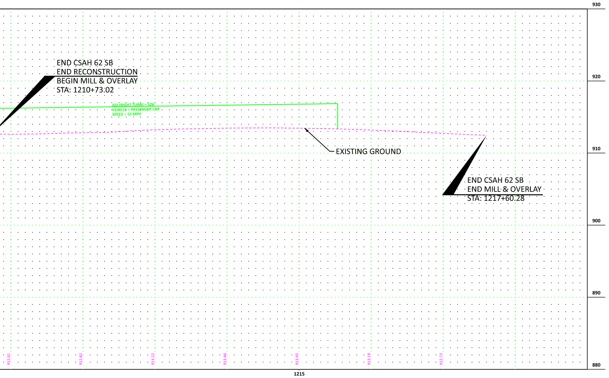


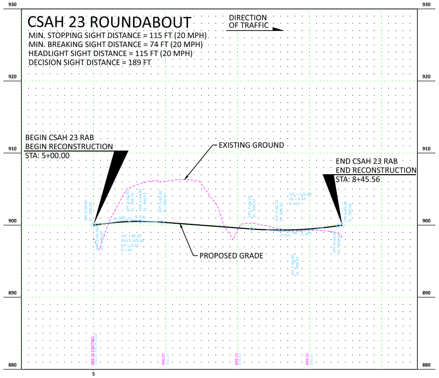
CSAH 23 EASTBOUND

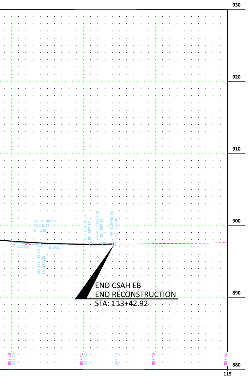
MIN. STOPPING SIGHT DISTANCE = 495 FT (55 MPH)
MIN. BREAKING SIGHT DISTANCE = 290 FT (55 MPH)
HEADLIGHT SIGHT DISTANCE = 495 FT (55 MPH)
DECISION SIGHT DISTANCE = 785 FT


930
920
910
900
890
880
EXISTING GROUND
END CSAH 62 NB
END RECONSTRUCTION
STA: 217+59.66
215


CSAH 23 WESTBOUND
MIN. STOPPING SIGHT DISTANCE = 495 FT (55 MPH)
MIN. BREAKING SIGHT DISTANCE = 290 FT (55 MPH)
HEADLIGHT SIGHT DISTANCE = 495 FT (55 MPH)
DECISION SIGHT DISTANCE = 785 FT
DIRECTION
OF TRAFFIC
930
920
910
900
890
880
BEGIN CSAH 23 WB
BEGIN RECONSTRUCTION
STA: 1101+00.00
BEGIN MEDIAN NOSE
EXISTING GROUND
PROPOSED GRADE
ROUNDABOUT
PROPOSED GRADE
END MEDIAN NOSE
EXISTING GROUND
END CSAH WB
END RECONSTRUCTION
STA: 1113+61.02
1100
1105
1110


930
920
910
900
890
880
END CSAH 62 SB
END RECONSTRUCTION
BEGIN MILL & OVERLAY
STA: 1210+73.02
EXISTING GROUND
END CSAH 62 SB
END MILL & OVERLAY
STA: 1217+60.28
1215


CSAH 23 ROUNDABOUT
MIN. STOPPING SIGHT DISTANCE = 115 FT (20 MPH)
MIN. BREAKING SIGHT DISTANCE = 74 FT (20 MPH)
HEADLIGHT SIGHT DISTANCE = 115 FT (20 MPH)
DECISION SIGHT DISTANCE = 189 FT
DIRECTION
OF TRAFFIC
930
920
910
900
890
880
BEGIN CSAH 23 RAB
BEGIN RECONSTRUCTION
STA: 5+00.00
EXISTING GROUND
END CSAH 23 RAB
END RECONSTRUCTION
STA: 8+45.56
PROPOSED GRADE
5


930
920
910
900
890
880
END CSAH EB
END RECONSTRUCTION
STA: 113+42.92
115

BOLTON & MENK

Anoka County
MINNESOTA
Respectful, Innovative, Fiscally Responsible

COLUMBUS