Trunk Highway 47 Railroad Grade Separation Project

mndot.gov/metro/projects/hwy47rr-anoka

Minnesota's Most Dangerous Crossing

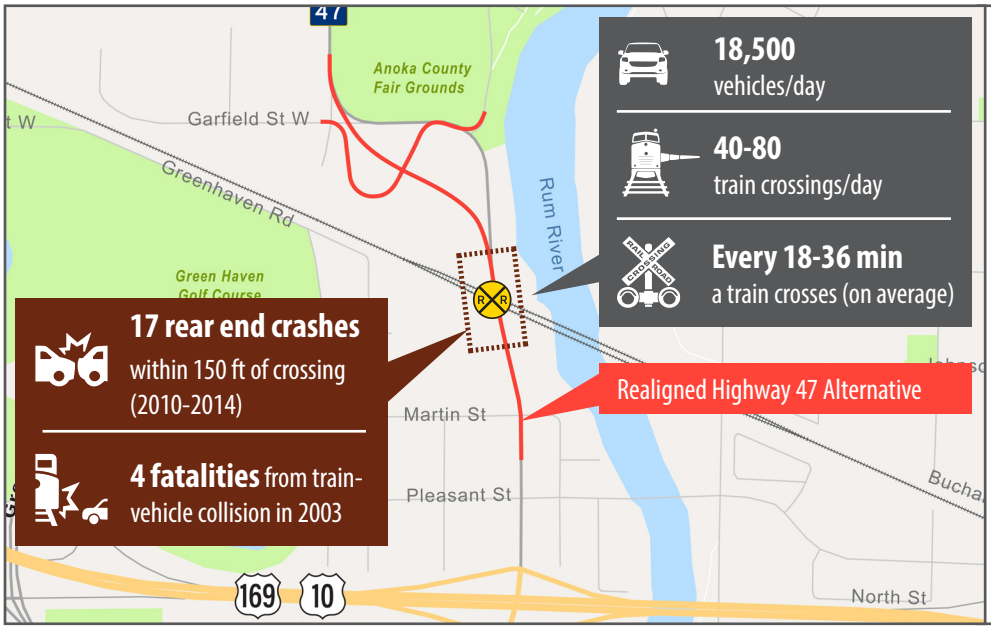
ADDRESSING SAFETY AT FERRY STREET

The primary need identified at this crossing is to improve safety for motorists, pedestrians, bicyclists, and trains.

- Reduced visibility
- Driveway entrances too close to crossing
- Traffic stopped 40 to 80 times per day with backups extending to Hwy 10

Local citizens, the Federal Rail Administration, MnDOT, and BNSF Railway staff have identified the Highway 47 (Ferry Street) - BNSF Railroad crossing as the highest priority railroad project in the state for public safety.

Looking south on Highway 47 (Ferry Street)



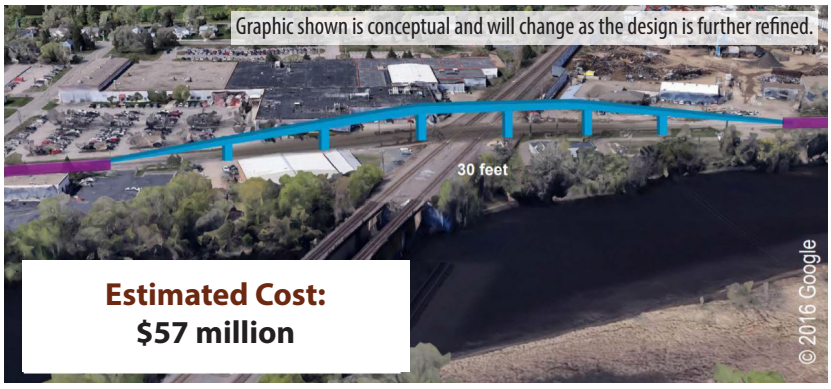
PRIORITIZING CRITERIA

When evaluating options to improve the crossing, the project team considered and prioritized the following criteria:

1. Improve Railroad Crossing Safety
2. Reduce Railroad Operations Disruptions
3. Minimize Filling in the Floodplain
4. Facilitate Public Discussion
5. Eliminate Motorist Delay due to Trains
6. Reduce Environmental Impacts from Contaminated Sites
7. Protect the Local Water Table
8. Minimize Park/Fairground Land Takings
9. Minimize Public/Private Access Closures
10. Reduce Construction Duration and Detours
11. Decrease Right-of-Way Takings
12. Preserve and Protect Historic Property

STUDY RECOMMENDATION: LONG OVERPASS BRIDGE

- The overpass has fewer environmental impacts and is more cost effective than an underpass.
- The bridge will have two travel lanes, a multi-use trail, and will be designed to allow for future expansion.
- Traffic will no longer be stopped because of trains.
- A long bridge has a lower estimated cost.



Estimated Cost: $57 million

DESIGN BENEFITS

Crossing Safety
The design reduces motorist delay and improves safety at the crossing.

Railroad Operations
The project will have little effect on railway operations.

Water & Soils
The water table will not be disturbed. Minimizes disturbance of contaminated soils.