



Anoka Solution 2022-2023 Construction



**The U.S. Highway 10/169 Project will reduce crashes and improve traffic operations.
This will result in improved mobility and reliability for all users of the project corridor.**

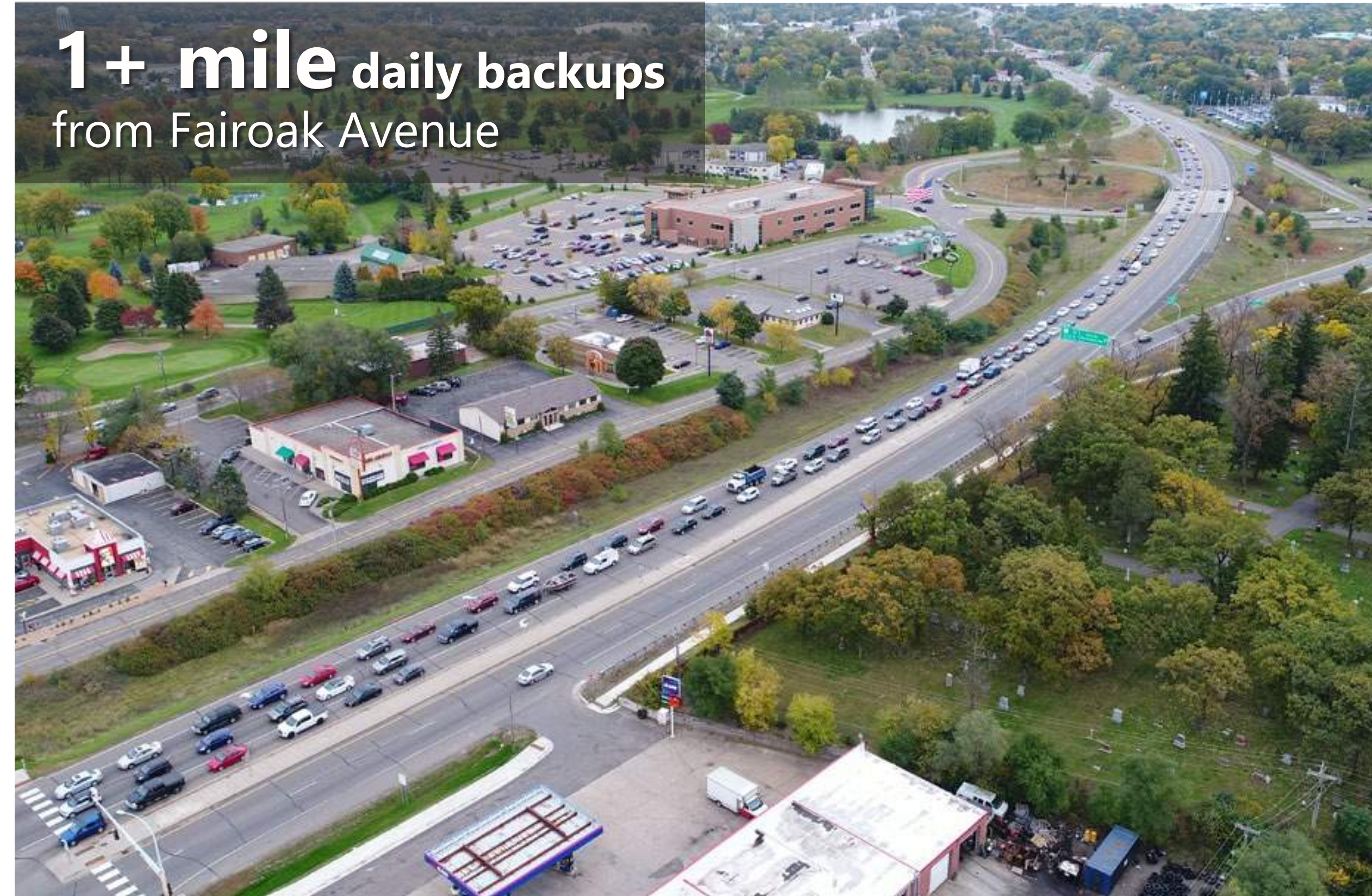
Existing Issues

- 60,600 vehicles per day
- Principal Arterial moves regional freight; 3,300 heavy commercial vehicles
- 1+ mile back-ups during peak hour
- 21 mph avg. peak hour speed (60 mph posted)
- 1,128 crashes (2 fatal) from 2006-2015
- Crash Rate 1.5x state average
- Segmented local network forces local highway trips

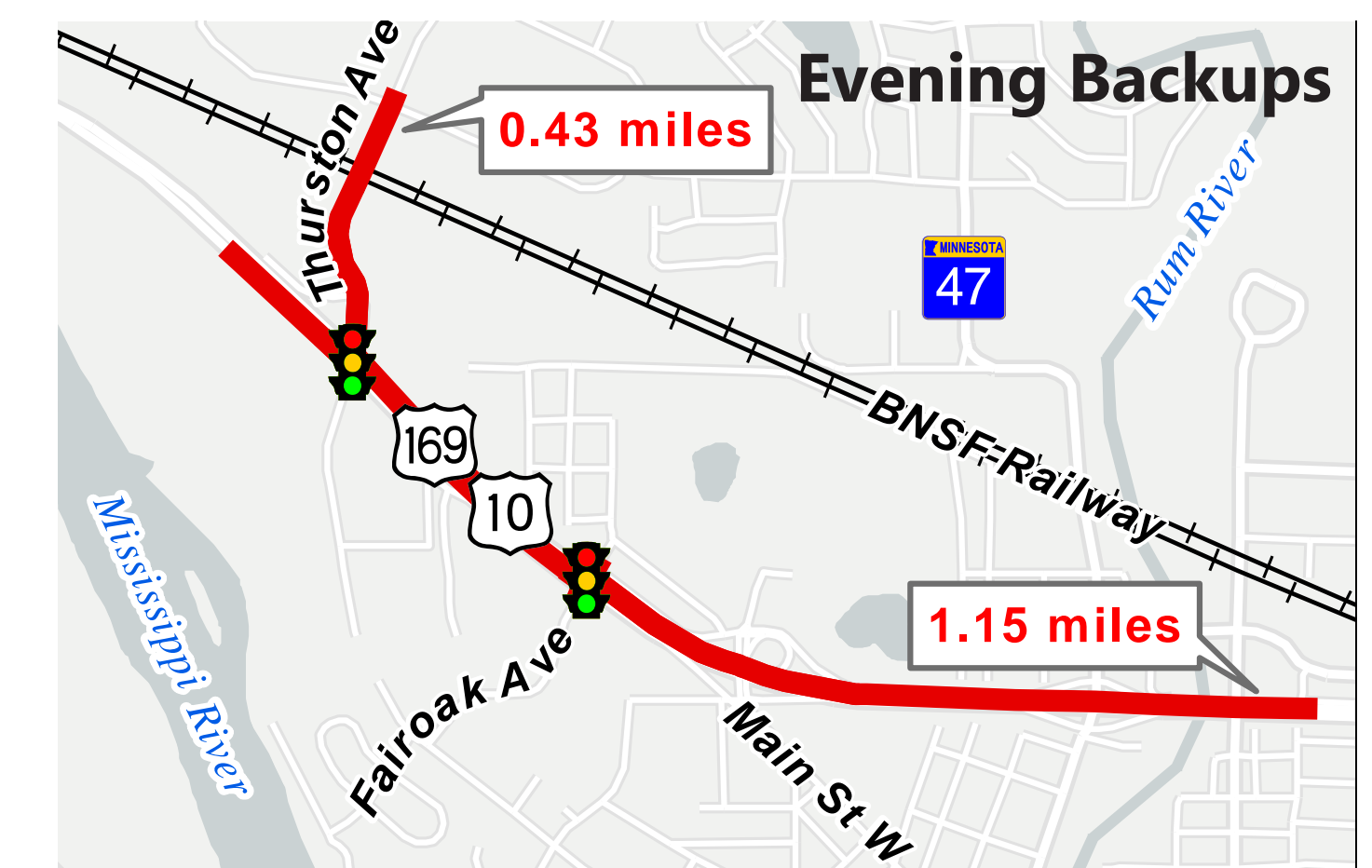
Investment Results

- 75% delay reduction
- 57% crash reduction
- 4.0 benefit-cost ratio
- Accomodate 90,000 vehicles/day
- Local trips on local network
- Safe and reliable movement of goods and services

1+ mile daily backups
from Fair oak Avenue



The City of Anoka continues to work closely with MnDOT, Metropolitan Council, Anoka County, and other partners to plan, design, and implement fiscally-responsible safety and operation improvements to benefit all U.S. Highway 10/169 corridor users.



All funding is committed!

\$ Total Investment 80M



AnokaHwy10.com

Overview of Project Improvements



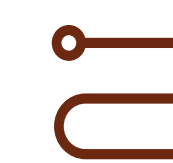
Key Outcomes

- Eliminate delay and queuing associated with existing traffic signals
- Substantial crash reduction
- Enhanced functional, operational, and safety characteristics for local connecting roadways due to extensions, roundabouts, geometric improvements, and other measures
- Greatly improved non-motorized connectivity, access, and safety



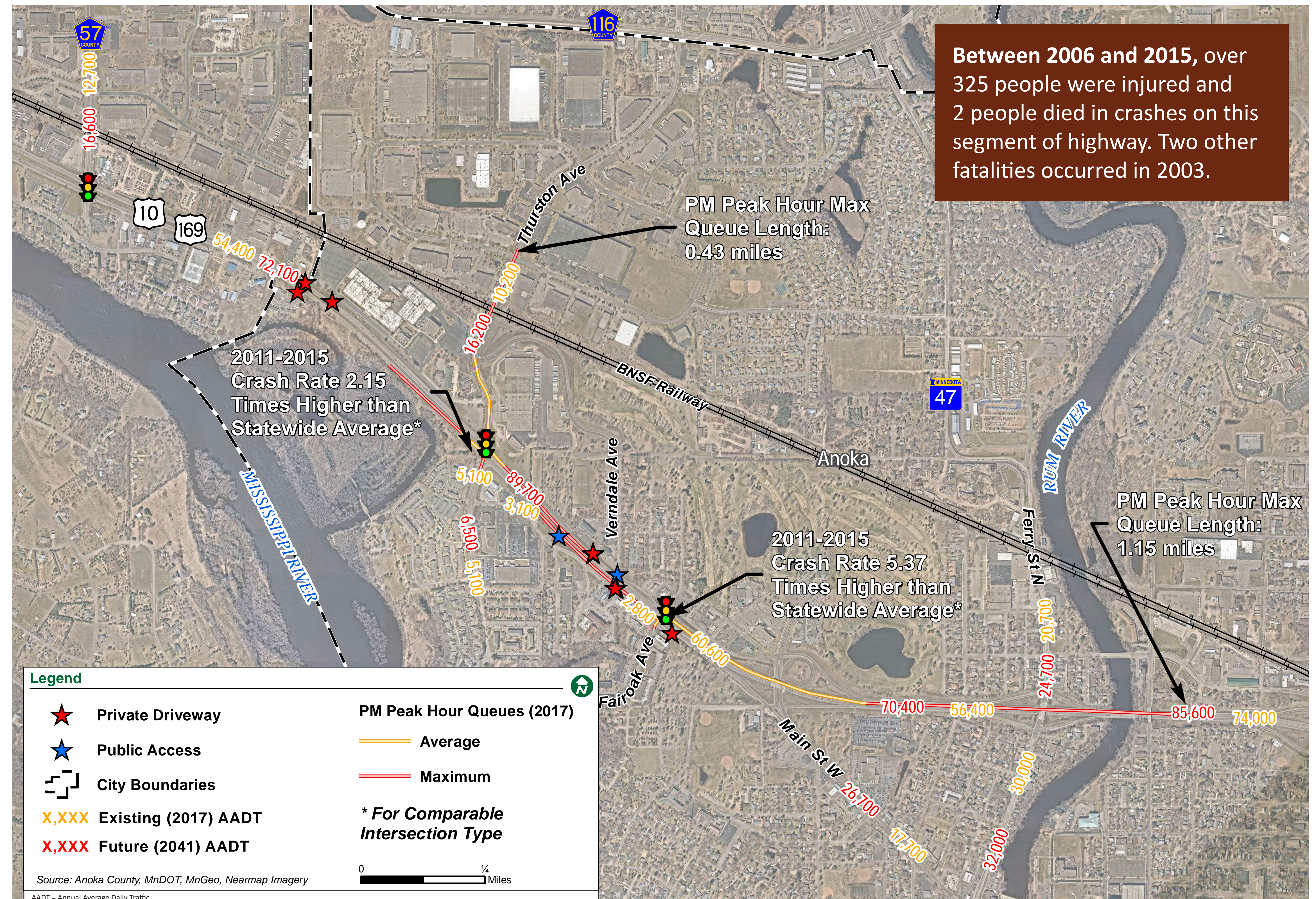
Vehicle Traffic

Issues

-  Increasing traffic demands
-  Highway 10/169 freeway ends at Fairoak Avenue; traffic volumes not adequately served by traffic signals at Fairoak Avenue and Thurston Avenue
-  Lack of local roadway connections forces local trips onto highway

Outcomes

- Excessive delay and queuing along project corridor
- High crash rates, particularly at Fairoak Avenue and Thurston Avenue intersections



Pedestrian and Bicycle Network

Key Issues



Land use along highway attracts pedestrians (fast food restaurants, convenience store, liquor store, residential areas including multi-family housing).



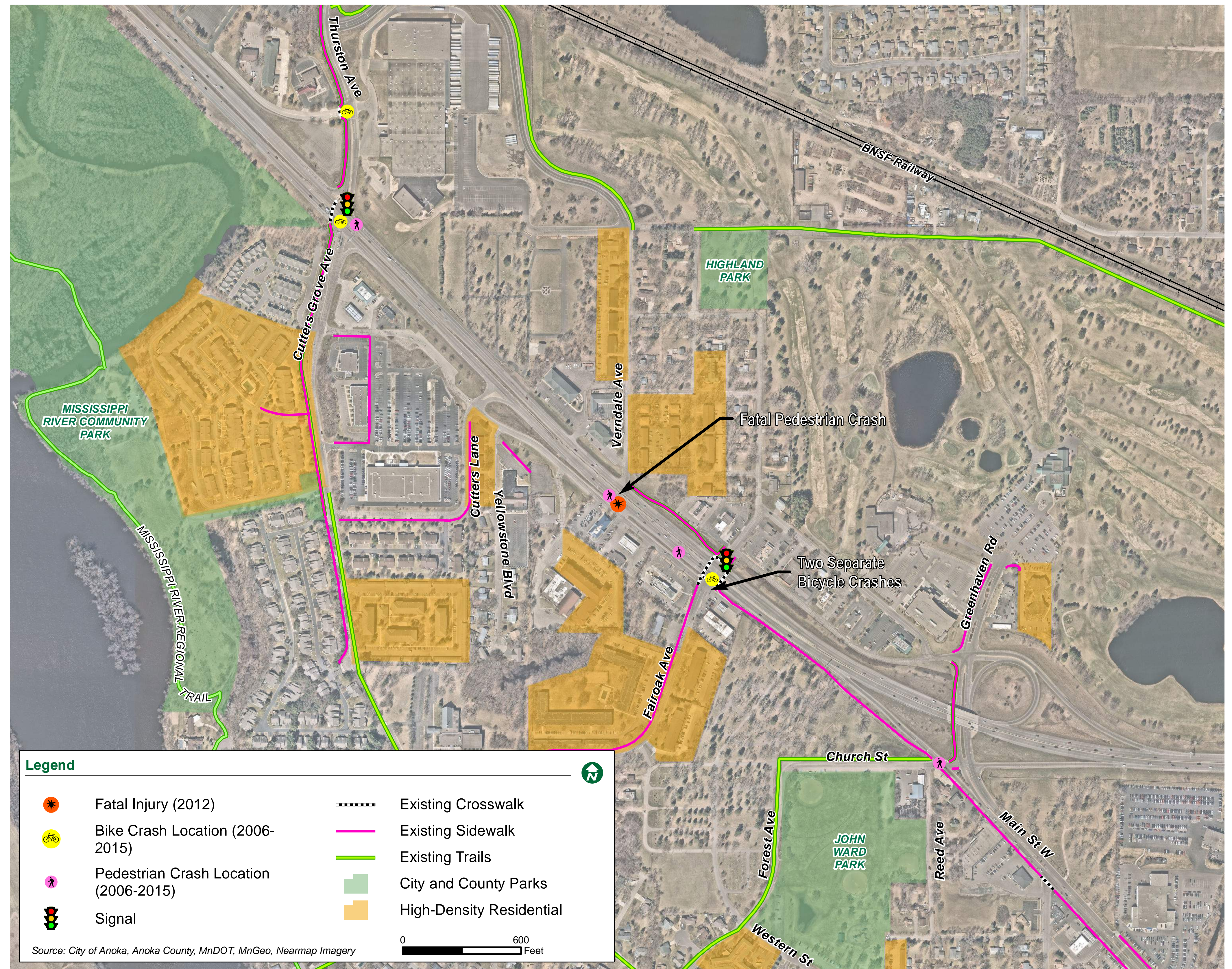
Pedestrians frequently walk along the service road along south side of Highway 10/169 between Cutters Lane and Fair Oak Avenue.



Between 2006 and 2015, 4 pedestrian crashes (including one fatality) occurred in the project area. Four bicycle crashes occurred during that period.

General Challenges

- Long wait times for pedestrian signal at intersections with traffic lights due to prioritization for highway thru traffic
- Highway width results in long pedestrian crossing times
- High vehicular speed (freeway to expressway transition)
- Limited non-motorized accommodations along highway
- Limited multi-use trail infrastructure





U.S. Highway 10/169 Improvement Project

Why Roundabouts?

15-20

mph average speeds

Lower, more consistent speeds on roadways



Less stopping and starting time.
Less idling time.

Compared to current conditions...

93%

reduction in **DELAY** for Thurston Ave at highway interchange

76%

reduction in **DELAY** for Main Street



Fewer Conflict Points

than traditional controls

Vehicle-vehicle conflict points are locations where a vehicle interacts with another vehicle.

16 conflict points
vs. **37**

at a signalized interchange

Thurston Ave at Hwy 10/169

20 conflict points
vs. **61**

at a stop-controlled intersection

Main Street at Hwy 10/169

9 conflict points
vs. **40**

at a signalized interchange

Thurston Ave at Green Haven Pkwy



Improved **PEDESTRIAN SAFETY**



83% reduction in **SERIOUS INJURY CRASHES**





U.S. Highway 10/169 Improvement Project

Preliminary Private Property Impacts



Some private property will be impacted by the project.



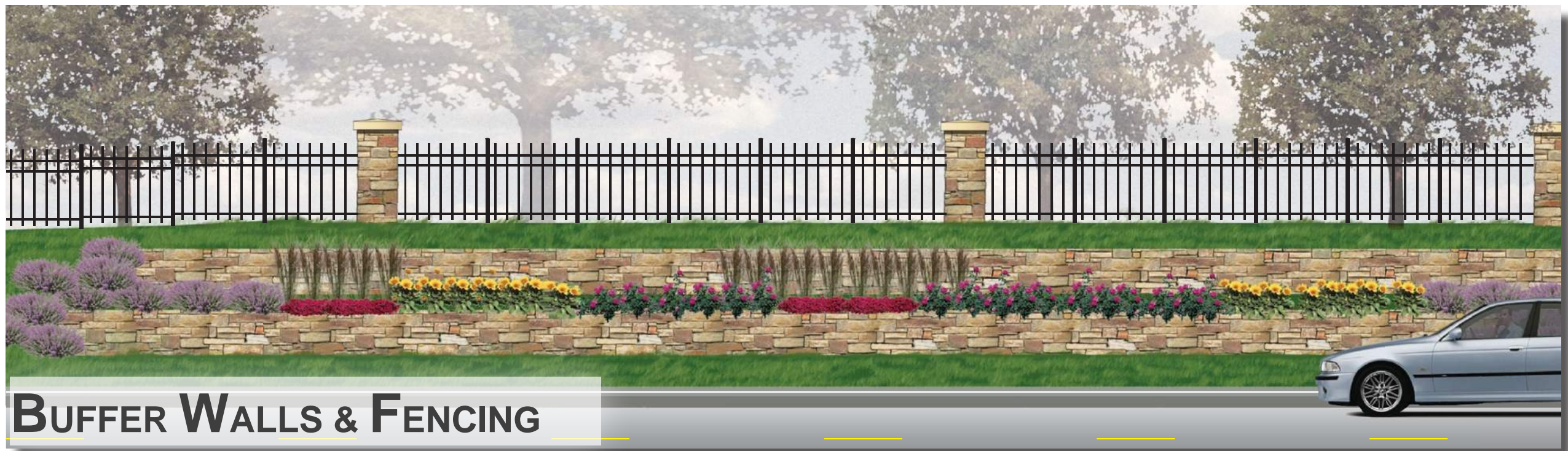
Property owners will be contacted directly to discuss impacts and the acquisition process.





U.S. Highway 10/169 Improvement Project

Streetscape Design: Consideration of Existing Community Aesthetics





U.S. Highway 10/169 Improvement Project

Streetscape Design



Brick Option



Stepped Limestone Option



Brick & Limestone Option



Curved Limestone Option



U.S. Highway 10/169 Improvement Project

Construction Staging



What is Construction Staging?

Construction Staging is the sequence and timing of work, or the steps that need to be taken during construction in order to build a project.

Staging Considerations

- Maintain community access
- Key travel routes (regional and local)
- Access in/out of area
- Public safety
- Detour routes (road closure) versus under construction, but open to traffic
- Space for contractor to work safely and efficiently
- Construction acceleration opportunities (longer working days, weekends, etc.)
- Specific business needs
- Emergency services
- Community events



Common Questions and Concerns

- **Access to Properties**
 - Will my property have access? What will access look like?
- **Business Concerns**
 - Will customers be able to find my store? Can business signage be added to guide drivers to a location?
- **Traffic Expectations**
 - What is expected for potential detour routes and traffic congestion?
- **Large Trucks**
 - How will trucks get to and from properties for deliveries?
- **Pedestrian & Bicyclists**
 - Will pedestrians and bicyclists be able to move around the area during construction?

A Construction Staging Plan is under development and will be discussed at the next open house.



Stay Informed

Visit the website to sign up for project updates!

- Visit project website:

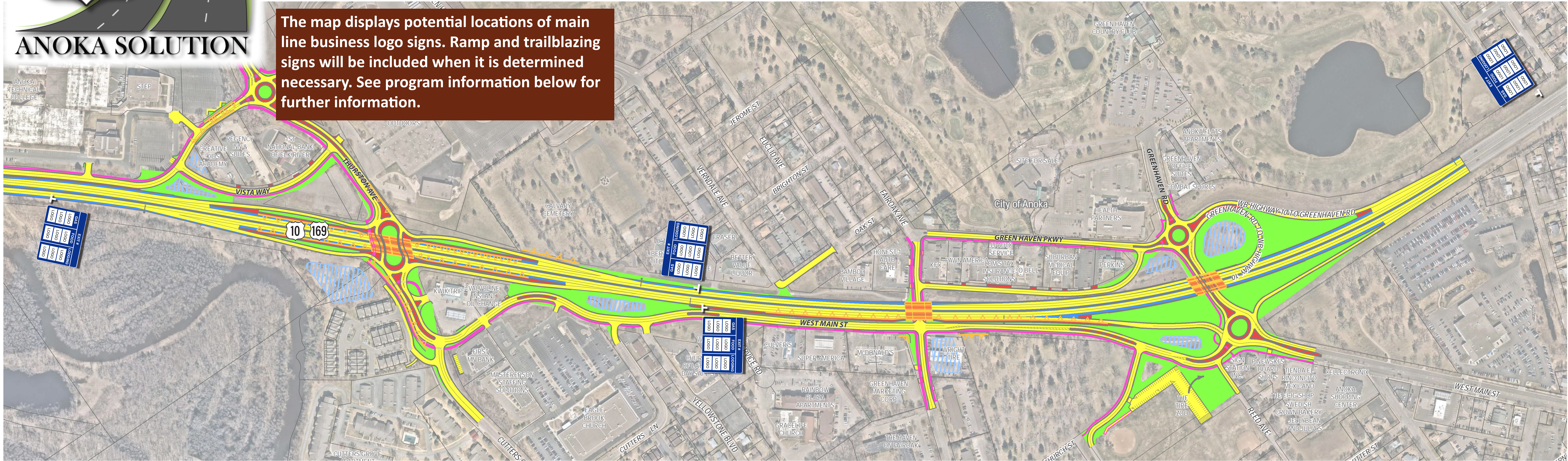
AnokaHwy10.com

- Subscribe for project updates via email or text message



Minnesota Logo Sign Placement

Each type of facility must meet specific criteria to be eligible to participate in the Minnesota Logo Sign Program.
The information below helps to determine if your location is eligible and what type of signage is necessary.



Program Eligibility Criteria	Category	Gas	Food	Lodging	Pharmacy
	Maximum distance to service	3 miles	3 miles	3 miles	3 miles
	Minimum period of operation	•Continuous, staffed operation at least 12 hours per day, 7 days per week	•Continuous, staffed food service operation at least 6 days per week, except holidays •Provide at least 2 meals per day during normal mealtimes of breakfast, lunch and dinner	•Open 7 days per week	•Continuous operation 24 hours per day, 7 days per week
	Required service to be provided & other requirements	•Vehicle services including gas or alternative fuels & oil •Restroom facilities •Public access to a telephone	•Seating capacity for at least 20 people •Restroom facilities •State or local licensing or approval, where required •Public access to a telephone	•Adequate sleeping accommodations •Restroom facilities •State or local licensing or approval, where required •Public access to a telephone	•State licensed pharmacist present and on duty at all times

Program Information

Main Line \$600

Size = 60"W x 36"H

A primary sign that precedes the exit ramp on the freeway and includes service designation. A high level of participation, would result in multiple single (one service) exit signs per exit.

Ramp \$120

Size = 18"W x 12"H

A secondary sign giving direction of travel. If business is not visible from the freeway, a ramp sign may be required.

Total \$720

Annual Fee

Trailblazer add \$60

Annual Fee

Size = 18"W x 12"H

Similar to ramp sign but located on local roads where turns are necessary after exiting an interchange onto the crossroad and the business is still not visible. A business will not be allowed to participate until all necessary trailblazing signs have been installed.

• Fees shown are only for participation in one direction unless otherwise noted.

• Additional fees may apply for production, fabrication, and installation of the actual business signs.

• Rates are subject to change.

• All signs are owned and maintained by Interstate Logos and cannot be bought out.

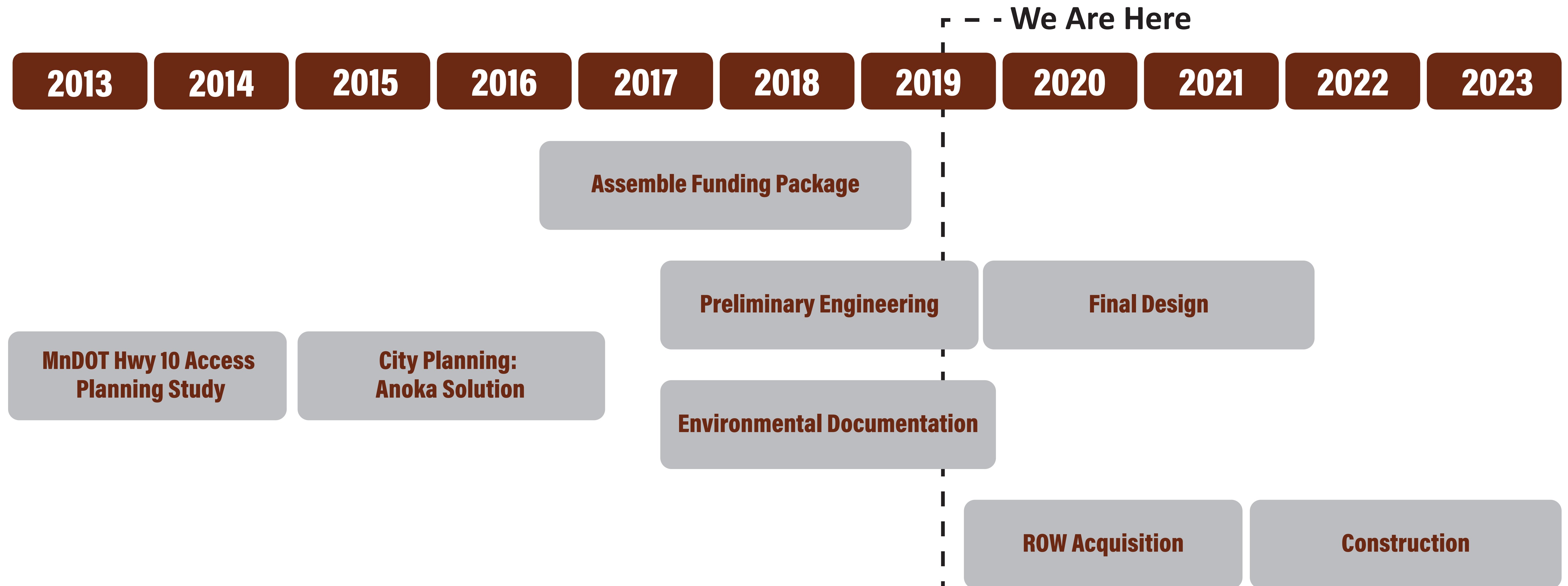
• For further information visit interstatelogos.com

September 2019



U.S. Highway 10/169 Improvement Project

Project Schedule





U.S. Highway 10/169 Improvement Project

Stay Informed

There are multiple ways you can stay informed!



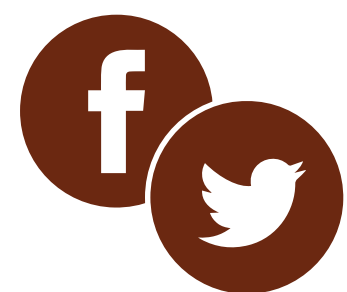
Subscribe to e-Bulletins

Subscribe to receive project updates and announcements by email.



Visit the Project Website

Check back frequently for schedule updates and announcements about events such as open houses.



Follow the City of Anoka on Social Media

The City of Anoka (@CityofAnokaMN) will share project news and announcements on Facebook and Twitter.



Reach out to the Project Manager

Questions, comments, or concerns? Reach out to Eric Johnson, Project Manager, at 952-448-8838 ext. 2840 or eric.johnson@bolton-menk.com

Project Website

AnokaHwy10.com



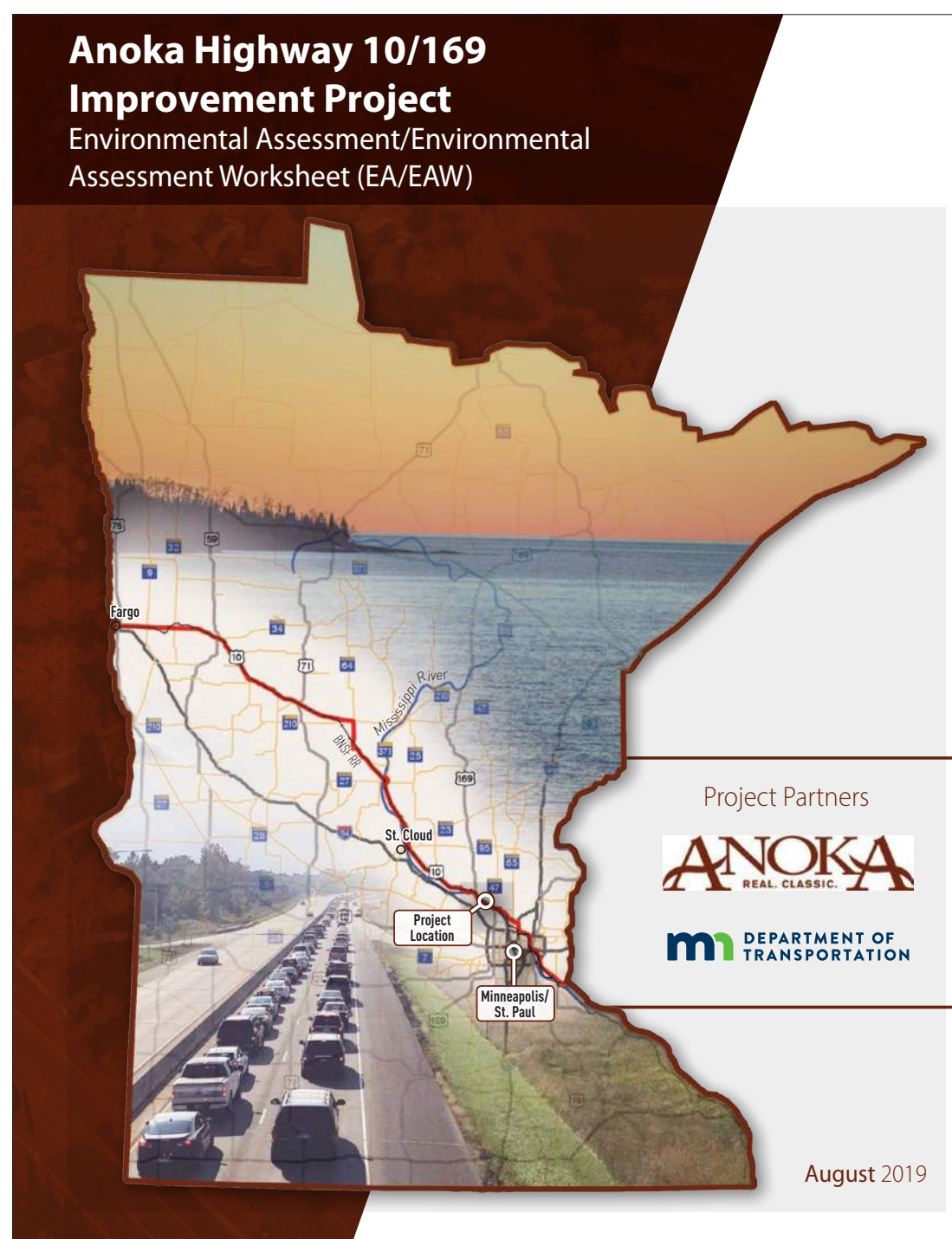
What you can do today:

- Review informational materials and displays
- Make comments as part of the Environmental Review process
- Sign up to receive project information by email
- Ask questions - we are here to listen and help!



U.S. Highway 10/169 Improvement Project

EA/EAW Document for this Project



- Combined Environmental Assessment (EA) and Environmental Assessment Worksheet (EAW) to meet Federal and State requirements
- Comprehensive analysis and review - over 350 pages including text, maps, technical details, and agency review correspondence
- Approved for publication by the City of Anoka, MnDOT, and Federal Highway Administration
- Formally published per the Environmental Quality Board Monitor on September 2, 2019

What You Can Do Today

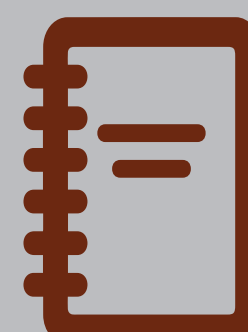
- Ask questions about the project, the EA/EAW process, or the EA/EAW document
- View a printed copy of the EA/EAW document
- Submit comments about the project or the EA/EAW document

How to Access the EA/EAW Document



Online

- Project website: AnokaHwy10.com



Paper copy

- Anoka City Hall
- Anoka County Library - Rum River Branch

EA/EAW COMMENT PERIOD

September 2 – October 2, 2019

All substantive written comments will be addressed by the City of Anoka and MnDOT in the Findings of Facts and Conclusions.



How to Submit Comments

TODAY

- Fill out and submit EA/EAW comment card
- Make verbal comments to a professional court reporter

THROUGH OCTOBER 2, 2019

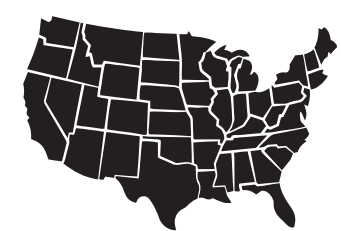
- Submit written comments by mail or email to MnDOT:

Melissa Barnes, MnDOT Project Manager
1500 W. County Road B2
Roseville, MN 55113
melissa.barnes@state.mn.us
651-234-7716



U.S. Highway 10/169 Improvement Project

Environmental Review Process and Documents



FEDERAL ENVIRONMENTAL REVIEW

Law: National Environmental Policy Act (NEPA)

Document: Environmental Assessment (EA)

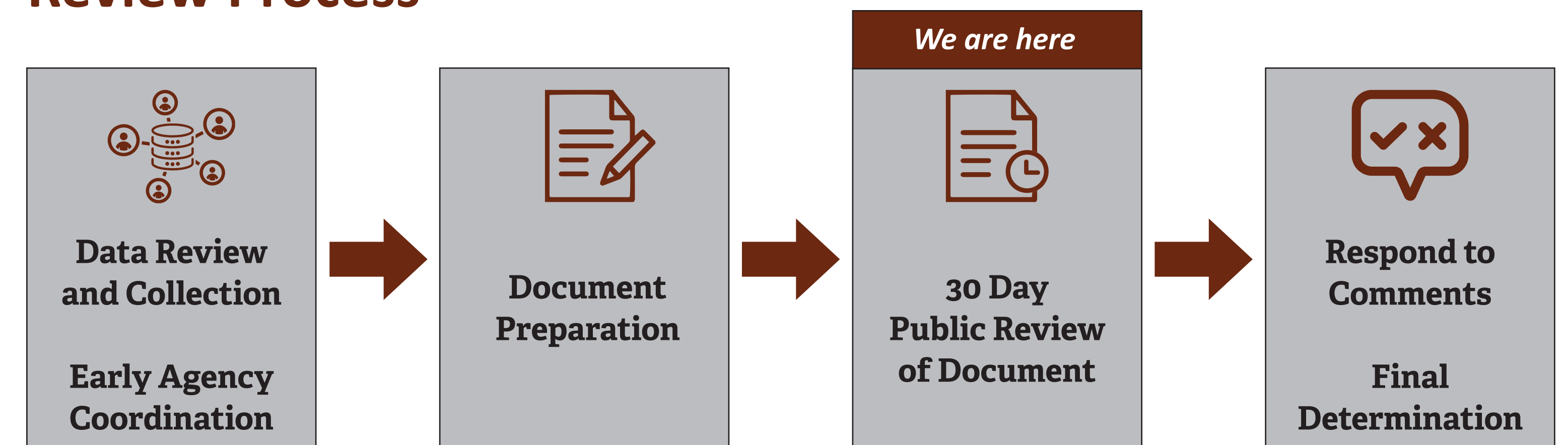


STATE ENVIRONMENTAL REVIEW

Law: Minnesota Environmental Policy Act (MEPA)

Document: Environmental Assessment Worksheet (EAW)

Review Process



Key Elements of an EA/EAW Process and Document

- **Purpose and Need:** Why is the project is being undertaken? What are existing deficiencies and desired outcomes?
- **Alternatives:** What is the project history? What alternative designs were considered and why were they not selected?
- **Social, Economic, and Environmental (SEE) Evaluation:** What is the potential for impacts and what mitigation measures will be required?
- **Public Comment:**
 - 30-day document publication and availability for public review
 - Open house held during 30-day review period
 - All written/legally recorded comments are part of the project's public record
- Final federal and state determinations considering the EA/EAW analyses plus 30-day review comments

Social, Economic, and Environmental (SEE) Review Categories

- | | |
|--|--|
| • Land use | • Historic/archaeological resources |
| • Geology/groundwater | • Social impacts |
| • Contaminated sites | • Relocation & right-of-way impacts |
| • Protected species | • Environmental justice (low income/minority population impacts) |
| • Visual impacts | • Non-motorized transportation |
| • Air quality | • Section 4(f)/6(f) (parks and trails) |
| • Construction and traffic noise | • Construction impacts |
| • Motorized transportation | • Economic impacts |
| • Cumulative impacts with other large projects | |

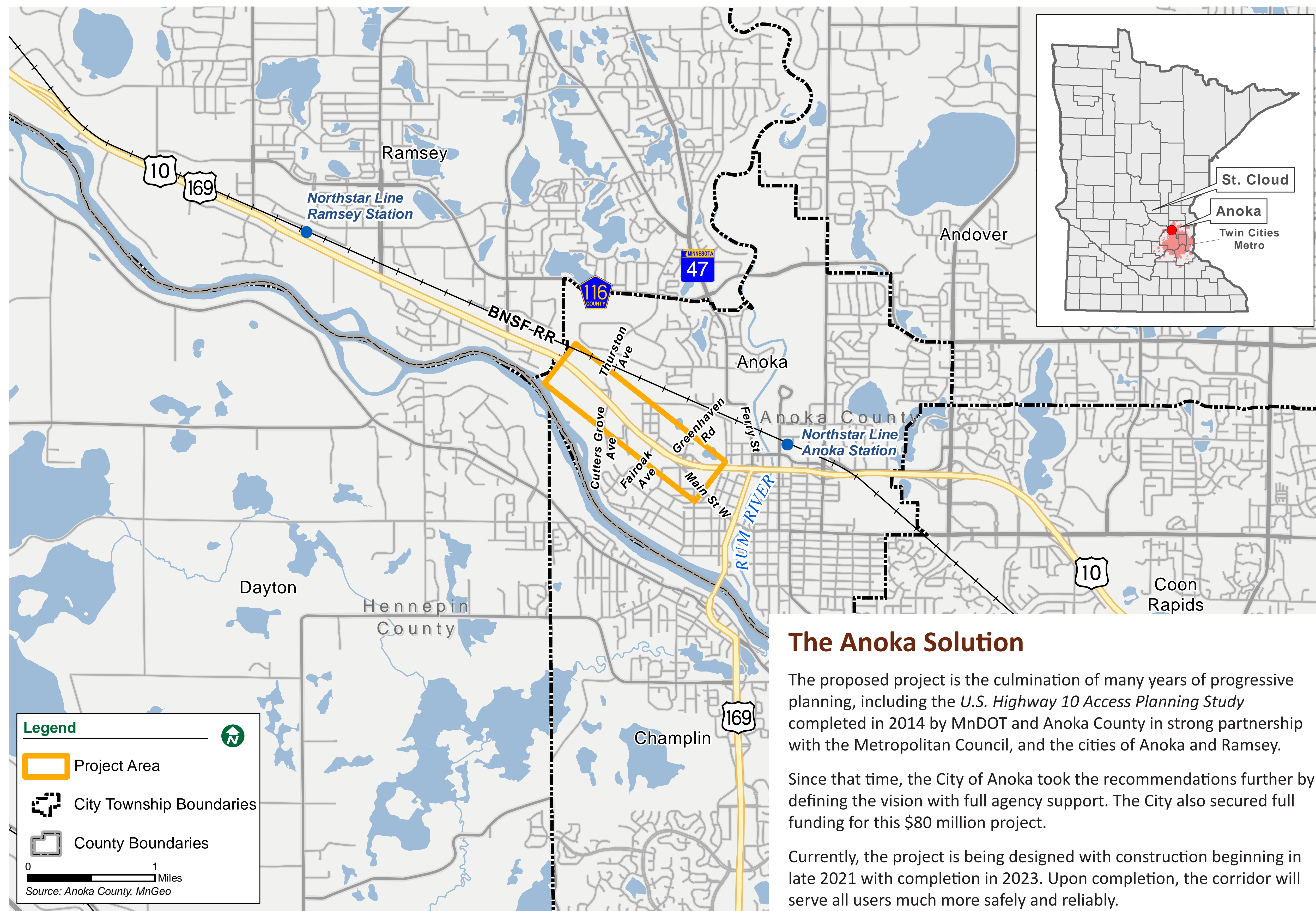


U.S. Highway 10/169 Improvement Project

Purpose & Need

U.S. Highway 10/169 provides a significant transportation connection from Minneapolis-St. Paul to the northwest suburbs and beyond.

- The corridor carries over 60,000 vehicles per day through Anoka
- The segment of US Highway 10 between the Anoka/Ramsey city limits and the Main Street interchange is commonly congested with higher than average crash rates.
- The two signalized intersections, Fairoak Avenue and Thurston Avenue, cause significant delay and mobility issues many hours, every day.
- From 2006 to 2015, over 325 people were injured and two people died in crashes on this segment of Highway 10/169. Two additional fatalities occurred in 2003.



The Anoka Solution

The proposed project is the culmination of many years of progressive planning, including the *U.S. Highway 10 Access Planning Study* completed in 2014 by MnDOT and Anoka County in strong partnership with the Metropolitan Council, and the cities of Anoka and Ramsey.

Since that time, the City of Anoka took the recommendations further by defining the vision with full agency support. The City also secured full funding for this \$80 million project.

Currently, the project is being designed with construction beginning in late 2021 with completion in 2023. Upon completion, the corridor will serve all users much more safely and reliably.