



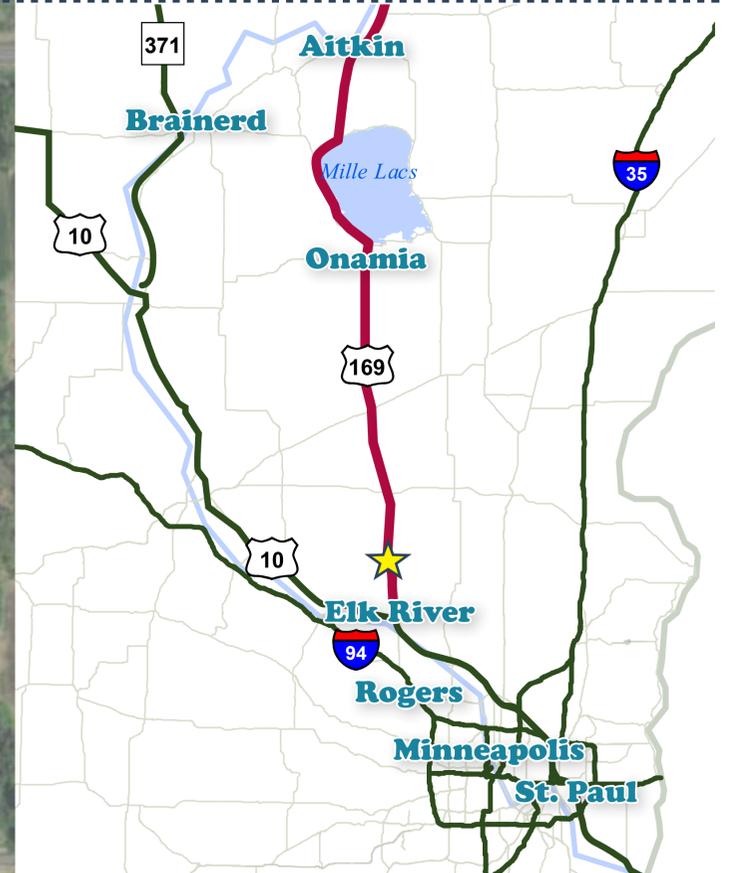
Hwy 169 & CR 4 Improvements Overview



Estimated Construction Cost **\$30-47M**

Project Goal

Provide a safe and reliable transportation network to improve community access and connectivity, rural safety, and strengthen rural access to economic opportunities and disadvantaged areas.



The region's ongoing significant investment on the Highway 169 Redefine project in Elk River significantly improves the travel speed and reliability of the corridor. When that project is completed, increased pressures will be focused on this intersection in Zimmerman – the last remaining signal on the 75-mile segment between Lake Mille Lacs and Rogers.

Existing Issues

- » Today, over 50,000 vehicles per day traverse this intersection
- » Downtown Zimmerman is gridlocked in the morning and evening peak hours, with queues extending over a mile
- » Highway 169 backs up for nearly a mile during recreational peaks
- » Crash rates nearly 5x state average | Serious crash rate 6x state average
- » Pedestrian and bicycle facilities non-existent

Investment Results

- » 96-98% decrease in network delays
- » 97-99% decrease in serious conflicts
- » Serves the forecasted (2045) 75,000 vehicles per day through this intersection
- » Addition of bicycle and pedestrian facilities
- » Benefit/Cost Ratio 2.14 (Benefits realized are more than two times the investment)
- » Highway 169 will serve the regional, freight, and tourism needs safely and reliably

Anticipated Project Schedule



Scan the QR code to visit the project website or go to Hwy169andCR4.com

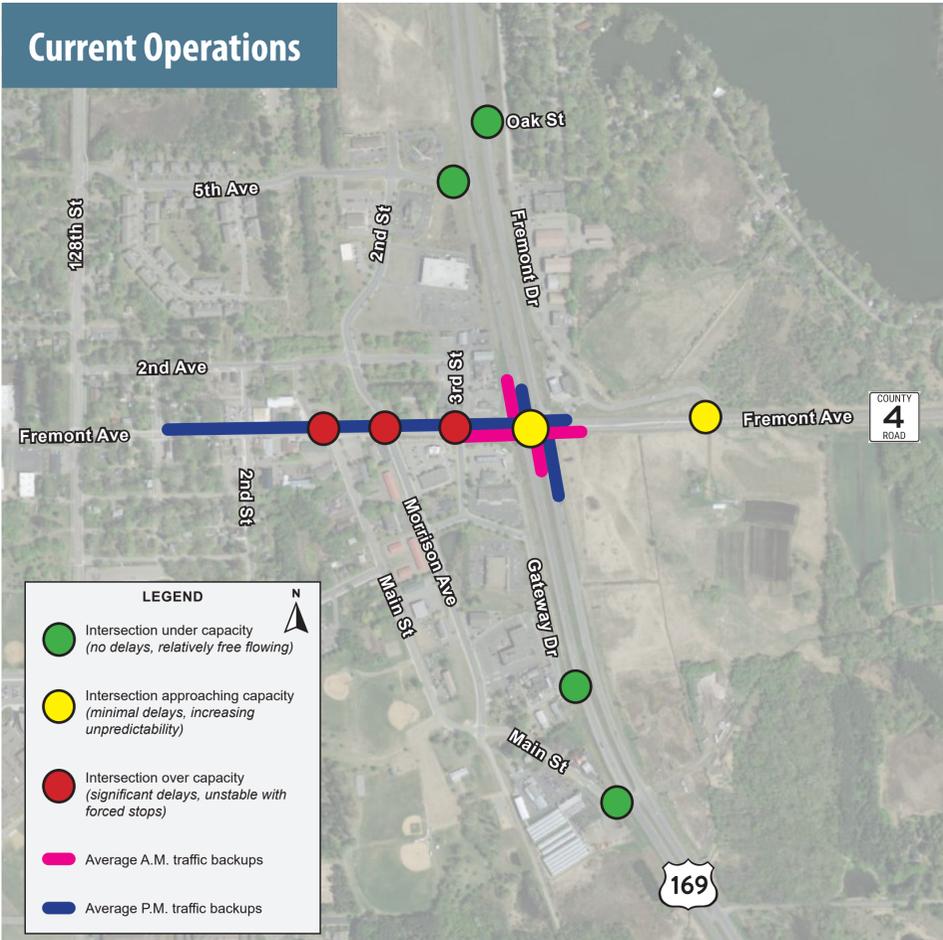


Current and Future Traffic Operations

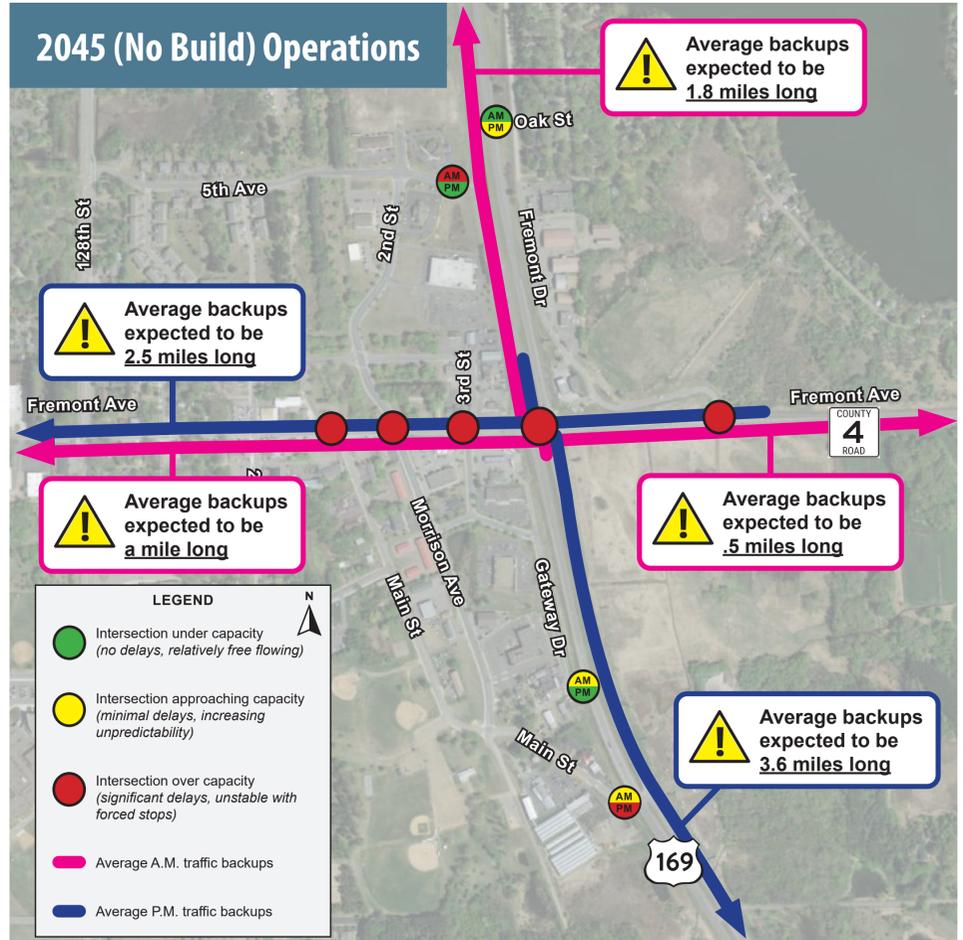
By 2045, daily traffic is anticipated to increase from **50,000 vehicles** to **75,000 vehicles** with backups exceeding 1 mile.

Peak Hour (A.M. & P.M.) Traffic

Current Operations

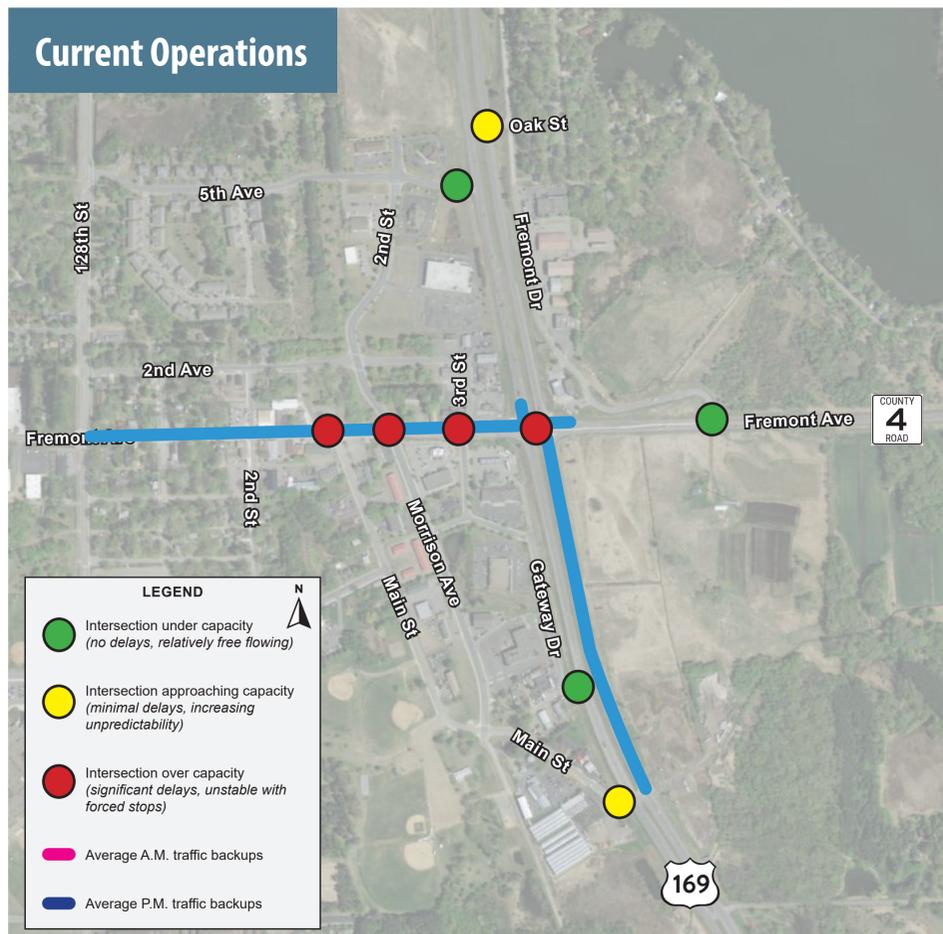


2045 (No Build) Operations



Recreational Traffic

Current Operations



2045 (No Build) Operations

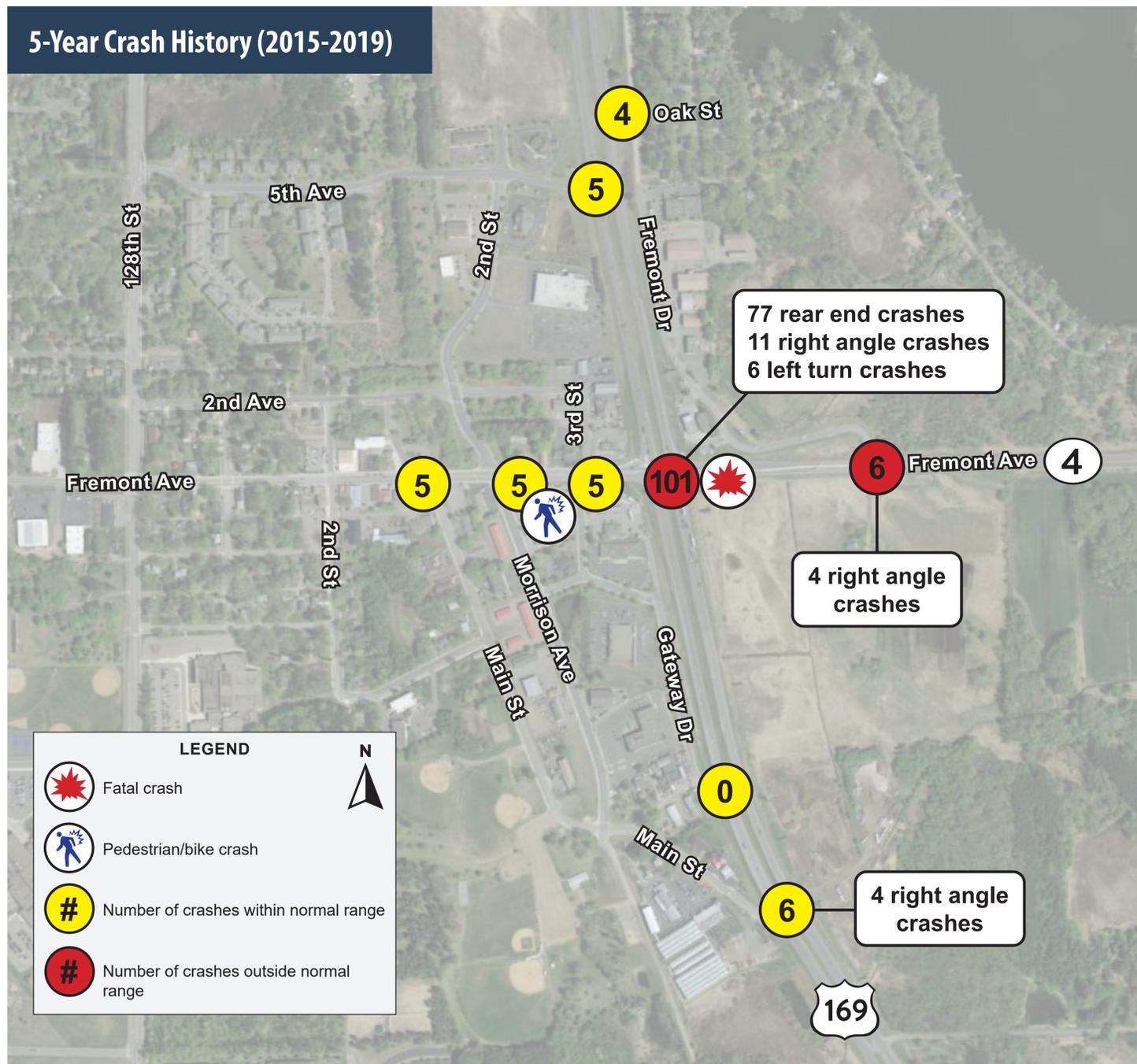




Intersection Safety



This intersection is ranked by MnDOT as the **2ND MOST UNSAFE** intersection in central Minnesota.



5X the Statewide average crash rate

6X the Statewide average serious crash rate

101 crashes at the intersection in 5 years (2015-2019)

70% rear end crashes

23% angled or left-turn crashes



Evaluation of Concepts



Improvement concepts were rated based on how well they meet project goals.

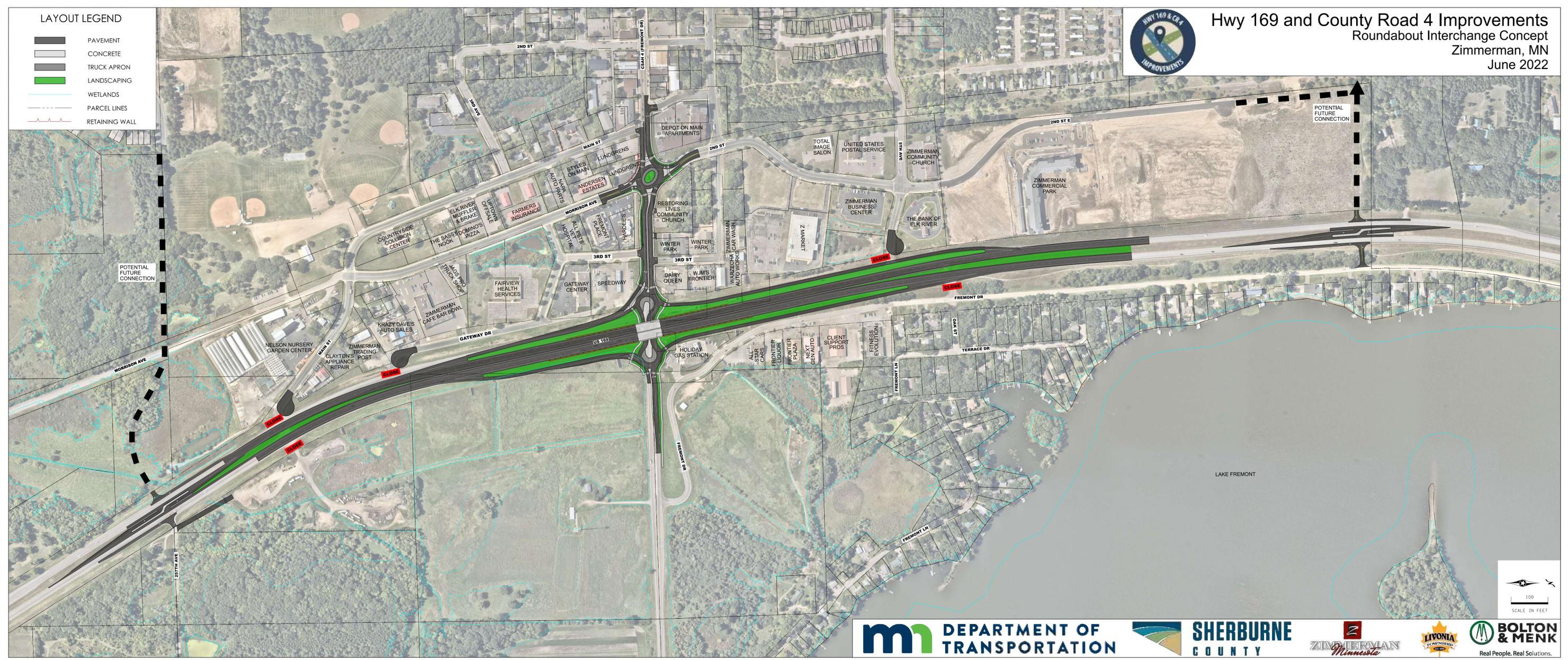
Criteria

WORST BETTER BEST

Evaluation Criteria / Project Goals	No-Build (Do Nothing)	Tight Diamond with Roundabouts (Peanut)	Single Point Urban Interchange (SPUI)	Diamond/Partial Cloverleaf (PARCLO)
Vehicle Mobility Provide efficient and reliable traffic operations for all vehicles, including freight.	 Daily mile-long traffic backups	 98% decrease in traffic backups	 96% decrease in traffic backups	 96% decrease in traffic backups
Safety Provide safe travel conditions for all users of the transportation system.	 Crash rate 5x and severe crash rate 6x higher than statewide average	 75% decrease in conflicts, 99% decrease in serious conflicts	 86% decrease in conflicts, 97% decrease in serious conflicts	 84% decrease in conflicts, 98% decrease in serious conflicts
Pedestrian/Bicycle Movements Provide a connected and safe network for pedestrians and bicyclists.	 Limited facilities, crossing challenges	 Improved facilities with connections	 Improved facilities with connections	 Improved facilities with connections
Respect the Environment Minimize impacts to the natural environment (e.g., wetlands, encountering peat/muck soils).	 No acres impacted	 1.5 acres of wetlands impacted	 4.5 acres of wetlands impacted	 13.0 acres of wetlands impacted
Business Conditions Minimize community impacts (e.g. right of way (ROW), business impacts, access).	 Status quo, congestion & access issues	 Moderate ROW impacts, no relocations	 High ROW impacts, some relocations	 High ROW impacts, no relocations
Financial Responsibility Develop a comprehensive network solution that is implementable and fiscally responsible.	N/A Routine maintenance costs (does not meet needs)	 Estimated construction cost: \$30-35M	 Estimated construction cost: \$40-47M	 Estimated construction cost: \$38-45M



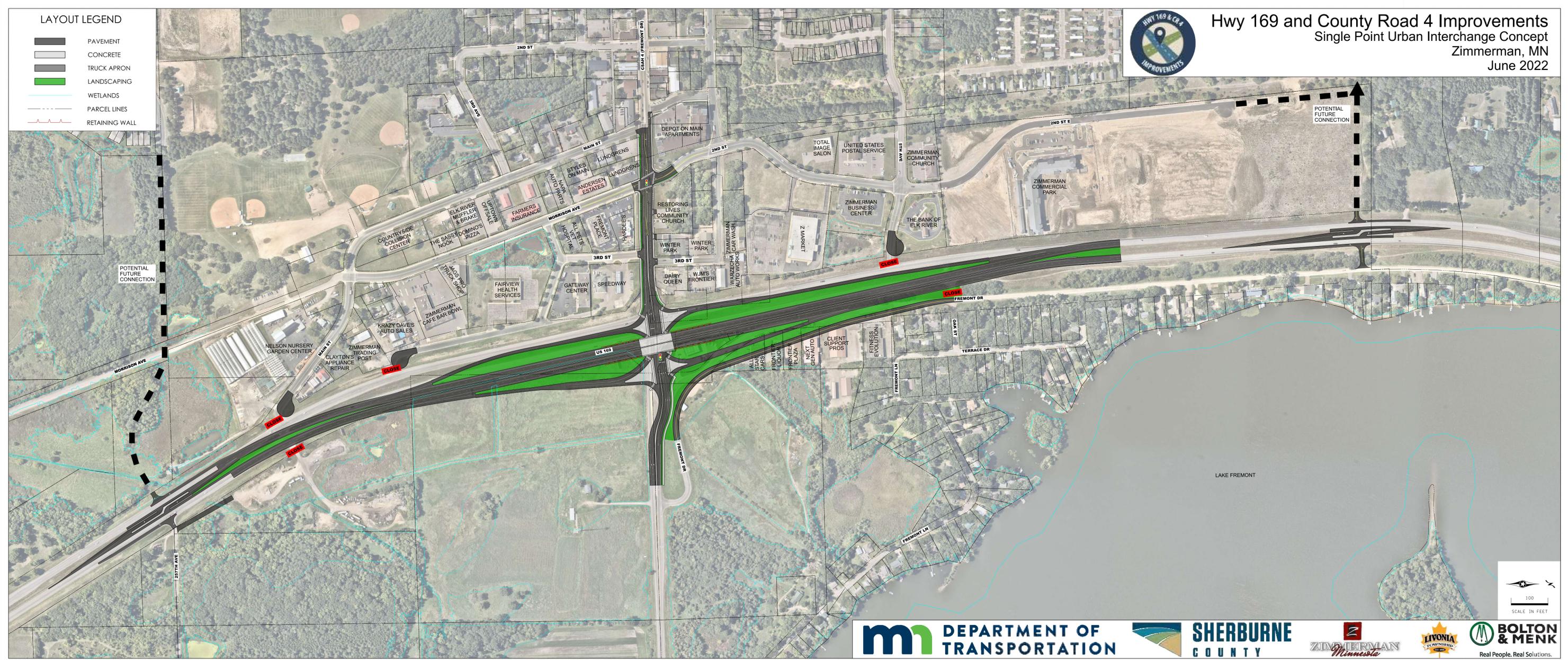
Tight Diamond with Roundabouts (Peanut) Concept



Evaluation Criteria / Project Goals	Vehicle Mobility	Safety	Pedestrian/Bicycle Movements	Respect the Environment	Business Conditions	Financial Responsibility
Design Concept Score	<p>96% decrease in traffic backups</p>	<p>84% decrease in conflicts, 98% decrease in serious conflicts</p>	<p>Improved facilities with connections</p>	<p>13.0 acres impacted</p>	<p>High ROW impacts, no relocations</p>	<p>Estimated construction cost: \$30-35M</p>



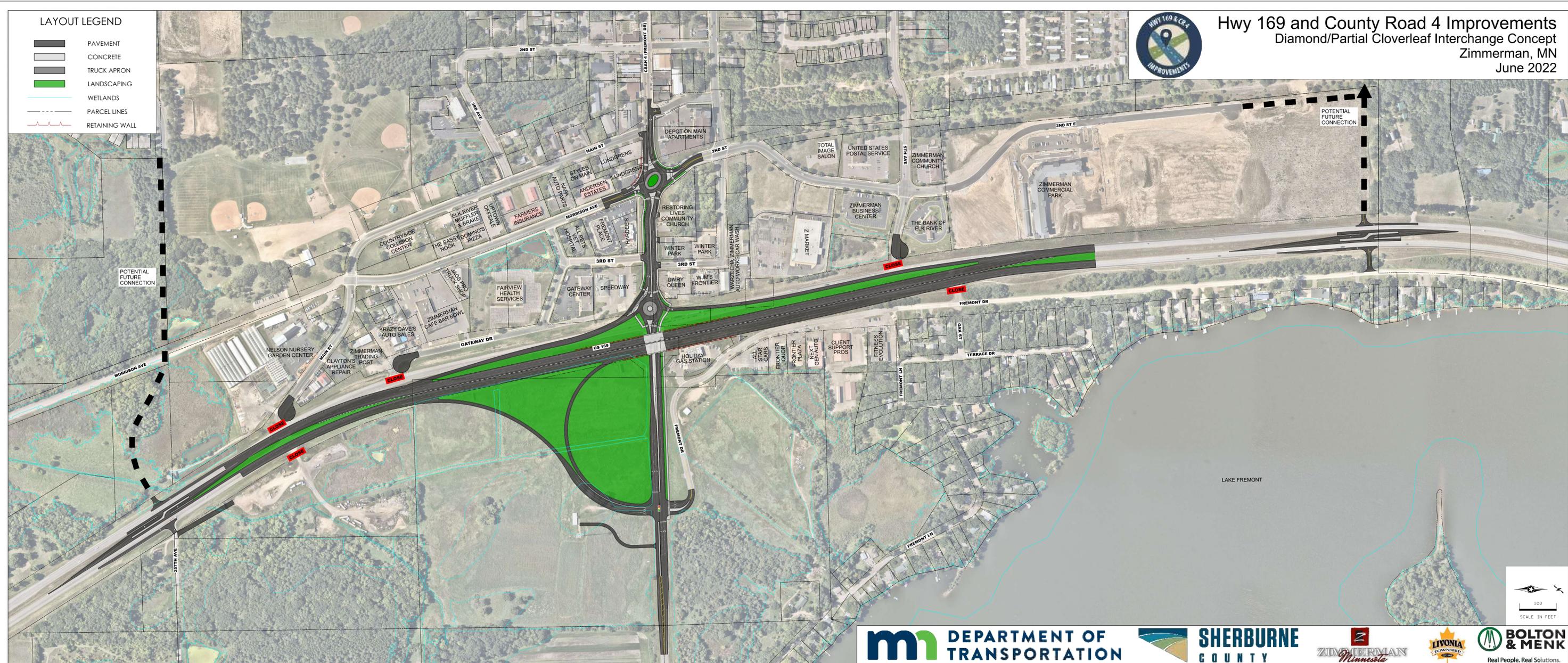
Single-Point Urban Interchange Concept



Evaluation Criteria / Project Goals	Vehicle Mobility	Safety	Pedestrian/Bicycle Movements	Respect the Environment	Business Conditions	Financial Responsibility
Design Concept Score	<p>96% decrease in traffic backups</p>	<p>84% decrease in conflicts, 98% decrease in serious conflicts</p>	<p>Improved facilities with connections</p>	<p>13.0 acres impacted</p>	<p>High ROW impacts, no relocations</p>	<p>Estimated construction cost: \$40-47M</p>



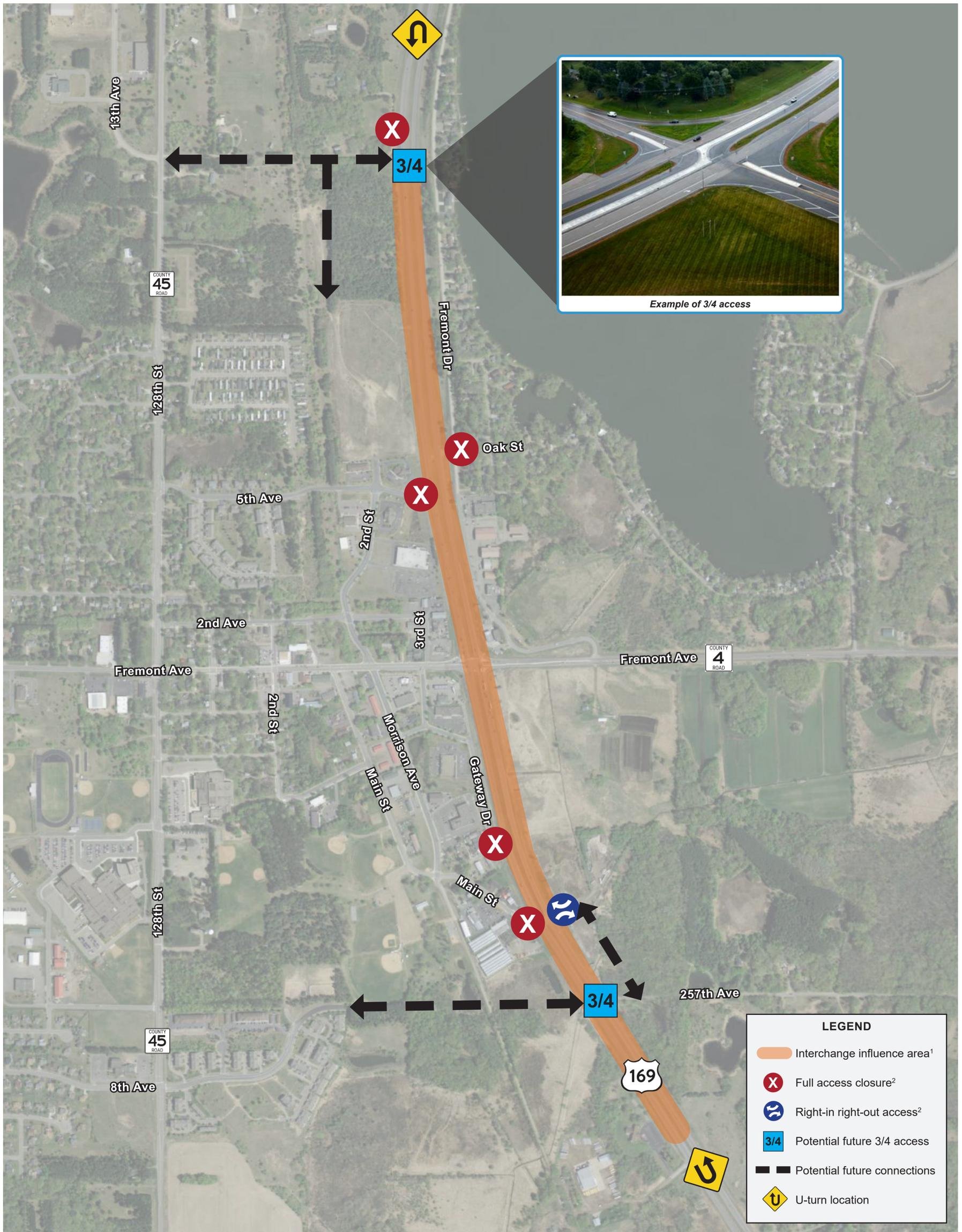
Diamond/Partial Cloverleaf Concept



Evaluation Criteria / Project Goals	Vehicle Mobility	Safety	Pedestrian/Bicycle Movements	Respect the Environment	Business Conditions	Financial Responsibility
Design Concept Score	 96% decrease in traffic backups	 84% decrease in conflicts, 98% decrease in serious conflicts	 Improved facilities with connections	 13.0 acres impacted	 High ROW impacts, no relocations	 Estimated construction cost: \$38-45M



Access Changes & Future Connections



1. MnDOT access spacing guidelines do not allow full access within 1/2 mile from ramp merge point. The interchange influence area shown on this map represents the area that is subject to this guideline.

2. Full access closure and right-in right-out access changes will be implemented with interchange project construction.



Feedback & Next Steps



We Want Your Feedback!

Submit your feedback via the comment cards or on the project website's interactive comment map. We will accept online feedback now through Thursday, June 30.

What's Next?

Following this open house, the project team will collect your feedback and use it to refine the project's design. Another open house will be held in late 2022 to share the preferred design alternative.

Stay connected!

Scan the QR code to visit the project website and sign up for email updates! Hwy169andCR4.com



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Project Schedule

