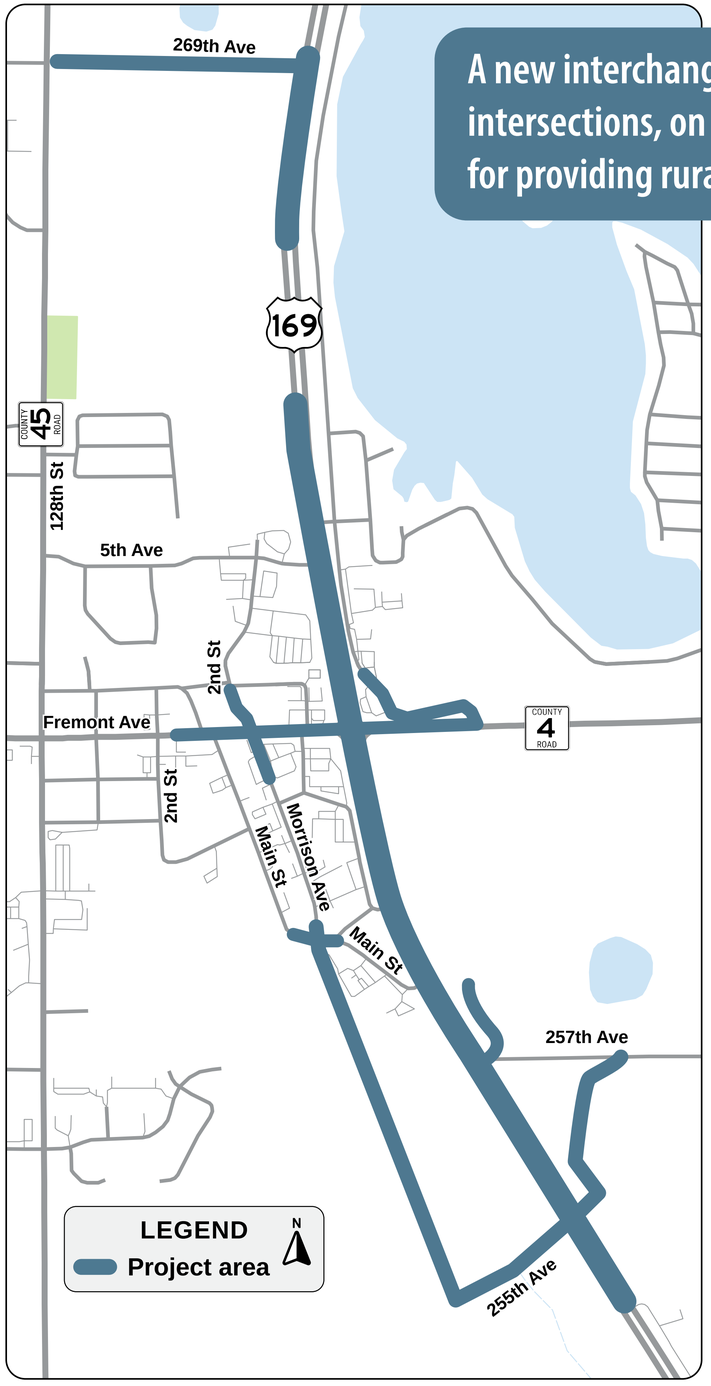
Project Overview



A new interchange will be constructed to remove the last remaining signal, at one of Minnesota's most dangerous intersections, on a 75-mile stretch of US Highway 169 between Elk River and Onamia. The project corridor is essential for providing rural access to job centers in the Twin Cities and national tourism destinations in northern Minnesota.

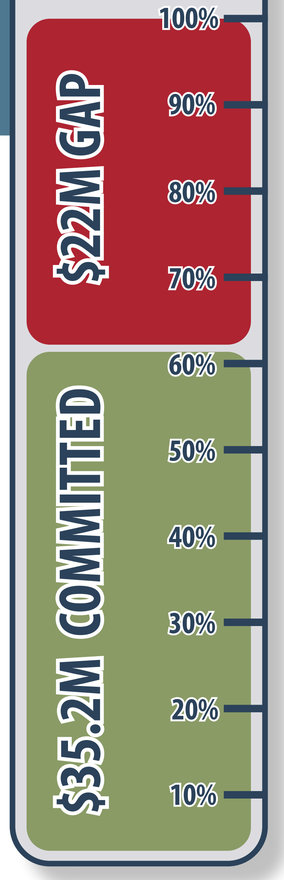
Existing Issues

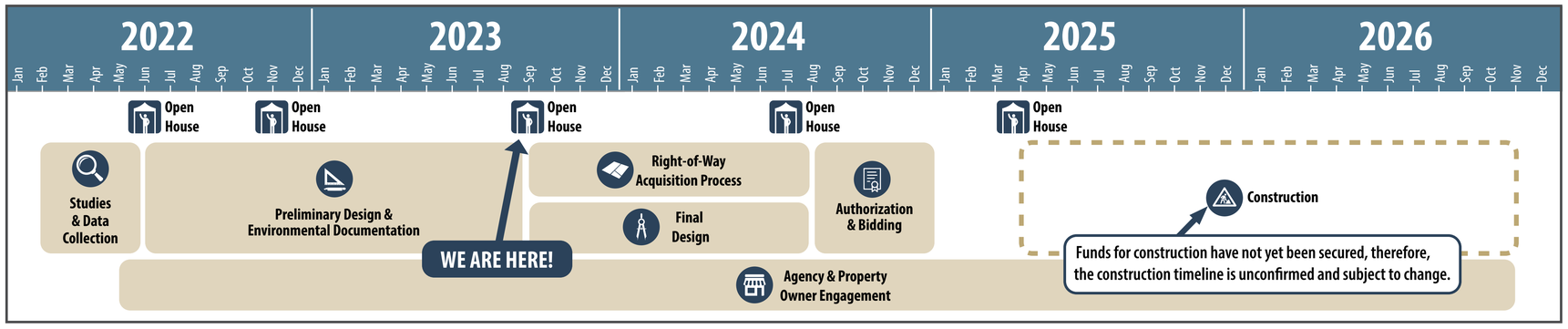
- 50,000+ vehicles/day traverse this intersection
- Downtown Zimmerman is gridlocked during peak hours, with queues extending over a mile
- Highway 169 backs up for nearly a mile during the tourism season
- Crash rates nearly 5x state average
- Serious crash rate 6x state average
- Pedestrian and bicycle facilities are non-existent

Investment Results

- 98% decrease in network delays
- 99% decrease in serious conflicts
- Serves the forecasted (2045) 75,000 vehicles/day
- Addition of bicycle and pedestrian facilities
- Benefit/Cost Ratio more than 7 times the investment
- Serves regional, freight and tourism traffic safely and reliably
- Preserves all existing businesses

$57.2M PROJECT COST



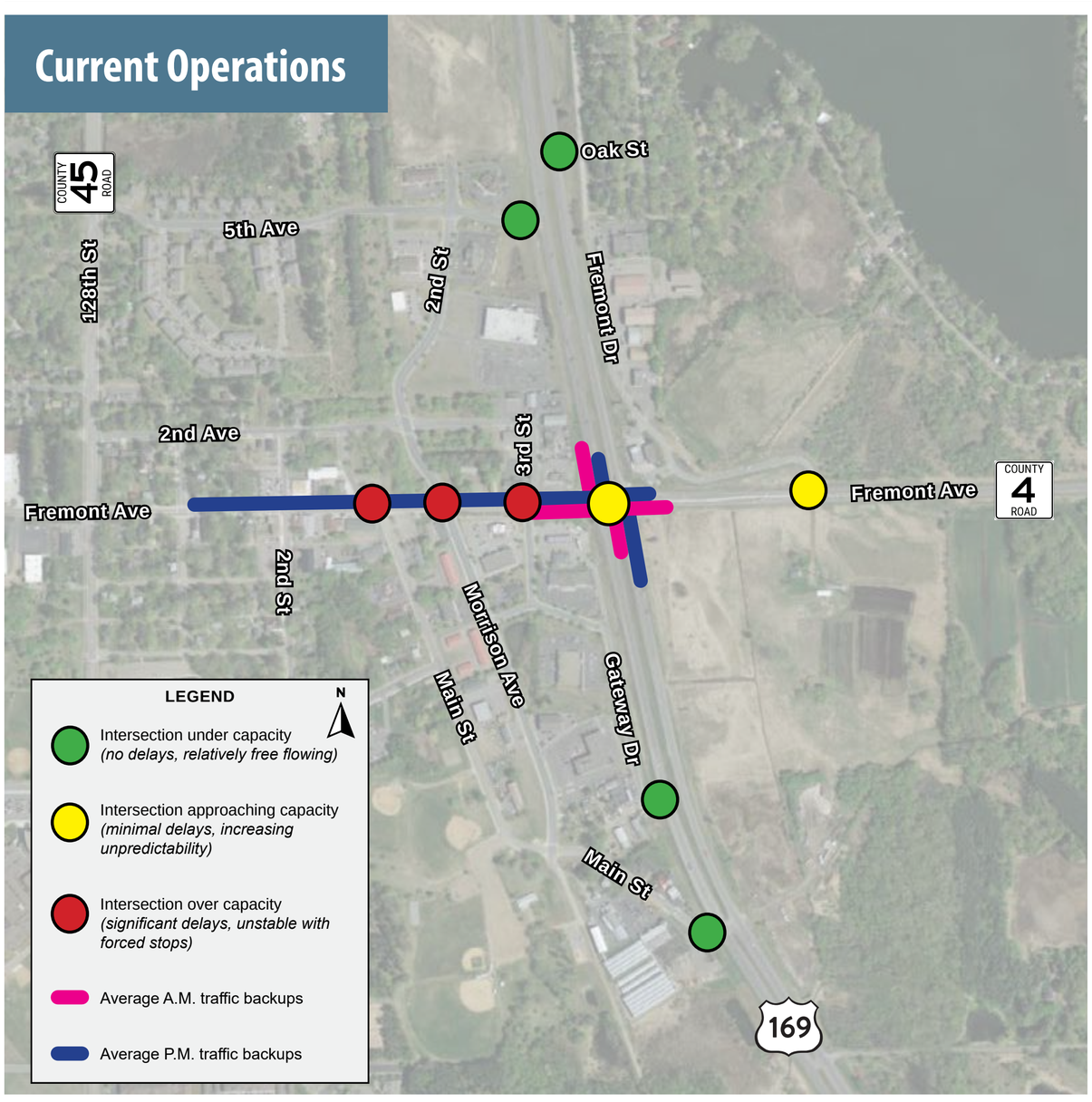


Current and Future Traffic Operations

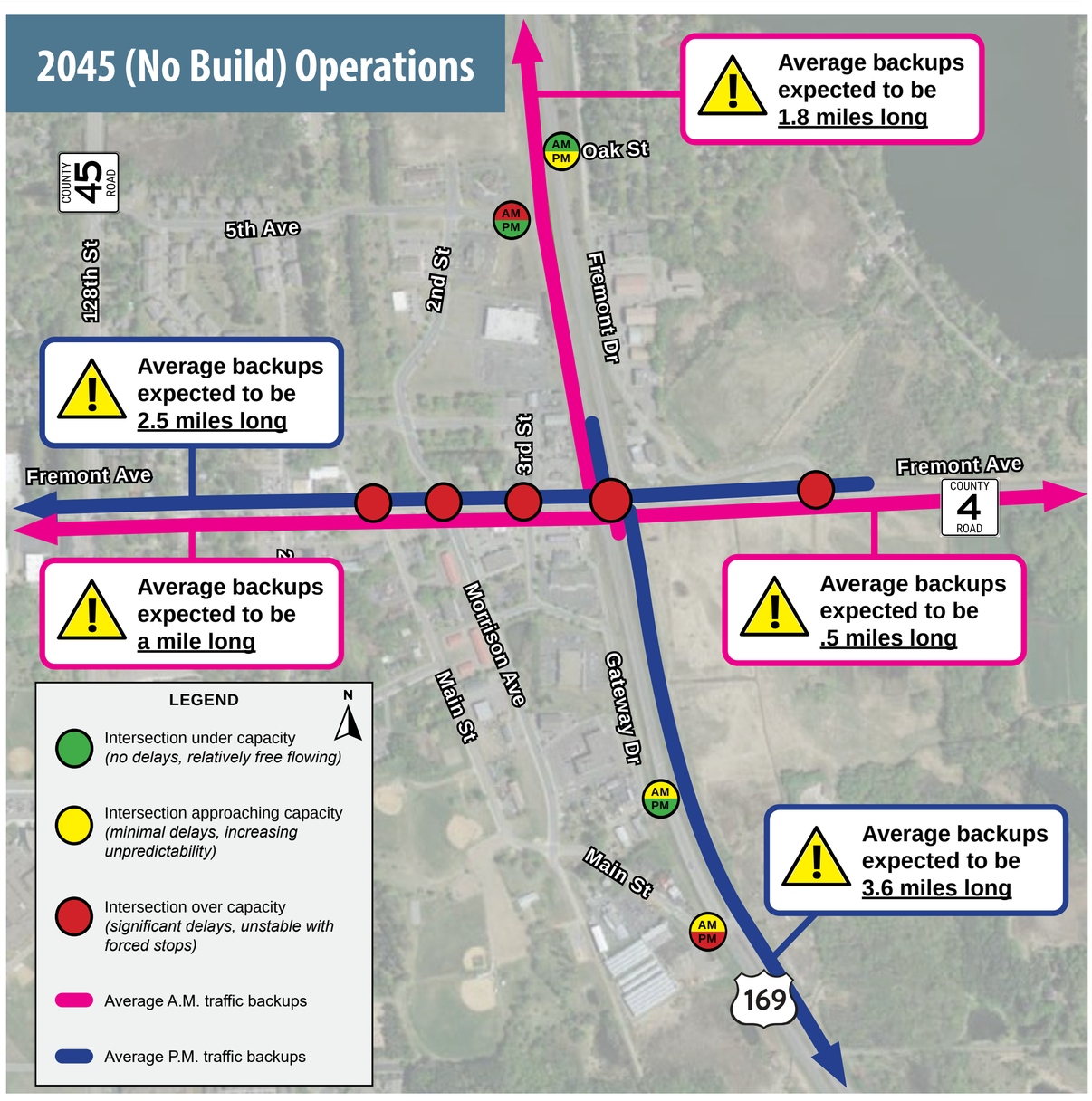
By 2045, daily traffic is anticipated to increase from 50,000 vehicles to 75,000 vehicles with backups exceeding 1 mile.

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

Current Operations

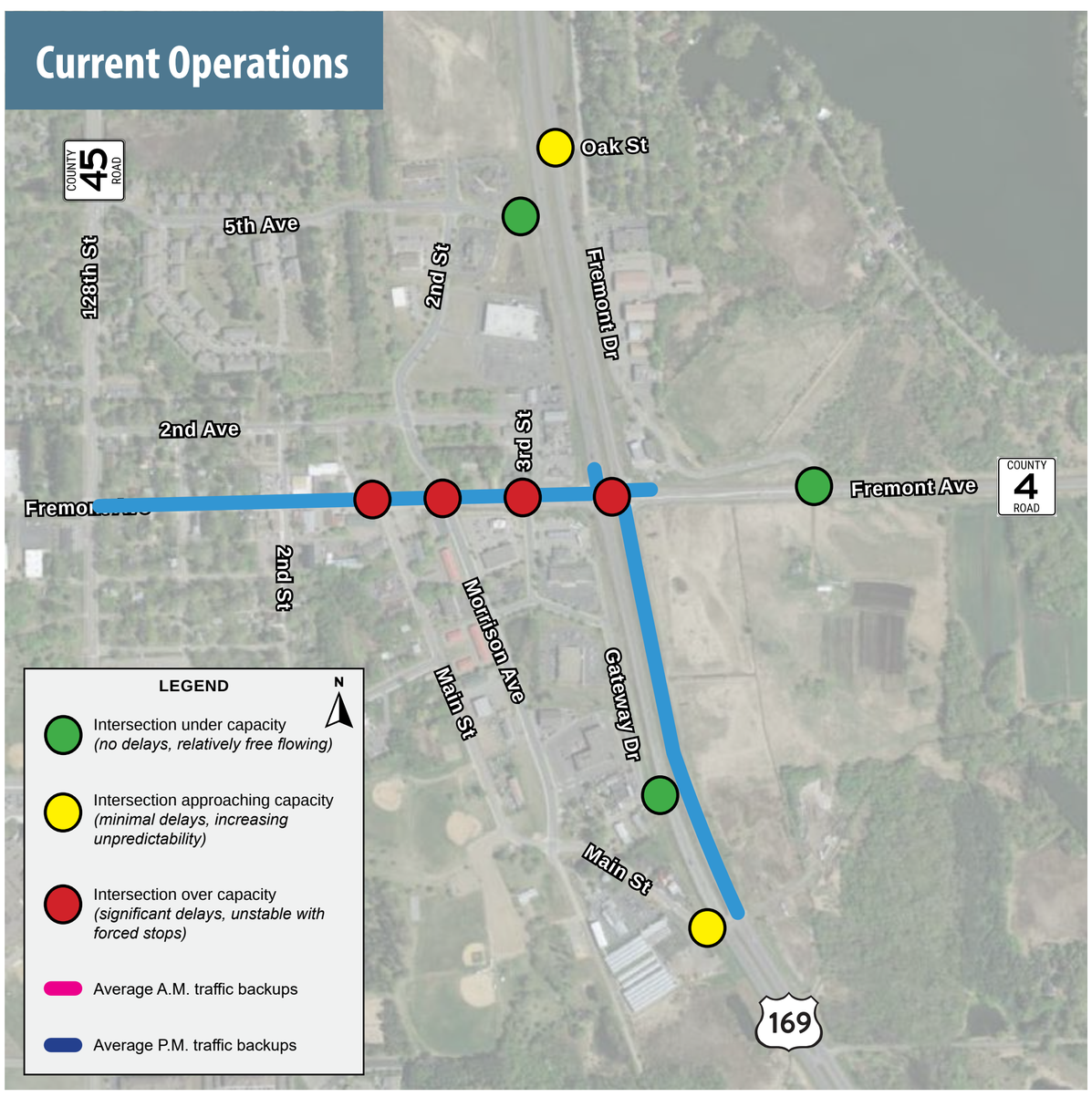


2045 (No Build) Operations

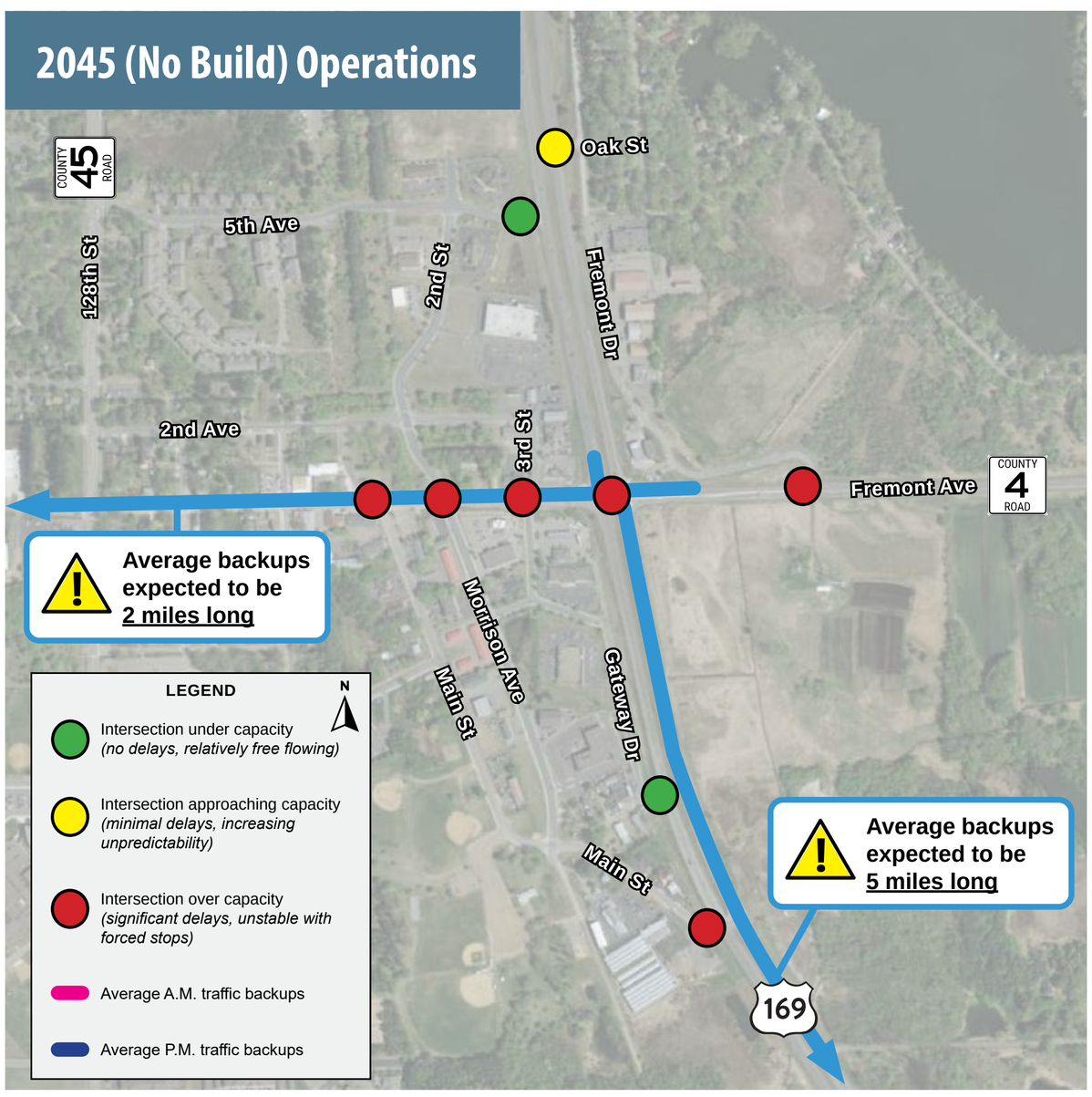


Recreational Traffic

Current Operations



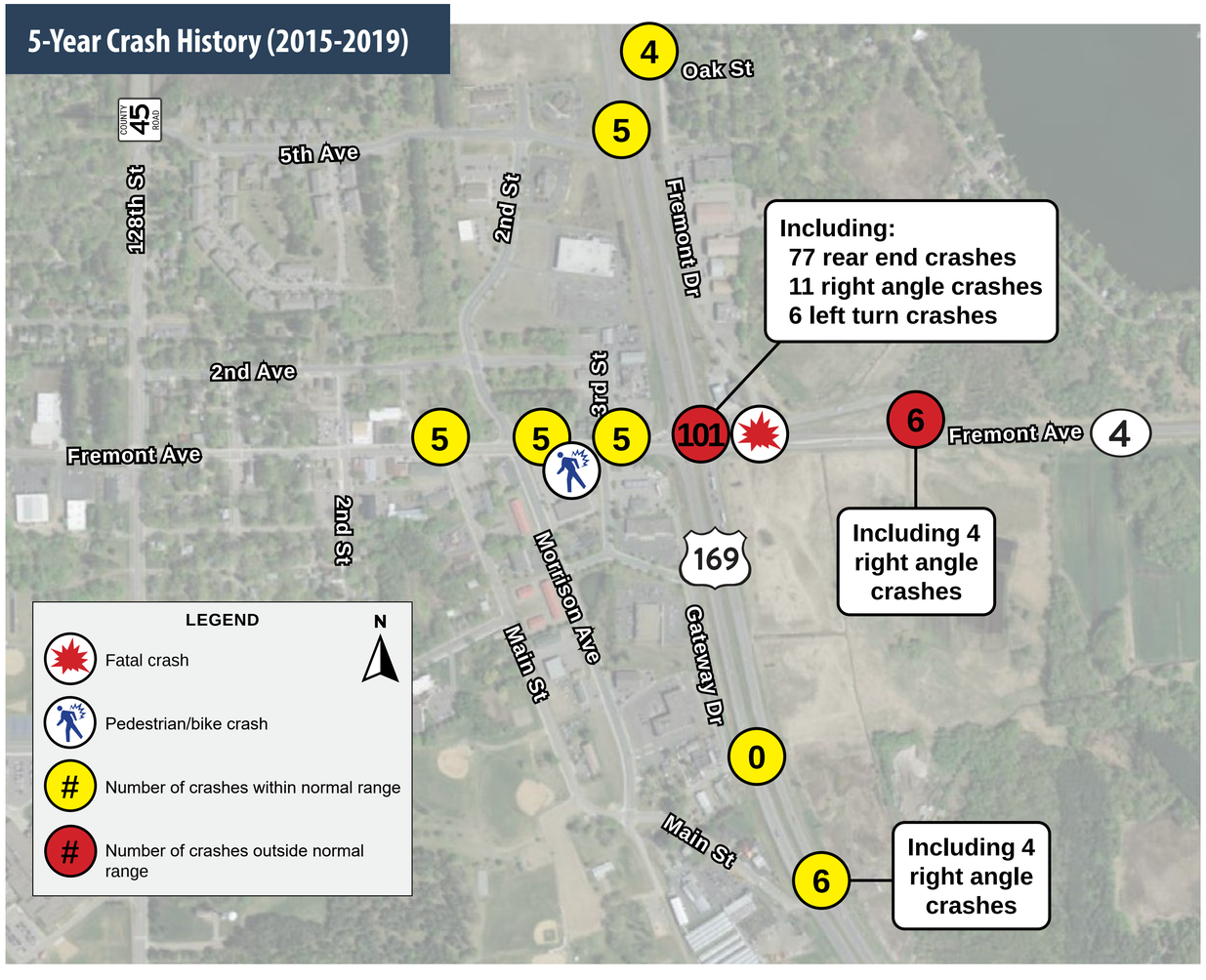
2045 (No Build) Operations



SHERBURNE COUNTY · ZIMMERMAN Minnesota · DEPARTMENT OF TRANSPORTATION · LIVONIA TOWNSHIP

Existing Conditions

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

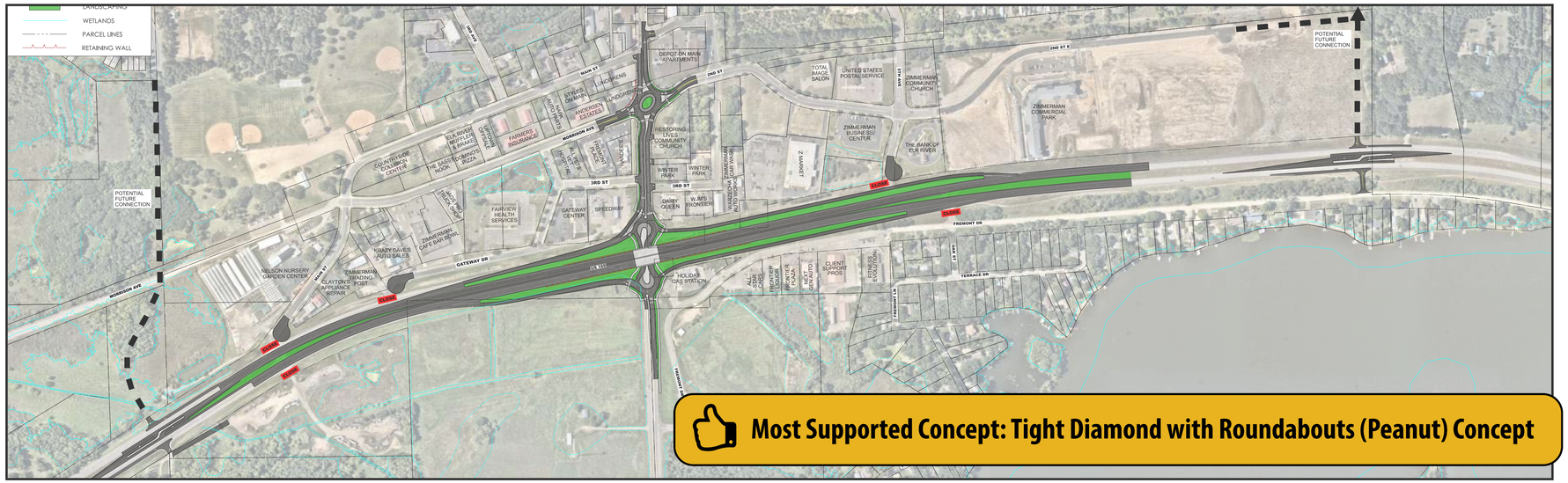
What We've Heard

June 2022 Open House

~45 attendees **~130 comments**

KEY THEMES

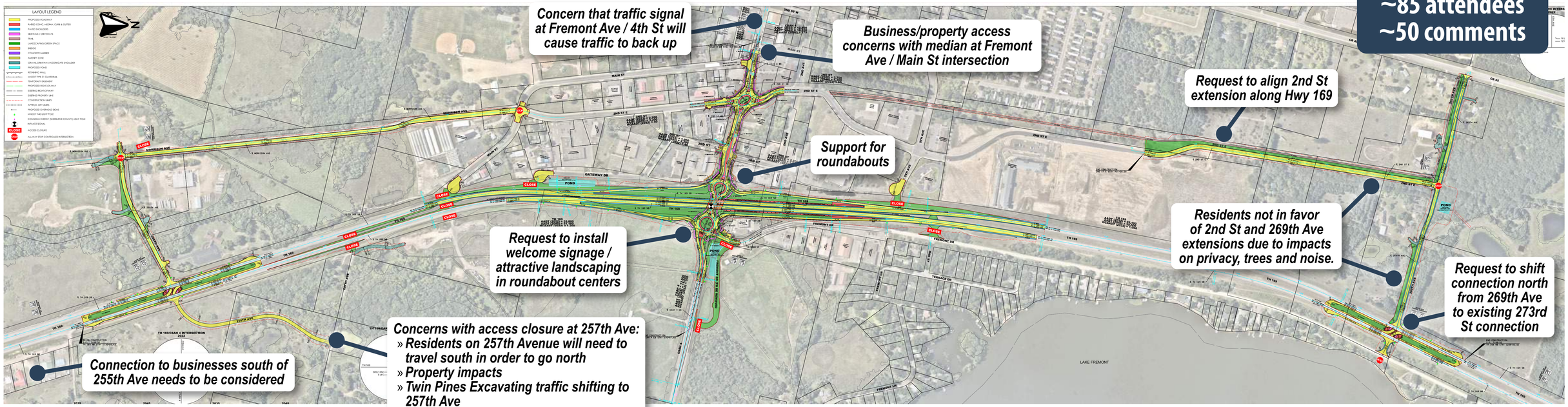
- Majority do not support traffic signals
- Minimizing impacts to businesses is a priority
- Local connections north and south of CR 4 are important long term and during interchange construction
- Majority support roundabouts



Most Supported Concept: Tight Diamond with Roundabouts (Peanut) Concept

November 2022 Open House

~85 attendees
~50 comments



Why Roundabouts?

ROUNDABOUT BENEFITS

A **single-lane roundabout** is designed to improve safety for all users.

Simplified Decision Making

Crosswalks are set back to increase pedestrian visibility and allow drivers to focus on pedestrians crossing separate from vehicular traffic in the roundabout.

Pedestrian Refuge

A **splitter/median island** on each approach roadway allows pedestrians to focus on crossing one lane of traffic at a time.

Safety

- 15-20 mph vehicle design speed
- 2 pedestrian/vehicle interaction points compared to 6 at a signalized intersection.
- Pedestrian crossings are half the distance of a traditional intersection.
- Overall increased human interaction between drivers and pedestrians.
- 87% fewer pedestrian injury crashes at a roundabout compared to a signalized intersection.[1]

Increased Yield Rates

83% of vehicles yield to peds in single-lane roundabouts. [2]

Give 'em a brake

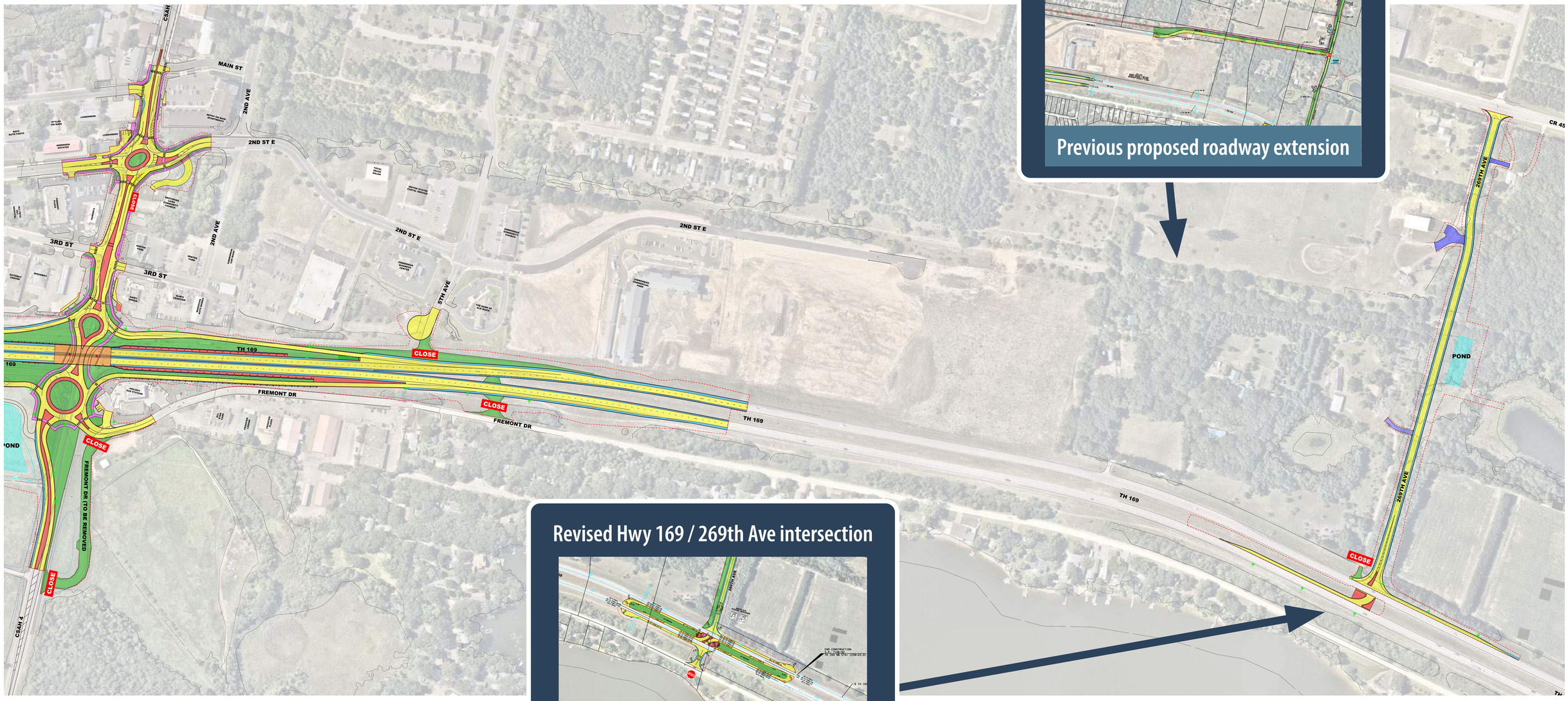
State law requires that traffic entering and exiting a roundabout **must yield to pedestrians** in the crosswalk.

Sources

1. "A Study of the Traffic Safety at Roundabouts in Minnesota" - addendum, Minnesota Department of Transportation. 2018
2. "Report 572: Roundabouts in the United States," National Cooperative Highway Research Program. 2006.

Approved Design Layout: Northern Project Area

What's changed since the last open house?



Removal of the 2nd Street extension

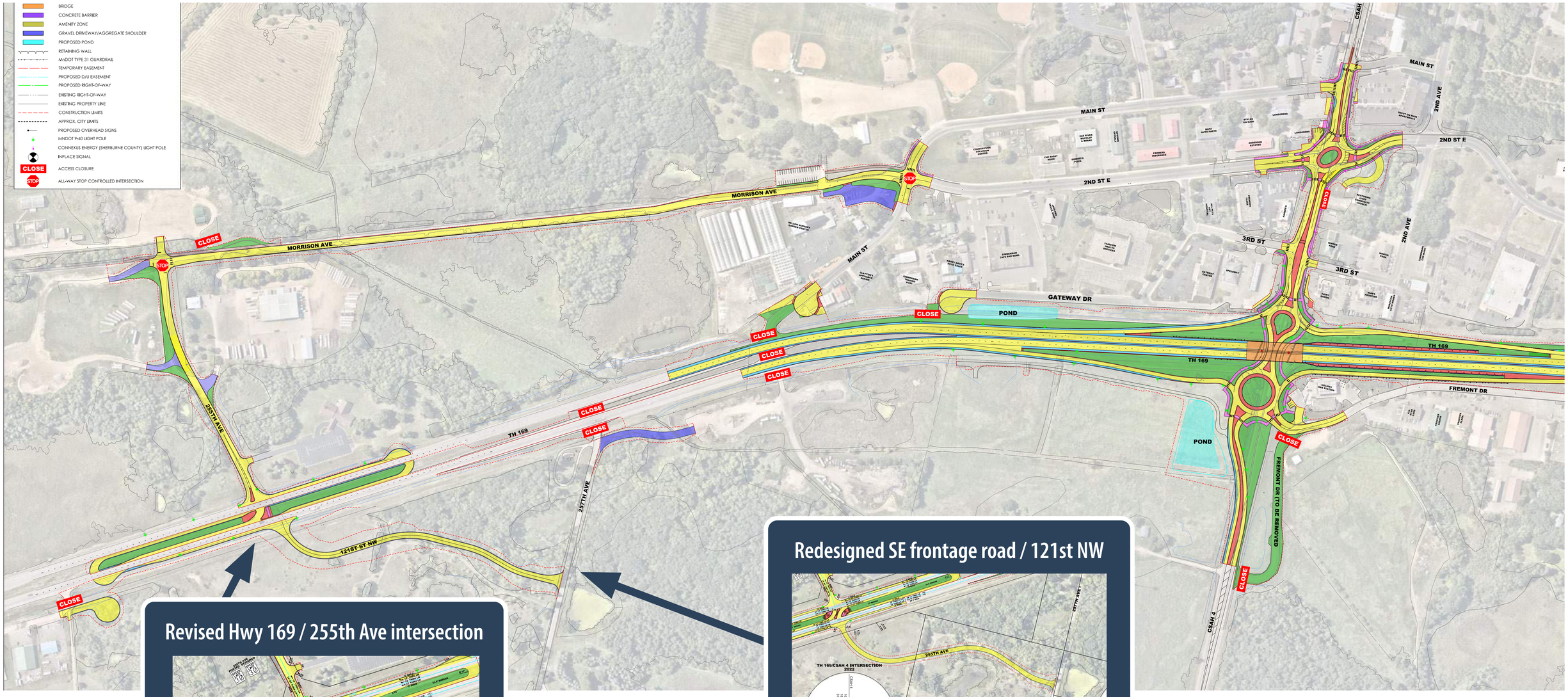
Previous proposed roadway extension

Revised Hwy 169 / 269th Ave intersection

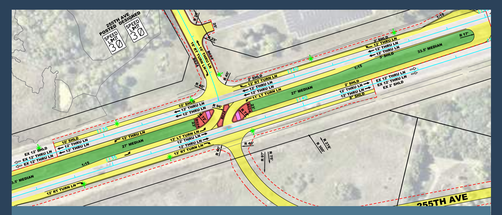
Previous intersection configuration

Approved Design Layout: Southern Project Area

What's changed since the last open house?



Revised Hwy 169 / 255th Ave intersection

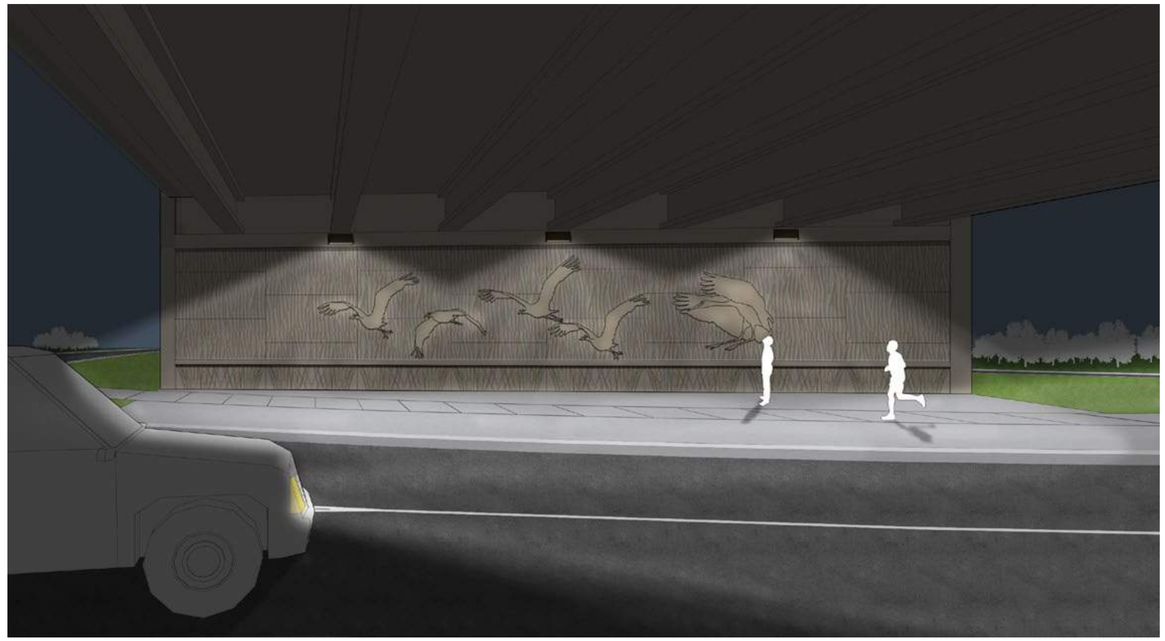


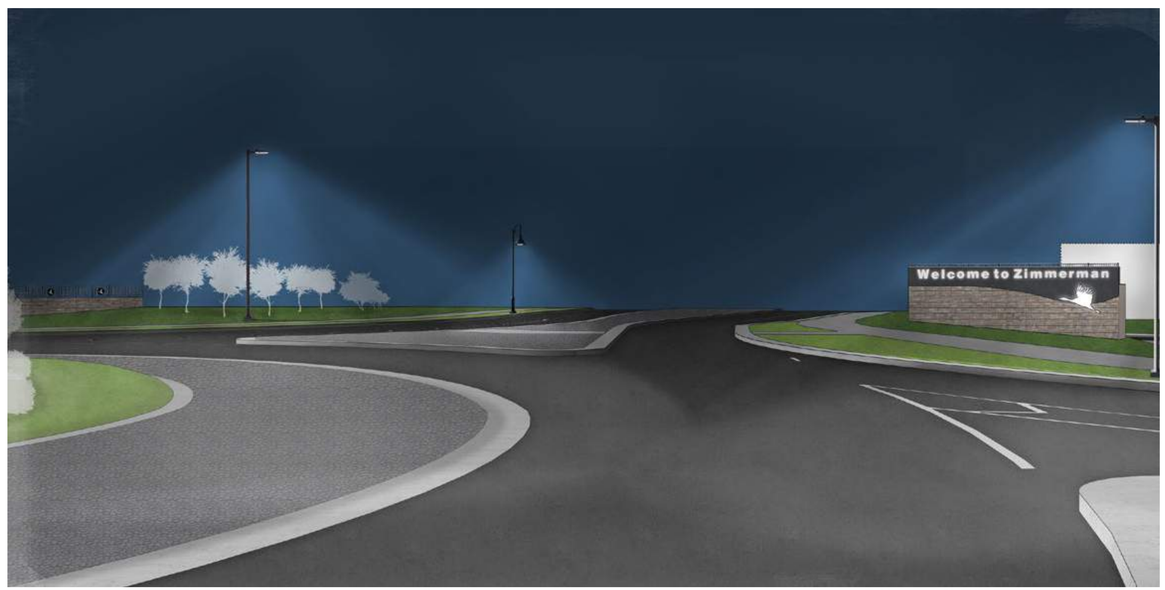
Previous intersection configuration

Redesigned SE frontage road / 121st NW

Previous proposed roadway extension

Bridge, Retaining Wall and Lighting Aesthetics





Draft Subject to Change

Disclaimer: This drawing represents a potential design concept only. This document is a draft, subject to change, and is provided for information only. This draft document does not commit Sherburne County to construct the project as shown in part or in whole. The actual project plan may differ from this draft plan.

Interchange Visualization

Draft Subject to Change

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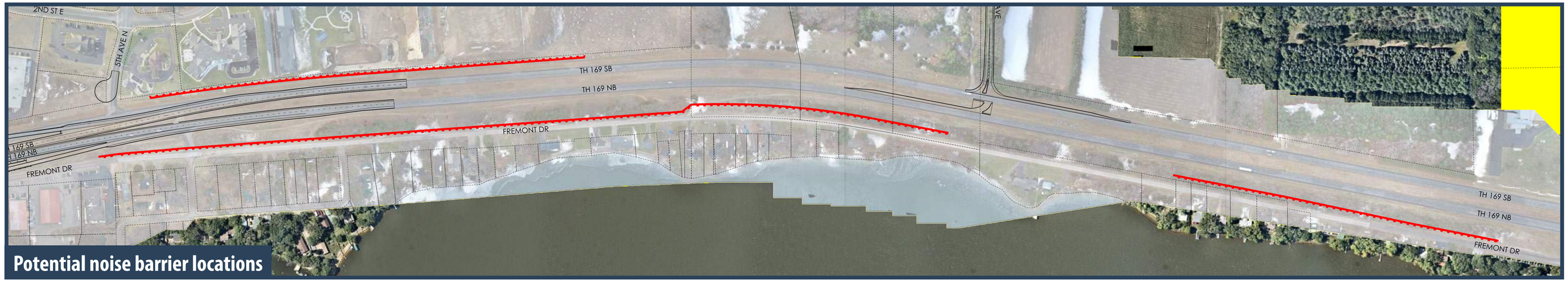
Potential Noise Barriers



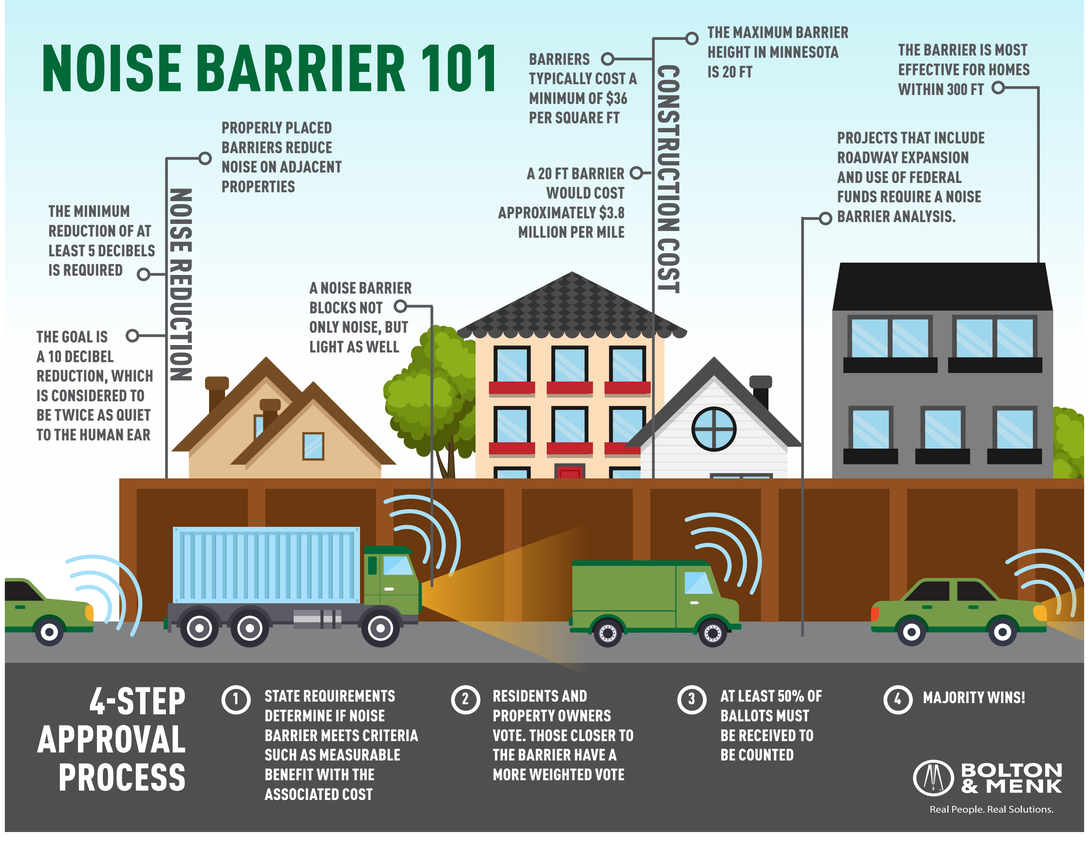
Potential noise barrier locations

Why are noise barriers being considered?

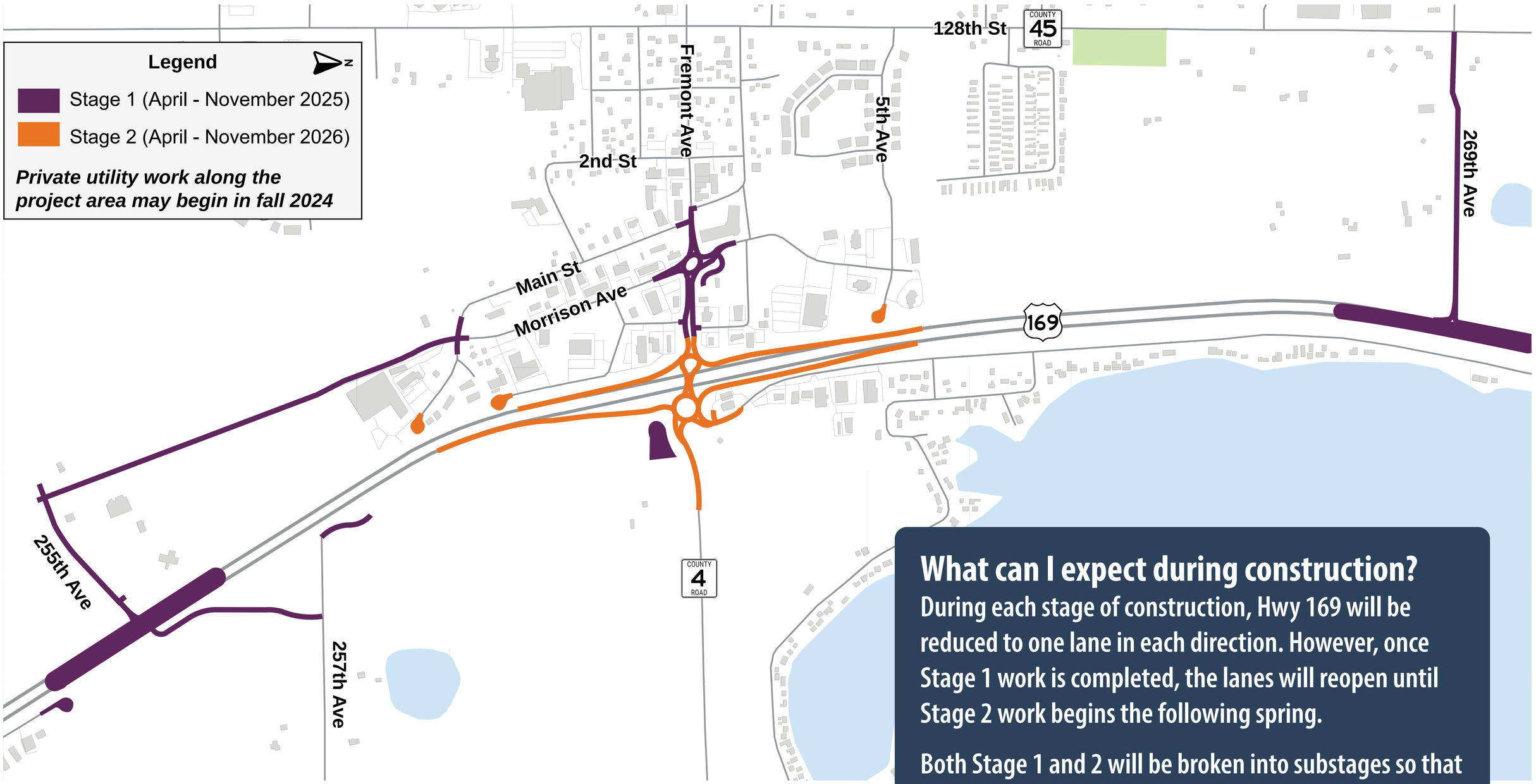
- Hwy 169 is a state roadway therefore the improvements must adhere to MnDOT requirements.
- The team is conducting a noise analysis to understand how these improvements will impact noise levels for adjacent properties.

What does the noise barrier process entail?

- If noise thresholds are exceeded and noise barriers are feasible, effective and cost-effective, a voting process will be held for benefitting property owners to determine if the barriers will be built.
    - A meeting will be held for benefitting property owners to learn about the process, barrier locations, benefits and other important details ahead of the voting process.
    - *Review the graphic to the right for a general overview of this process!*



Draft Construction Staging



What can I expect during construction?

During each stage of construction, Hwy 169 will be reduced to one lane in each direction. However, once Stage 1 work is completed, the lanes will reopen until Stage 2 work begins the following spring.

Both Stage 1 and 2 will be broken into substages so that business and local access can be maintained at all times.

Project Schedule and Next Steps

What's Next?

Share any feedback you have using the in-person or digital comment cards. We will accept online feedback now through **Thursday, Oct. 5.**

Following this open house, the project team will collect your feedback and use it to further refine the project's design and construction staging. Another open house will be held in Summer 2024 to share the final design and discuss what to expect during construction including staging, traffic control, schedule and impacts.

Stay connected!

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

Project Hotline
763-463-7818

Project Email
Hwy169andCR4@bolton-menk.com

Project Schedule