

APPENDIX C

HIGHWAY DATA

Appendix C provides information for major highways that were considered as potential commuter corridors.

INTERSTATES

I-94

Capacity/Congestion

I-94 is one of the busiest corridors throughout District 3, having the highest Average Annual Daily Traffic (AADT) of any major corridor in this district as it passes through St. Michael, with an AADT of 63,000 (2010).

Through Stearns County, Interstate I-94 has an AADT of 28,420. The highest point of traffic in this county for I-94 is the segment northwest of CSAH 75, northwest of St. Joseph with a total AADT of 43,000. Near Sauk Center, this number drops to 20,300 (2009)*. Through Wright County, I-94 has a higher overall AADT of 51,583. Throughout District 3, I-94 has the highest AADT of any other major corridor as it passes through St. Michael, with 63,000 (2010)*.

Characteristics

I-94 runs through Wright, Stearns and Todd Counties. It is a four-lane divided interstate, and is also an IRC route. It has four safety rest areas: Enfield, Fuller, Big Spunk, and Middle Spunk. I-94 is a major service corridor for commutes to St. Cloud and the Minneapolis-St. Paul area. Several park-and-pool lots are located along I-94, including Albany, Monticello and Albertville, as well as St. Joseph, an unofficial park-and-pool lot.

Planned Expansion

There are no planned expansions in this corridor.

KEY HIGHWAYS/ROADWAYS

US Highway 10

Capacity/Congestion

The highest daily traffic counts for this corridor are through Elk River City in Sherburne County (20,900), Rice City in Benton County (28,500) and North of MN 15 in Sauk Rapids (31,000). This corridor runs through the St. Cloud metropolitan area, which is expected to grow with new employment and residential development.

Characteristics

US 10 runs through Wadena, Todd, Morrison, Benton and Sherburne Counties. It extends from northwest District 3 to the southeast. A four-lane divided highway and an IRC route, it contains one safety rest area, the St. Cloud Travel Information Center.

US 10 is a major service corridor for commutes to St. Cloud and the Minneapolis-St. Paul area. Due to the corridor's parallel and proximal location to the Northstar Link and Northstar rail corridor, US 10 provides access to all four official park-and-ride locations in District 3: the Northstar Link Lot in St. Cloud, the Becker Municipal Lot, Big Lake Station, and Elk River Station. There are also several park-and-pool lots located along this corridor, including Camp Ripley, Clear Lake, Big Lake and Elk River.

Planned Expansion

The construction of an interchange is programmed at Benton County CSAH 2 in Rice. No other plans exist for expansion at this time.

Minnesota Highway 12

Capacity/Congestion

MN 12 is located within Wright County, and has an overall AADT of 10,431 (2010).

Characteristics

This corridor runs east and west at the southernmost end of District 3. MN 12 is a "super two" lane highway (two lanes with several passing lane sections) and is a potential corridor for commuter transportation to the Minneapolis-St. Paul area. The Waverly Park-and-Pool lot is located in Wright County along MN 12.

Planned Expansion

From the Meeker-Wright County Line to Cokato (2.7 miles, extending to the adjacent district), and from Howard Lake to Waverly to Montrose to Delano (14.4 miles, also extending to the adjacent district) this corridor warrants consideration of capacity improvements associated with traveler safety. Beyond 2019, MN 12 will also meet this capacity improvement consideration from Cokato to Howard Lake (3.9 miles) (See Figure 4-3).

Minnesota Highway 15

Capacity/Congestion

MN 15's most highly trafficked point is in St. Cloud, with an AADT of 30,729. (2009) This corridor runs through the St. Cloud metropolitan area.

Characteristics

This corridor is located within Stearns and Benton Counties. It extends from St. Cloud through the southern boundary of District 3. MN 15 is a two-lane undivided highway, and is a commuter corridor for trips to St. Cloud. It also carries modest levels of freight and recreational traffic from the south.

Planned Expansion

In 2013 there will be a local project to create a new interchange at 33rd St. in St. Cloud (MnDOT). The interchange at Stearns County CR 120 is programmed for construction as a divergent diamond interchange.

Minnesota Highway 23

Capacity/Congestion

Along this MN 23, AADT is highest in the St. Cloud area, east of US 10 (32,100). This corridor runs through the St. Cloud metropolitan area, which is a regional trade center expected to grow with employment, population and commuters that will increase congestion.

Characteristics

Located within Stearns, Benton, Mille Lacs and Kanabec Counties, it extends from the southwestern boundary of District 3 through St. Cloud to the eastern boundary. MN 23 is a two-lane undivided highway and an IRC route. It is a direct connection to I-94, and to I-35 east of District 3.

MN 23 is a commuter corridor to the St. Cloud area, and indirectly to the Minneapolis-St. Paul area via the Northstar corridor which begins in St. Cloud. The Cold Spring Park-and-Pool lot is located along this corridor, south of I-94. MN 23 also provides access to the Northstar Link Park-and-Ride lot in St. Cloud.

Planned Expansion

To improve traveler safety, this corridor is anticipated to be converted from a two- to four-lane highway between MN 95 east of St. Cloud and Foley (2012).

Minnesota Highway 24

Capacity/Congestion

As MN 24 passes through Wright County, its highest AADT level peaks in Clearwater, at 14,800 (2010).

Characteristics

MN 24 is located within Wright, Stearns and Sherburne Counties. It is a direct connection to I-94 and an IRC route. MN 24 is a two-lane undivided highway and a corridor for commutes to St. Cloud. This corridor is a major freight corridor as it provides a critical connection between US Highway 10 and Interstate 94.

Planned Expansion

Plans beyond 2013 include the conversion of MN 24 to a freeway system with an interchange at the I-94/US 10 river crossing (Clearwater to Clear Lake).

Minnesota Highway 25

Capacity/Congestion

Monticello has the highest AADT level along MN 25 in District 3, with 25,525 (2010). This corridor runs through the Brainerd-Baxter area, which is a regional trade center expected to grow with new employment and a growing residential population.

Characteristics

This corridor is located within Wright, Benton, Morrison and Crow Wing Counties. It extends from Brainerd to the southern boundary of District 3. MN 25 is a two-lane undivided highway

that is also a direct connection to I-94. It is a service corridor for commutes to the Brainerd-Baxter area and to the Minneapolis area.

Planned Expansion

There are no planned expansions in this corridor.

Minnesota Highway 47

Capacity/Congestion

To view AADT numbers through District 3 for this corridor, see Technical Appendix C.

Characteristics

This corridor is located within Mille Lacs, Kanabec and Isanti Counties. It lies along the eastern part of District 3, extending from the northern end to the southern end. MN 47 is a two-lane undivided highway that is one of several corridors for commutes to the Minneapolis area.

Planned Expansion

Beyond 2019, this corridor warrants consideration of capacity improvements associated with traveler safety from St. Francis to Isanti CSAH 8 (2.0 miles).

Minnesota Highway 55

Capacity/Congestion

MN 55, through Wright County, is one of the most heavily traveled two-lane roads in Central Minnesota, and the most heavily traveled two-lane highway in District 3. Between Rockford and Buffalo, current traffic volumes already exceed the capacity criteria (12,500 max vehicles for a two-lane highway) and will be converted to a four-lane expressway (holds 40,000 vehicles). The average daily traffic flow along this stretch of MN 55 is around 25,000 vehicles. A similarly congested area stretches between Buffalo and Annandale, with an average daily traffic flow of 22,000 vehicles.

Characteristics

MN 55 runs along the southwestern boundary of District 3. MN 55 is a two-lane undivided highway with turn lanes. There are two park-and-pool lots located along MN 55 within District 3: Maple Lake and Rockford.

There are still several private roadways and driveways that have direct access to this corridor, which is a safety concern for District 3. Safety is a primary concern on this corridor as there were eight fatalities and 27 major accidents with serious injuries between 1998 to 2008.

Planned Expansion

There are no planned expansions in this corridor.

Minnesota Highway 65

Capacity/Congestion

To view the AADT numbers through District 3 for this corridor, see Technical Appendix C.

Characteristics

This corridor is located within Kanabec and Isanti Counties. It has a north and south extension in the eastern part of District 3. MN 65 is a two-lane undivided highway with turn lanes north of Cambridge, and a four-lane divided highway south to the Anoka/Isanti County line. Both the Cambridge Park-and-Pool lot and Isanti lot are located along this corridor within Isanti County.

Planned Expansion

Based on the performance-based investment needs outlined in MnDOT District 3's 20-year Highway Investment Plan from 2009 to 2018, this corridor warrants consideration for capacity improvements associated with traveler safety from Cambridge to MN 107 (6.4 miles), and from 2019 to 2028, between MN 70 and Mora (4.5 miles)

MN 65 Transit Service Plan

In order to analyze the potential for commuter bus service along the MN 65 Corridor in Anoka and Isanti Counties, Anoka County performed an analysis of the potential demand for the service. This analysis was used to determine whether or not sufficient demand existed for service from a given location, and how much service should be offered to carry the expected demand. The results of this study showed estimated demand at Blaine ranged from 400 to 600 individuals; from Ham Lake the range was from 100 to 200 individuals; from East Bethel the range was from 50 to 80 individuals; from Isanti the range was from 30 to 50 individuals; and from Cambridge, both approaches estimated 10 individual riders. It was determined that these numbers would not support commuter bus service along the MN 65 Corridor in Anoka and Isanti Counties.

Minnesota Highway 95

Capacity/Congestion

To view the AADT numbers through District 3 for this corridor, see Technical Appendix C.

Characteristics

This corridor lies within Benton, Mille Lacs and Isanti Counties, extending beyond the eastern boundary of District 3. It meets up with MN 23 just east of St. Cloud. MN 95 is a two-lane undivided highway with turn lanes, and is used for commutes to the St. Cloud area. Two official park-and-pool lots are located along this corridor in Princeton and Cambridge.

Planned Expansion

There are no planned expansions in this corridor.

US Highway 169

Capacity /Congestion/Traffic Counts/LOS

US 169 is one of the most traveled highways within Sherburne County, with the highest average daily traffic volumes in Elk River, at 49,500 (2010). During recreational periods, traffic volumes go up, sometimes more than double the average daily volumes. The slower speeds caused by larger vehicles pulling trailers has been found to reduce capacity on the roadway during these times. Congestion is also caused by signalization at major intersections.

Characteristics

US 169 is located within Crow Wing, Mille Lacs and Sherburne Counties. This highway extends from Mille Lacs Lake to the southeastern corner of District 3, an important north-south Central Minnesota link. It is a four-lane divided highway with at-grade roadway and driveway intersections, traffic signals at major crossings, and limited frontage road systems. It has been identified as part of Minnesota's IRC system, and is also a major service corridor for commutes to the Minneapolis area. According to the US 169 Corridor Management Plan, by 2030 the corridor will no longer meet the IRC performance goals unless improvements are made. There is one safety rest area in Rum River.

US 169 has one official park-and-ride lot located at the junction of US 10, directly connecting the corridor to Northstar commuter rail at Elk River Station. It also has three park-and-pool lots in Princeton, Zimmerman, and Elk River.

Planned Expansions/Widening/New Roadways

There are no planned expansions in this corridor.

Minnesota Highway 210

Capacity/Congestion

The AADT counts for MN 210 are highest through Crow Wing County as it passes through Brainerd and Baxter. The AADT of 15,655 along the corridor doubles in the Brainerd-Baxter area. The Highway 210 corridor is the only segment in the state that does not currently meet performance according to IRC performance targets.

Characteristics

MN 210 is located within Todd, Cass and Crow Wing Counties. It stretches from the eastern boundary to the western boundary of District 3 through the northern part of the district. MN 210 is an IRC route. It is a two-lane undivided highway with turn lanes.

Planned Expansion

Prior to 2018, this corridor is programmed for capacity improvements associated with traveler safety from Brainerd to Crow Wing CSAH 12 (Deerwood shortcut, 7.8 miles). From 2019 to 2028, MN 210 will also improve capacity from Pillager to Baxter (8.7 miles).

Minnesota Highways 371 and 371-B

Capacity/Congestion

Through Crow Wing County, MN 371 has its highest AADT counts in Baxter (19,600), Nisswa (12,300), Pequot Lakes (10,400) and Jenkins (8,200). MN 371-B has an overall AADT of 10,020 as it lies within Crow Wing County.

Characteristics

MN 371 runs within Cass, Crow Wing and Morrison Counties. It spans the northern half of District 3. It is a four-lane divided highway that is also an IRC route. It features one safety rest area, the Brainerd Lakes Area Welcome Center.

MN 371-B is a two-lane roadway with turn lanes. It runs just south of MN 371, with a short span connecting to Brainerd.

Planned Expansion

To improve traveler safety, this corridor is being considered for expansion from a two- to four-lane highway from Nisswa to Jenkins, a stretch of 10.5 miles.

*AADT numbers from http://www.dot.state.mn.us/traffic/data/html/volume_program.html