Welcome

Highway 169 Preliminary Design and Environmental Documentation

Elk River to Zimmerman

Public Open House 4:30 - 7:30 p.m.
Study Background

1. Why do we need a study?
Traffic volumes in the Highway 169 corridor are growing. This growth combined with the presence of intersections (roads and driveways) and a mix of vehicle types (commuter, trucks, SUVs pulling boats/ campers, RVs) results in delay, longer travel times, and an increasing number of crashes. The design project will identify improvements for the Highway 169 corridor that will improve safety and mobility.

2. Where is the study focused?
The Highway 169 Preliminary Design and Environmental Documentation Project is focused on the Highway 169 corridor from Elk River to Zimmerman. The study area has been divided into two areas: an Elk River portion from Highway 10 to County Highway 25 and a Zimmerman portion from County Highway 25 to 277th Avenue. Information displayed tonight will focus on the Elk River portion of the study area.

3. What improvements will the study recommend?
The vision for Highway 169 was established in the Highway 101/169 Corridor Management Plan (2002). The plan recommends the removal of all intersections (roads and driveways) along Highway 169 from Rogers to Princeton in order to convert the roadway to a safer, more mobile freeway. The preliminary design will identify specific locations and configurations for the freeway conversion, including the following:

- Interchanges - Provide access to and from the freeway along with a bridge over or under the freeway
- Over/ Under-Passes: Provide a bridge over/ under the freeway, but no access to/ from the freeway
- Frontage/ Backage Roads: Continuous roadways running along the freeway to provide access to properties located near the freeway

4. When will the Preferred Alternative be built?
The Highway 169 interchange at County Highway 4 in Zimmerman is currently scheduled for construction in 2014. However, adequate funding is not available for this project based on cost estimates. The timing of construction is dependent on resolving funding issues. Other recommended improvements will be constructed in phases after 2030 or as funding becomes available.
Who is Advising the Study Process?

<table>
<thead>
<tr>
<th>Group</th>
<th>Members (Zimmerman)</th>
<th>Members (Elk River)</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Management Team</td>
<td>MnDOT Representatives - SRF Consulting Group, Inc. Staff</td>
<td>Same</td>
<td>Provide contract administration and review</td>
</tr>
<tr>
<td>Local Advisory Committee (LAC)</td>
<td>MnDOT Representatives - Sherburne County Director of Public Works, Engineer, Traffic Engineer, and Planner - City of Zimmerman Administrator - Zimmerman Coordinator, and Engineer - Livonia Township Clerk - Baldwin Township Representatives - SRF Consulting Group, Inc. Staff</td>
<td>MnDOT Representatives - Sherburne County Director of Public Works, Engineer, Traffic Engineer, and Planner - City of Elk River Engineer Community Development Director, and Planning Manager - Livonia Township Chairman, and Clerk - SRF Consulting Group, Inc. Staff</td>
<td>Guide the overall study process - Digest input; - Participate in technical analysis; - Make study recommendations</td>
</tr>
<tr>
<td>Local Stakeholder Contacts</td>
<td>Important stakeholders from the study area with direct interest in corridor planning results: - Sherburne County Commissioners - Zimmerman City Council - Livonia Township Board - Baldwin Township Board - Zimmerman Chamber of Commerce</td>
<td>Important stakeholders from the study area with direct interest in corridor planning results: - Sherburne County Commissioners - Elk River City Council - Livonia Township Board - Elk River Chamber of Commerce - Elk River Neighborhood Groups and Schools</td>
<td>Provide direct stakeholder input on study issues and opportunities - Provide feedback on alternative evaluation process</td>
</tr>
<tr>
<td>Agency Stakeholder Contacts</td>
<td>Federal and State Permitting Agencies and Major Local Stakeholders: - Department of Natural Resources (DNR) - U.S. Army Corps of Engineers (USACE) - Federal Highway Administration (FHWA) - MnDOT - State Historic Preservation Office (SHPO)</td>
<td>Same</td>
<td>Establish project understanding and support among review agencies</td>
</tr>
<tr>
<td>Open House Meetings</td>
<td>Affected property owners - General public</td>
<td>Same</td>
<td>Provide an opportunity for the public to participate in the corridor planning process, and for specific interest groups and review agencies to further their involvement. Open house input will be recorded and provided to the LAC at critical study milestones</td>
</tr>
</tbody>
</table>

Questions or Comments? Contact Us!

Jim Hallgren, MnDOT District 3 218-828-5797 james.hallgren@dot.state.mn.us
What Does the Study Include and When Will Tasks be Completed?

Overall Process:
- Traffic Analysis/Forecast
- Review Previous Data & Assemble Additional Data
- Develop Project Purpose & Need
- Identify Key Project Goals & Objectives
- Identify Range of Alternatives and Evaluate
- Identify Key Social, Environmental, and Economic Issues of Concern
- Can a Preferred Alternative be Identified without Extensive Study?
- Determine Appropriate Environmental Process
- Refine Design for Alternative(s)
- Complete Environmental Documentation

2006
- Apr 2006 – Feb 2007
  Zimmerman Alternative Identification and Evaluation
  - Traffic Analysis/Forecast
  - Review Previous Data & Assemble Additional Data
  - Develop Project Purpose & Need
  - Identify Key Project Goals & Objectives
  - Identify Range of Alternatives and Evaluate
  - Identify Key Social, Environmental, and Economic Issues of Concern

- Nov 2006 – Aug 2007
  Elk River Alternative Identification and Evaluation
  - Traffic Analysis/Forecast
  - Review Previous Data & Assemble Additional Data
  - Develop Project Purpose & Need
  - Identify Key Project Goals & Objectives
  - Identify Range of Alternatives and Evaluate
  - Identify Key Social, Environmental, and Economic Issues of Concern

2007
- Sep 2007 – March 2008
  Project Evaluation and Environmental Documentation - Elk River to Zimmerman
  - Can a Preferred Alternative be Identified without Extensive Study?
  - Determine Appropriate Environmental Process
  - Refine Design for Alternative(s)
  - Complete Environmental Documentation

2008
## How Will Decisions be Made?

### Decision Making Process

<table>
<thead>
<tr>
<th>Document Issues and Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hwy 169 is a principal arterial and High Priority Interregional Corridor that carries substantial volumes of regional traffic.</td>
</tr>
<tr>
<td>1. In 2002, 111 highway crashes occurred on Hwy 169 north of Co Hwy 22.</td>
</tr>
<tr>
<td>2. Hwy 169 has a high number of crashes involving pedestrians, bicyclists, and motor homes pulling trailers.</td>
</tr>
<tr>
<td>3. The Hwy 101/169 Corridor Management Plan identifies Hwy 169 as a future freeway.</td>
</tr>
<tr>
<td>4. Hwy 169 traffic volumes have been growing at a rate of 5.2 percent per year.</td>
</tr>
</tbody>
</table>

### Development Goals and Objectives

1. **Enhance Safety and Mobility on Hwy 169.**
   - Remove all at-grade access to Hwy 169 and replace it through a system of interchanges, overpasses, and frontage/backage roads.
   - Plan interchanges with adequate capacity to accommodate forecast 2030 traffic volumes.
   - Space public street access and traffic controls to minimize operational issues at Hwy 169 interchange ramp intersections.

2. **Ensure Safe and Efficient Mobility for the Traveling Public in Areas Surrounding Hwy 169.**
   - Minimize overloading of transportation system elements and balance demand through capacity, access, and facility spacing.
   - Plan for reasonable traffic circulation to current and future land uses (e.g., frontage/backage road systems). The location of these systems will be, as much as possible, consistent with associated City and Township Plans.
   - Enhance existing roadway continuity and connectivity in the Elk River area to effectively and efficiently mitigate access changes on Hwy 169.
   - Plan interchanges that accommodate multi-modal transportation (e.g., freight, transit, bicycle and pedestrian travel).

3. **Avoid or Minimize Significant Environmental Impacts, Identify Any Regionally Significant Environmental and Historical Resources, and Possibly Enhance Current Elements, Including:**
   - Disproportionately high and adverse effects on minority or low income populations (Environmental Justice).
   - Threatened & Endangered Species.
   - Section 106 Cultural Resources (archeological and historical).
   - Section 404 Wetlands.
   - Section 4(f) Parks, Recreation Areas, Historic Sites, or Wildlife/Waterfowl Refuge Areas.
   - Section 6(f) Recreation Areas.
   - Other Unique Environmental Resources.

4. **Minimize Social Costs or Expected Future Public Expenditures for Roadway Development.**
   - Minimize property impacts, severances, and relocations.
   - Minimize right-of-way and construction costs.
   - Utilize other infrastructure improvements (utilities, bicycle/pedestrian facilities).

5. **Coordinate Study Decisions with Local, Regional, and State Plans.**
   - Plan routes to minimize incompatibility with existing land uses.
   - If redevelopment is required, plan routes that optimize opportunities for redevelopment.
   - Consider recommendations in regional and local plans – Hwy 169 Corridor Management Plan, Sherburne County Transportation Plan, City of Elk River Transportation Plan Update, Livonia Township Transportation Plan Update.

6. **Encourage Strong Agency and Interjurisdictional Participation and Seek Consensus on Preferred Alternative.**
   - Coordinate with regulatory agencies including:
     - Mn/DOT Environmental Services and Cultural Resource Divisions
     - Department of Natural Resources (DNR)
     - U.S. Army Corps of Engineers
     - Minnesota State Historic Preservation Office (SHPO)
     - Sherburne County Soil and Water Conservation District (SWCD)
     - Livonia Township
     - Mn/DOT

### Identify Goals and Objectives

---

### Develop Access Alternatives

Identify access alternatives for further analysis (including no-build option) that generally satisfy purpose and need and study goals and objectives.

### Identify Evaluation Criteria and Evaluate Alternatives

To the extent appropriate for the level of study, identify the impacts/enhancements of each proposed alternative alignment in terms of the following:

1. Environment Criteria
   - Threatened & Endangered Species (in vicinity)
   - Section 106 Cultural Resources (no. of sites)
   - Section 404 Wetlands (acres)
   - Section 4(f) Properties (acres)
   - Other Environmental Issues (in vicinity)

2. Transportation Criteria
   - Specific Criteria To Be Determined

3. Social Criteria
   - Specific Criteria To Be Determined

4. Public and Agency Input
   - Specific Criteria To Be Determined

Select preferred access alternative (along with no-build option) for further environmental analysis.

### Complete Environmental Documentation

Based on the preferred access alternative, determine the appropriate environmental review and documentation (e.g., Environmental Assessment - EA - or Environmental Impact Statement - EIS).
The purpose of the Highway 169 Preliminary Design and Environmental Documentation is to develop detailed plans for a system of interchanges, over-/under-passes, and frontage/backage roads that convert Highway 169 to a safer, more mobile freeway. The designs will provide Sherburne County, the City of Elk River, Livonia Township, their businesses and residents with opportunities to incorporate these details into future development plans.

The process of developing detailed designs begins with preparing general concepts. The design team considered a number of key factors as we developed the general concepts, including the following:

- Existing and future traffic demand and circulation patterns
- Local street connectivity and transportation plans
- Physical and environmental features (for example, hills, wetlands, water table levels, etc.)
- Current land use and future land use plans along the Highway 169 corridor

The design team developed concepts for the following areas:

- North of County Highway 33, including:
  - Frontage Road System from County Highway 25/19 to County Highway 33
  - 237th Avenue (County Road 74)/239th Avenue (Alternative F)
  - 221st Avenue/Realigned County Road 121 (Alternative E)
- Jackson/193rd/197th Avenues (Alternative D)
- Main/School Streets (Alternative BC)
- Highway 10/101/169 Interchange (Alternative A)
Highway 169 Improvement Alternatives – North of CSAH 33

237th Avenue (County Road 74)/239th Avenue Over/Underpass – Alternative F

Key Characteristics:
1. Removes intersections on Highway 169 while allowing vehicles to pass over or under Highway 169.
2. Provides continuous roadway between 237th Avenue (County Road 74) and 239th Avenue.
3. Maintains the existing roadway network.
4. Connects to the frontage road system and to Highway 169 interchanges at 221st Avenue (to the south) and County Highway 25/19 (to the north).

STATUS: RECOMMENDED FOR FURTHER STUDY

221st Avenue / Realigned County Road 121 Interchange – Alternative E

Key Characteristics:
1. Provides a bridge under Highway 169 as well as full access to/from Highway 169.
2. Extends 221st Avenue to the east to connect to County Highway 121.
3. Realigns cross street to the south to avoid impacts to the landfill and wetlands.
4. Includes connections to frontage roads east and west of Highway 169.
5. May require relocation of home(s) in the southeast quadrant of the interchange.

STATUS: RECOMMENDED FOR FURTHER STUDY

Approximate alignments only – detail will be developed later.
Highway 169 Improvement Alternatives – Jackson/193rd/197th Avenue – Alternative D

D1 Key Characteristics

1. Provides a bridge over Highway 169 at 197th Avenue along with access to and from Highway 169 to the north and a southbound slip ramp from 197th Avenue to Holt Street.
2. Provides a bridge over Highway 169 at Jackson/193rd Avenue along with access to and from Highway 169, but does not accommodate southbound exits from Highway 169 to Jackson/193rd Avenue.
3. Requires land from parcels along 197th Avenue interchange ramps.
4. Requires relocation of buildings and businesses in the southeast quadrant of the Jackson/193rd Avenue interchange.
5. Provides for no driveway access to 193rd Avenue between Evans Street and Dodge Avenue.

D2 Key Characteristics

1. Provides a bridge over Highway 169 at 197th Avenue along with access to and from Highway 169 to the north.
2. Provides a bridge over Highway 169 at Jackson/193rd Avenue along with access to and from Highway 169 in all directions.
3. Requires land from parcels along 197th Avenue interchange ramps.
4. Requires relocation of buildings and businesses in the southeast quadrant of the Jackson/193rd Avenue interchange.
5. Provides for no driveway access to 193rd Avenue between Evans Street and Dodge Avenue.
Highway 169 Improvement Alternatives - Highway 10/101/169 Interchange - Alternative A

Full Regional Interchange - Alternative A1

Interchange with Loops - Alternative A2

Interchange with Loops - Alternative A3

Key Characteristics

**A1**
1. All movements are high-speed, free-flow movements.
2. High cost due to the number, height, and length of the new bridges over the river, railroad, and other roadways.
4. May include key environmental impacts, such as:
   • Wild and Scenic River (Mississippi) due to additional bridges
   • Right-of-way impacts to Babcock Park

**A2**
1. Minor movements on lower speed loop ramps.
2. High cost due to the number, height, and length of the new bridges over the river, railroad, and other roadways.
3. Reduces key environmental impacts by:
   • Constructing only one new bridge over the Mississippi (Wild and Scenic River).
   • Pulling ramps away from Babcock Park.

**A3**
1. Minor movements on lower speed loop ramps.
2. Northbound to westbound and southbound to eastbound movements may seem less direct to drivers.
3. Lowest cost due to the number, height, and length of the bridges included.
4. Reduces key environmental impacts by:
   • Widening existing bridges, not adding new bridges, over the Mississippi (Wild and Scenic River).
   • Pulling ramps away from Babcock Park.

**STATUS:**

**A1**
NOT RECOMMENDED FOR FURTHER STUDY

**A2**
RECOMMENDED FOR FURTHER STUDY

**A3**
RECOMMENDED FOR FURTHER STUDY
Key Characteristics

1. Provides a bridge over Highway 169 at School Street, but no access to or from Highway 169. No Highway 169 access at School Street forces all traffic wanting to access Highway 169 at School Street to access Highway 169 at Main Street or Jackson’s 19th Street and then use the local road system, including Evans Avenue and Dodge Avenue. Evans Avenue would be extended to Gates/ Freeport Avenue to accommodate this traffic pressure. The Dodge Avenue/Baldwin Avenue area would be reconfigured to accommodate this traffic pressure.

2. Provides a bridge over Highway 169 at Main Street along with access to and from Highway 169 in all directions. The northbound exit to Main Street begins just south of the Main Street bridge. The southbound exit to Main Street begins at the School Street bridge.

3. Provides direct access to the southwest quadrant of the Main Street interchange. Removes or restricts all other access to Main Street (road and driveway) between Evans Avenue and Twin Lakes Road (County Highway 13)/Tyler Avenue NW.

4. Requires the relocation of buildings and businesses in northeast, northwest, and southeast quadrants of the Main Street interchange.

STATUS: RECOMMENDED FOR FURTHER STUDY

Key Characteristics

1. Provides a bridge over Highway 169 at School Street along with access to and from Highway 169 in all directions. This access relieves any potential pressure from School Street traffic on the local street system, especially on Evans Avenue and Dodge Avenue. The northbound exit to School Street begins just south of the Main Street bridge.

2. Provides a bridge over Highway 169 at Main Street along with access to and from Highway 169 in all directions. The southbound exit to Main Street begins at the School Street bridge.

3. Provides direct access to Main Street for the northeast and southwest quadrants of the Main Street interchange. Removes or restricts other access to Main Street (road and driveway) between Evans Avenue and Twin Lakes Road (County Highway 13)/Tyler Avenue NW.

4. Requires relocation of buildings and businesses in the northeast and southwest quadrants of the Main Street interchange.

5. May require relocation of buildings and businesses along the interchange ramps west of Highway 169 at School Street.

STATUS: RECOMMENDED FOR FURTHER STUDY

Key Characteristics

1. Provides a bridge over Highway 169 at School Street along with access to and from Highway 169 in all directions. This access relieves any potential pressure from School Street traffic on the local street system, especially on Evans Avenue and Dodge Avenue. The northbound exit to School Street begins at the Main Street bridge.

2. Provides a bridge over Highway 169 at Main Street along with access to and from Highway 169 in all directions. The southbound exit to Main Street begins at the School Street bridge.

3. Provides direct access to Main Street and southwest quadrants of the Main Street interchange. Removes or restricts other access to Main Street (road and driveway) between Evans Avenue and Twin Lakes Road (County Highway 13)/Tyler Avenue NW.

4. Requires relocation of buildings and businesses in northeast, northwest, and southeast quadrants of the Main Street interchange.

5. May require relocation of buildings and businesses along the interchange ramps west of Highway 169 at School Street.

STATUS: RECOMMENDED FOR FURTHER STUDY
What is Left to Do?

- Conduct a preliminary technical evaluation to quantify preliminary impacts including Transportation (i.e. safety and capacity), Social (i.e. commercial and residential relocations), and Environmental (i.e. threatened and endangered species impacts).

- Select a Preferred Alternative - Your Feedback Matters! Fill out a comment sheet and drop it in the box below.

- Hold public open house to review preferred alternatives (late summer/fall).

- Complete a more detailed evaluation of the Preferred Alternative as part of the official environmental documentation process (Highway 10 in Elk River to north of Lake Fremont in Zimmerman).

For more information visit the project website at http://projects.dot.state.mn.us/ srf/ 169elkriver/