

Anoka County Highway Department
1440 Bunker Lake Blvd, N.W.
Andover, MN 55304

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Current Resident or

- Your input is needed to ensure the success of this study. This meeting will include presentation of:
 - Evaluation of regional access alternatives
 - Recommended design concepts for County Road 14
 - Options for addressing on-street parking, sidewalks, and trails
- Public Meeting #3 will offer brief presentations at 5:30 and 6:30 p.m. The remainder of the meeting will be an “open house” providing the opportunity to view materials and discuss your questions and concerns with project staff.

Public Information Meeting #3 – June 24, 2004

Anoka CR 14 Study (I-35W to I-35E) – June 24 from 5:00 – 7:30 p.m.
Presentations will be provided at 5:30 and 6:30 p.m.
 Blue Heron Room, Clubhouse of the Anoka County ChomoniX Golf Course
 646 Sandpiper Drive, Lino Lakes. (over for map)

information meeting.

issues as well as the last Phase I public information meeting. This newsletter provides information regarding these input is also important. Your Federal Highway Administration. With the local communities, Mn/DOT and be made by Anoka County in consultation with the local communities, Mn/DOT and Federal Highway Administration. Your input is also important. This newsletter provides information regarding these issues as well as the last Phase I public information meeting.

Phase I Study Nearing Conclusion

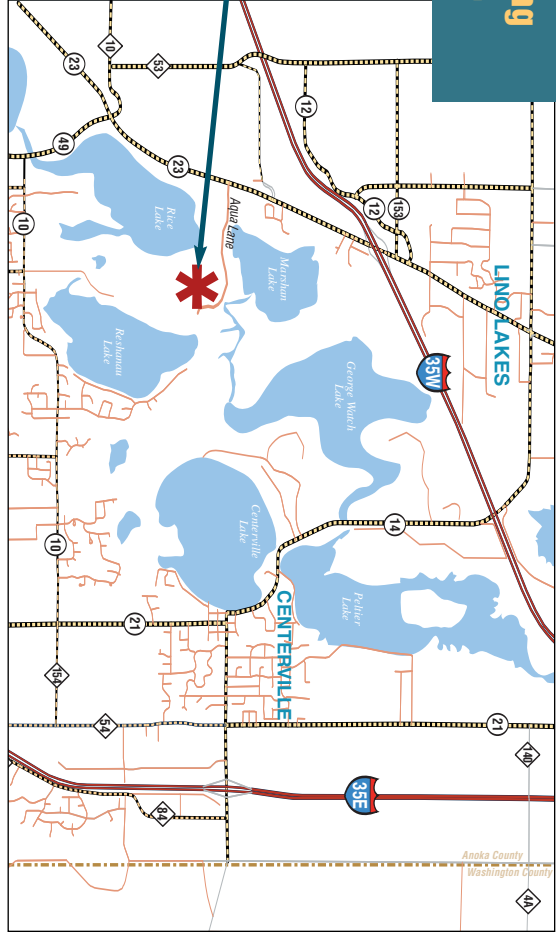
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This design concept should anticipate the 20-year needs of the surrounding community—the general lifespan of a roadway facility. Accordingly, Phase I of the study has considered adopted future land use plans of the adjacent communities, and possible improvements to the regional freeway system as well as the potential impacts to adjacent natural resources, parks, cultural resources and community facilities.

Having gathered and studied this information, a design concept addressing the number of lanes has been identified. Phase II will refine this concept and address roadway features such as parking, trails and landscaping, and the roadway alignment. These decisions will be made by Anoka County in consultation with the local communities, Mn/DOT and Federal Highway Administration. Your input is also important. This newsletter provides information regarding these issues as well as the last Phase I public information meeting.

The goal of Phase I of the County Road 14 Study is to select a design concept for reconstruction of the roadway between I-35W and I-35E that could be further developed during Preliminary Design (Phase II), finalized with the development of construction documents (Phase III) and constructed in 2006/2007.

County Road 14 I-35W to I-35E Study



Public Meeting Location Map

ChomoniX Golf Course Club House

NOTE: The only access to ChomoniX Golf Course is via Aqua Lane.

Contact

Comments or questions about this project can be addressed to:

Anoka County

Lyndon Robjent, P.E.
 Assistant County Engineer
 Anoka County Highway Department
 1440 Bunker Lake Boulevard NW
 Andover, MN 55304

Phone: 763-862-4200
 e-mail: county/road14@co.anoka.mn.us

Information on the project can be found on these Web sites:

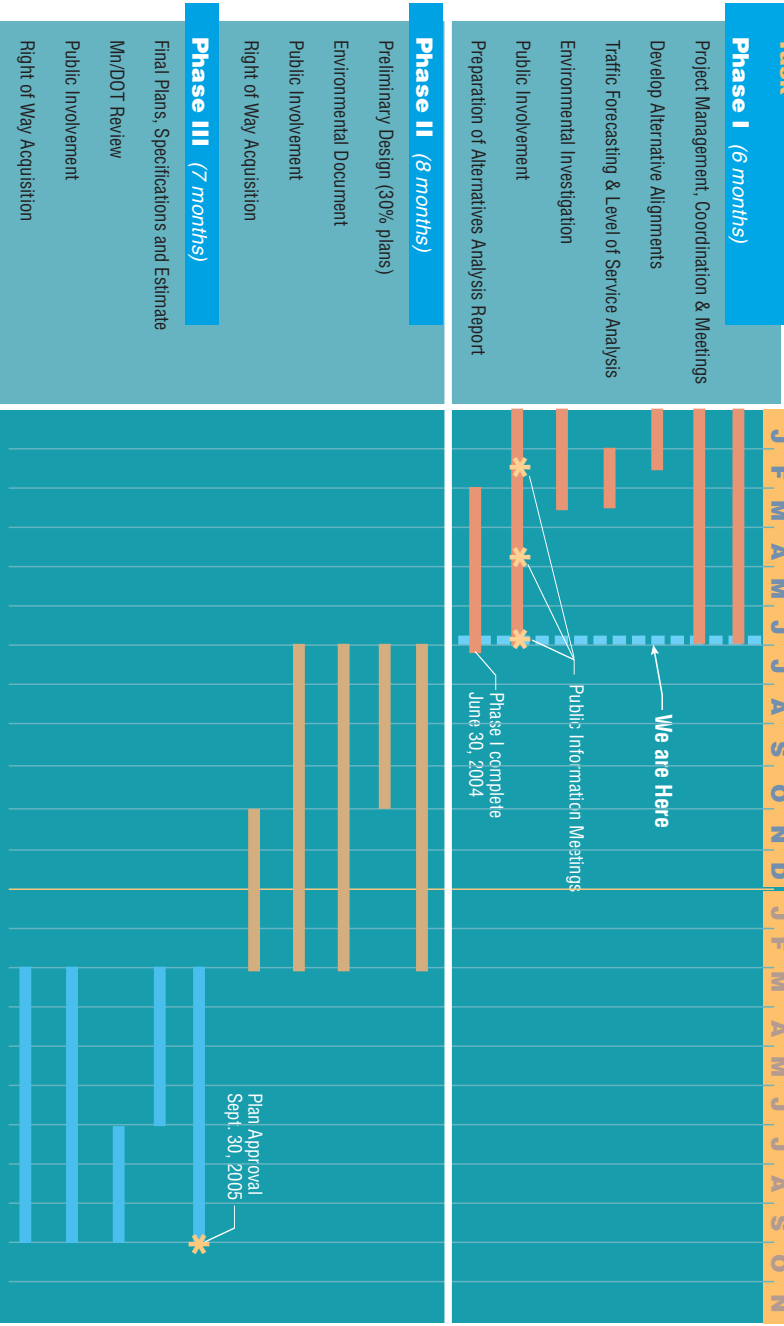
Web sites

Anoka County:
<http://www.co.anoka.mn.us>

City of Centerville:
<http://www.centervillenn.com>

City of Lino Lakes:
<http://www.ci.lino-lakes.mn.us>

Project Schedule



Next Steps Will Include

Following the June 24 meeting, Phase I will be concluded by the following steps:

- Selection of a design concept
- Preparation of the Phase I Summary report

Phase II of the CR 14 Study will begin later this summer and will include:

- Development of an engineered layout based on the selected design concept;
- Refinement of urban design concepts for the corridor; and
- Analysis of community and environmental impacts of the project, including right of way acquisitions, noise, social, economic, park and wetland impacts, and preparation of environmental documentation.

Phase II will include further opportunities for public involvement.

County Road 14

I-35W to I-35E Study



County Road 14 Design Concept Recommendations

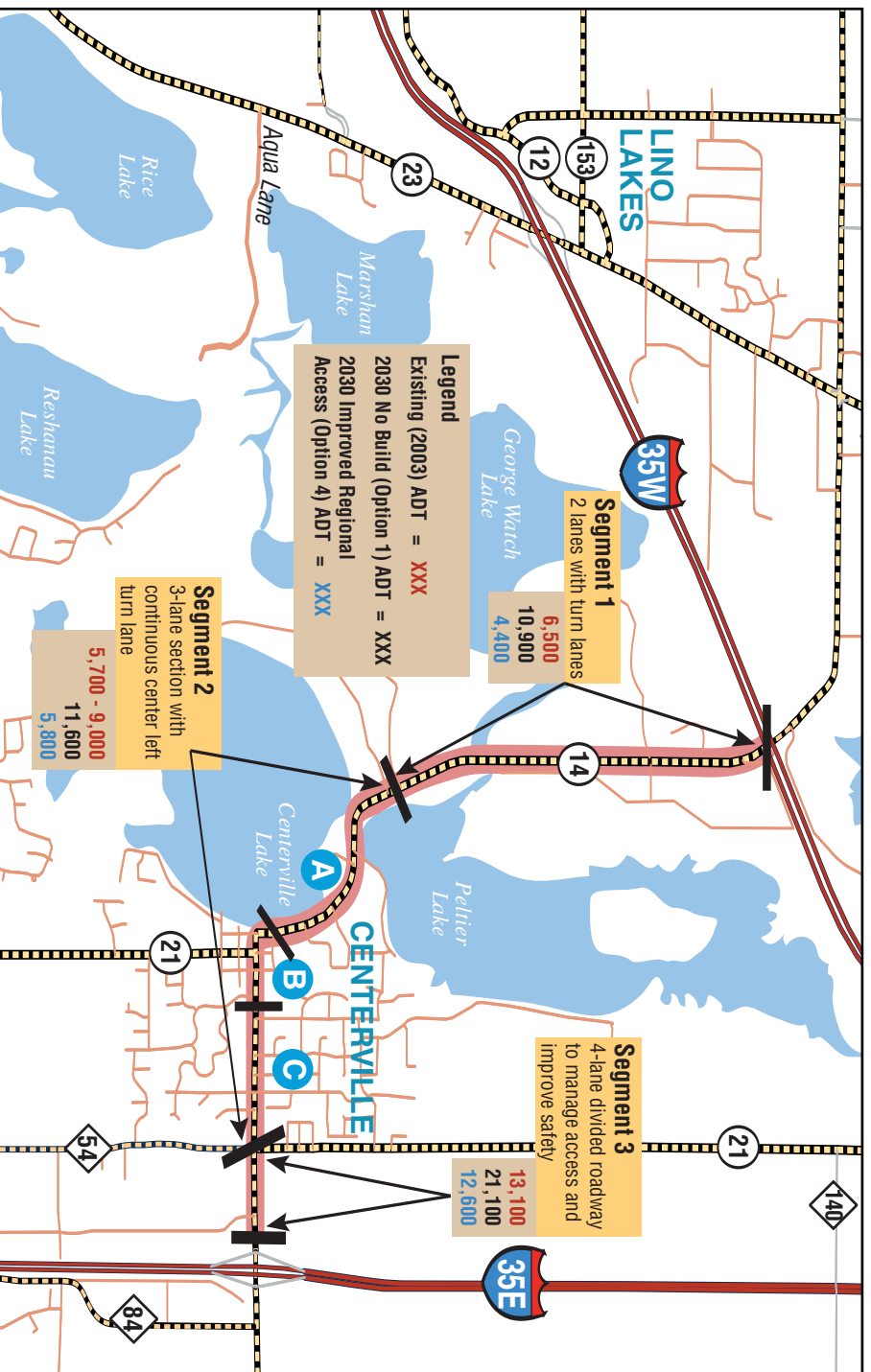
Roadway design concepts have been developed for the proposed CR 14 reconstruction project. The design concepts are based on:

- Anticipated daily and peak hour traffic volumes the roadway is expected to carry;
- The number of access points (driveways) or intersections provided on the roadway;
- The character of adjacent land use.

The County Road 14 corridor between I-35W and I-35E varies in the characteristics as it flows through parkland, commercial areas and residential areas. The *Design Concept Segment* map divides the roadway into three major segments with similar characteristics. The second segment is further subdivided to reflect the varying character of the roadway corridor as it moves through Centerville. These characteristics are summarized in the *Project Segment Characteristics* matrix to the right. General considerations used in determining the design concept based on the segment's characteristics include:

- Lower volume segments may be handled with two through lanes while higher volume segments will require four lanes;
- Areas with a high number of access points may benefit from a "continuous center left-turn lane" to improve safety and traffic operations;
- Roadway segments may have varying needs regarding on-street parking, trails/sidewalks or landscaping. Decisions regarding these latter items must be made in light of the amount of property that may be required to accommodate wider roadway widths;
- Roadway alignment must be considered with a wider roadway-the road center line can be shifted to one side or the other to avoid properties or to concentrate impacts to one side; and
- Urban design concepts add an additional level of detail such as lighting, landscaping and street furniture to the roadway design concept.

Design Concept Segments



Project Segment Characteristics

	Segment 1		Segment 2			Segment 3
	2A	2B	2C	2D	2E	
Traffic volumes	Lower volumes	Moderate volumes			Higher volumes	
Speed	50 mph	35 mph	30 mph	45 mph	50 mph	
Number of access points	7	20	20	31	5	
Length of segment	7,700 feet	5,500 feet			4,900 feet	
Scale of land uses	Largely a single land use – park	Large lot residential, some commercial	Downtown area – Small lot commercial, zero lot line development	Strip mall commercial development, residential	Highway-oriented commercial	
Pedestrian use	Access to park facilities, recreational trail use	Access to park facilities, recreational trail use	Access to downtown from residential areas, cross street access to elementary school, through access to park areas	Access to city hall, downtown, school and parks from residential areas	Less pedestrian use, but access should be provided across I-35E	
Parking	Lots provided for park users	Off-street parking provided	On-street parking for downtown businesses needed	Off-street parking provided	Off-street parking provided	

Regional Access Alternatives

Phase I of the CR 14 Study anticipated that additional access points to I-35E and I-35W, as well as a "northerly bypass" of Centerville, may be needed to accommodate area growth, but may be difficult to construct due to environmental and freeway operation issues. The Phase I Study also anticipated that the appropriate design concept – that is, the number of lanes needed for CR 14 reconstruction – could depend upon the presence or absence of new interstate access. Six regional access alternatives were considered with attention to their relationship to the proposed CR 14 reconstruction project (refer to the Anoka County website for maps).

- The six alternatives reviewed include:
- Additional interchange at I-35E;
 - A local road on the north between CR 14 and CR 21 (20th Street);

- Additional interchange at I-35E, additional connections between I-35E and I-35W at the merge point, and a local road on the north between CR 14 and CR 21 (20th Street);
- Additional interchange at I-35E, additional access at I-35W, and a local road on the north between CR 14 and CR 21 (20th Street); and
- Additional interchange at I-35E, additional regional access at I-35W, and additional connections between I-35E and I-35W at the merge point.

Review of the six alternatives concluded that the CR 14 project can meet the study area's transportation needs independent of possible regional access improvements. Also, the proposed design concept for the CR 14 project does not need to be modified to

accommodate the alternatives. Other observations from this review include recognition that all the regional access alternatives meet the future transportation needs for the study area (assuming full/projected development) and that other options may still be considered.

Because the CR 14 reconstruction project can proceed independently from the regional improvements, no additional steps will be taken at this time to plan for the regional access alternatives with the exception of corridor preservation. Future study of the alternatives would be considered during a broader study of the I-35 corridor, currently underway, and would include measures to avoid, minimize and mitigate for environmental and cultural impacts.

April 22, 2004 Public Meeting

An estimated 65 individuals attended the April public meeting at Chononix Golf Course, including residents, business owners, and local government and agency officials. Future 2030 traffic volumes for the study's regional access scenarios, environmental analysis maps and evaluation criteria were presented. Comments received addressed the following issues:

- Support of future additional access to the adjacent interstate highways and possibly a bypass to the north of Centerville.
- Support for a ten-foot-wide pedestrian/bicycle trail along the current alignment of CR 14.
- Preference to limit the width of CR 14 to two to three lanes where possible.