

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



NEWSLETTER #2 • APRIL 2004

## County Road 14 Study Progressing

Phase I of the County Road 14 Study has entered a critical stage of the alternatives analysis process that includes obtaining and analyzing a wide array of data: existing and proposed land uses, demographics, traffic volumes/trends/safety, and cultural and natural resources. In addition, input from the public and key public agency representatives is being considered to provide insight and direction to help select a preferred alternative for improvement of CR 14 and to set direction for other needed area transportation system improvements. This project newsletter is devoted to describing work completed since

Newsletter #1 was distributed in February 2004, along with a summary of public input received at the February 2004 Public Information Meeting and additional public comments received by mail, e-mail and phone.

Anoka County is completing this study in cooperation with the cities of Lino Lakes and Centerville, the Metropolitan Council, Mn/DOT and the Federal Highway Administration (FHWA). SRF Consulting Group, Inc. is providing assistance to the Anoka County Highway Department in preparing the County Road 14 Study.

## Next Steps Will Include

Following the April 22nd Public Information Meeting, work will continue on the alternative analysis with the goal of selecting a preferred alignment. The final product for Phase I of the County Road 14 Study will be the Alternative Evaluation Report. This will include:

- Determining a final list of scenarios for study
- Estimating future roadway volumes under these scenarios
- Identifying community and environmental concerns/constraints
- Determining County Road 14 design concepts (number of lanes, roadway width and trail/sidewalk facilities) based on transportation and community needs and environmental constraints
- Evaluating design alternatives

A third public meeting will be held in June 2004, to present the final Alternatives Analysis Report for public comment and questions.

## Public Information Meeting #2 – April 22, 2004

### *Anoka CR 14 Study (I-35W to I-35E)*

*will be held on April 22 from 5:00 – 7:30 p.m. in the Blue Heron Room at the Clubhouse of the Anoka County Chomonix Golf Course located at 646 Sandpiper Drive in Lino Lakes.*

Your input is needed to ensure the success of the CR 14 Study. This meeting will include presentation of:

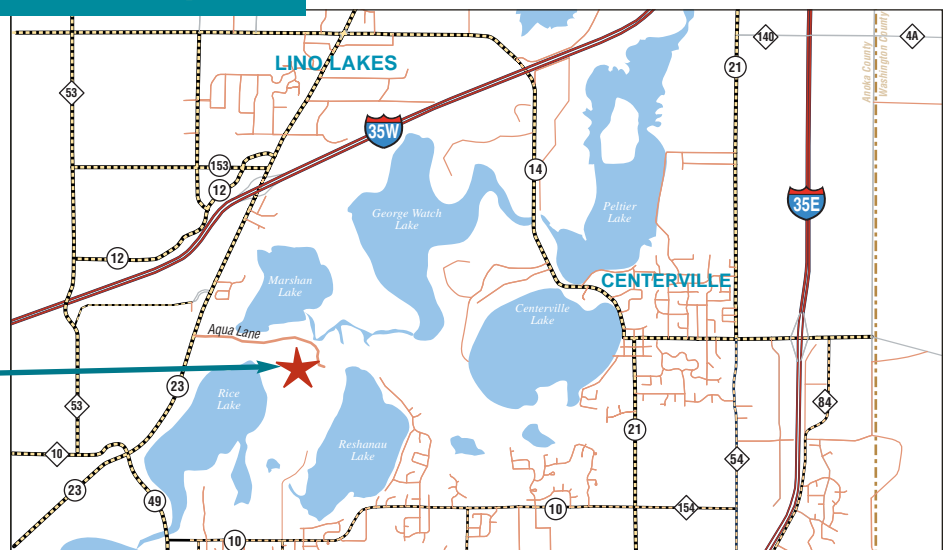
- Results of traffic analysis
- Review of environmental analysis
- Summary of public input received to date
- Current development of alternatives

Public Information Meeting #2 will provide another opportunity for the public to ask questions and offer comments, a process that enhances public awareness and improves the highway improvement planning and environmental analysis process.

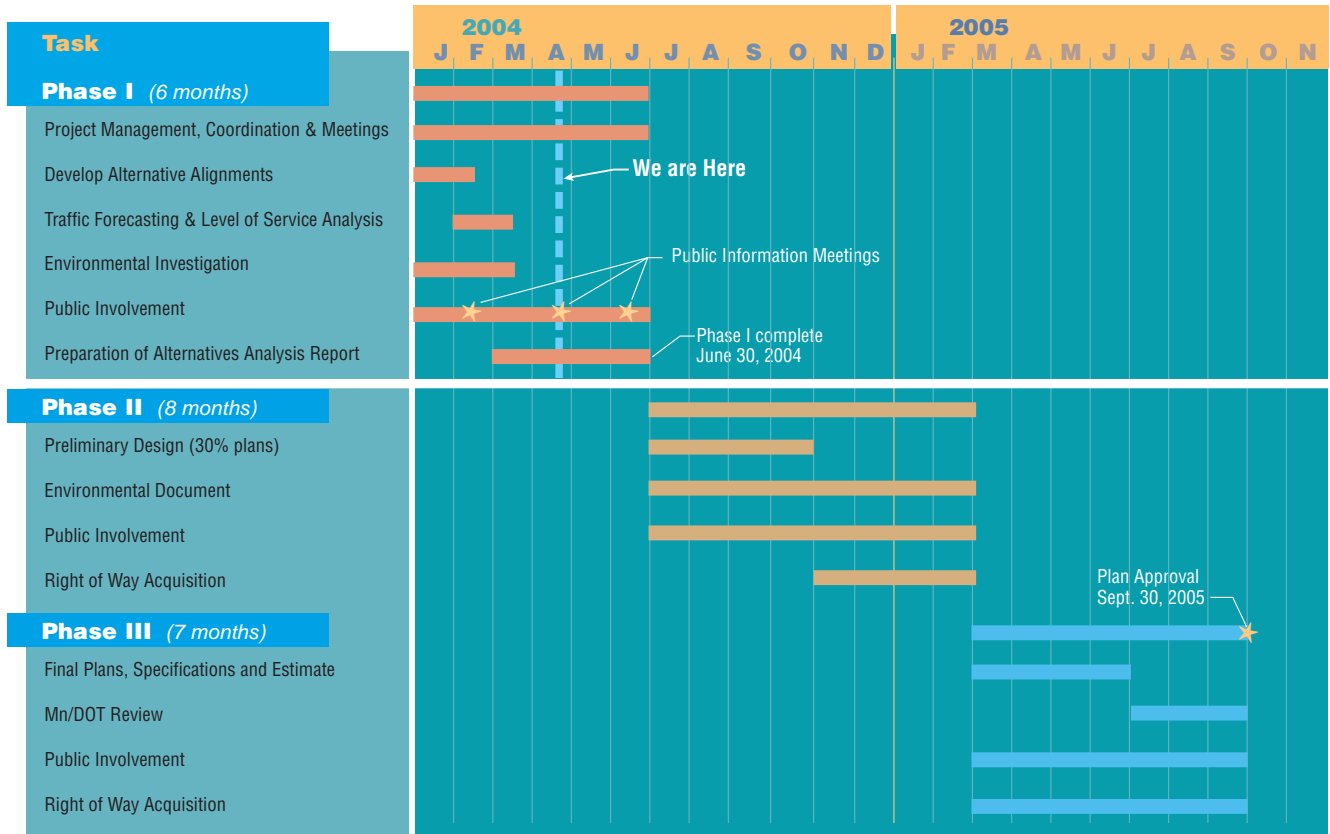
### Chomonix Golf Course Club House

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

## Public Meeting Location Map



# Project Schedule



## Summary of Traffic Analysis and Level of Service Demand

Future (2030) traffic volumes have been modeled for the regional access scenarios presented at Public Information Meeting #1 (see above) to understand how travel patterns and projected volumes for CR 14 would change under the various scenarios. An understanding of future traffic volumes is essential for planning the size (number of lanes) and configuration of a reconstructed CR 14 that will effectively serve the surrounding community well into the future.

Here are the key findings:

- If no changes are made to regional access in the area and no improvements are made to CR 14, traffic and safety problems will continue to increase on CR 14.
- Construction of an additional interchange at 80th Street and I-35E would relieve demand at the CR 14 / I-35E Interchange, but does

not substantively change projected traffic volumes on CR 14. Construction of an additional interchange at CR 14 and I-35W does not change this pattern.

- Construction of an additional regional connection between I-35W and I-35E at the existing merge point does little to change traffic patterns in the area.
- Construction of a new northerly “bypass” reduces volumes on CR 14 through Centerville.

More detailed information regarding traffic patterns under the scenarios will be available at the April 22nd Public Information Meeting.

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



## February 19, 2004 – Public Meeting

The first of three public information meetings to be held as part of Phase I of the Anoka County Road 14 (I-35W to I-35E) Study was held on February 19, 2004. Meeting attendance was estimated at 150 and allowed an opportunity for residents, business owners and others concerned about the County Road 14 Study to ask questions and offer comments. A more detailed summary of the February meeting and public input received to date is available on the project Web sites listed under Contact in this newsletter.

### Presented at the Meeting

- There are only three regional access points that serve this area – CR 23/ I-35W, TH 97/I-35 and CR 14/I-35E. These interchanges are experiencing capacity issues (e.g., ramp queuing and bridge capacity).
- Significant growth is occurring in the area (i.e. Victor Gardens, Gander Mountain and Waters Edge North). This growth is expected to continue to generate more traffic for both the local and regional systems.
- Traffic growth on CR 14 has increased at an average rate of 6.3 percent per year over the last 12 years. At this rate, volumes would double in 12 years and triple in 20 years.
- Safety concerns exist on CR 14, a narrow two-lane roadway (e.g., lack of shoulders, no bike/pedestrian trail and poor pavement condition). As volumes increase, so will potential conflicts in this area.
- Significant constraints exist in the area, including I-35E, I-35W, wetland and lake areas, the Regional Park and existing development. The ability to support future growth, provide traffic circulation and serve regional traffic movements is an important element in establishing a transportation vision for this area.

At the public information meeting, five concepts illustrating potential future I-35W/ I-35E access scenarios were presented. Although these scenarios would not be constructed by the project, assumptions regarding future interstate access will shape the roadway improvements needed for this project. The scenarios illustrate the question, “What Needs to Happen to County Road 14 if ...”

- Additional regional access is provided at I-35E?
- Additional regional access is provided at I-35W?
- Additional connections are made between I-35E and I-35W at the merge point?
- A local connection is made between CR 14 and CR 21 (20th Street)?
- None of the above is feasible due to environmental constraints, interstate operations or funding constraints?

The five scenarios may be viewed on the project Web sites.

### Summary of Key Public Comments Received Through March 19, 2004

- Potential environmental and cultural resource concerns, including but not limited to, impacts on area lakes and wetlands, St. Genevieve Cemetery and on the historic area of Centerville.
- Potential impacts to property fronting on CR 14.
- Strong support for providing alternative means of connecting between I-35W and I-35E along the County Road 140 (northern) corridor.
- Concerns about environmental impacts that would be caused by constructing the northerly bypass (County Road 140).
- Support for construction of a CR 14 interchange at I-35W and reconstruction at the interchange of CR 14 and I-35E.
- Support for the construction of a pedestrian trail and/or sidewalks along CR 14, especially through Centerville, and improved pedestrian access/safety to the Elementary School.
- Support for consideration of additional CR 14 lanes through Centerville balanced by concerns regarding the impacts of any widening.
- Need for turn lanes at key intersections and public access points such as the boat launch and County Park.
- Financial issues such as available funding.
- Comments made clear that a majority of area residents and property owners feel that improvements in addition to reconstructing CR 14 on its current alignment are needed now.

### Contact

*Comments or questions about this project can be addressed to:*

#### Anoka County

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Anoka County Highway Department  
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*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.centervillemn.com>

**City of Lino Lakes:**

<http://www.ci.lino-lakes.mn.us>

## Overview of Environmental Analysis and Identification of Key Issues

Selecting a viable alternative for the County Road 14 Study requires a comprehensive understanding of area environmental issues and potential environmental process implications. The project alternatives were displayed at the February Public Information Meeting and may be viewed on the project Web site. Each alternative has the potential for environmental impacts.

The environmental analysis includes gathering and analyzing data to identify impacts on Minnesota Department of Natural Resources “Protected” waters, wetlands, floodplain, threatened and endangered species, parks and wildlife refuge areas, cultural resource (archaeological site and historic structures), contaminated sites, agricultural lands and other ecologically sensitive areas.

While transportation and traffic analysis may identify a “preferred alternative” from a transportation standpoint, a formal decision regarding the project alternative may not be possible prior to completion of the final environmental review process in Phase II.

However, the information gathered during this first phase is critical to understanding the physical and political feasibility of the alternatives, the level of governmental review required and the type and extent of public and agency involvement necessary to facilitate project approvals.

- Numerous archaeological sites and burial mounds have been identified in the area surrounding Peltier Lake. Further evaluation of these sites will be performed to evaluate potential project impacts.



*Cultural Resources including the St. Genevieve Cemetery are being considered in the Environmental Analysis in order to guide preliminary design and alignment considerations.*

- Cultural (historic) resources in Centerville that may be impacted include the commercial district at Main Street and Centerville Road, St. Genevieve Church and St. Genevieve Cemetery.
- Proposed reconstruction of County Road 14 and the potential northerly bypass would have the potential to impact the Peltier Lake Heron Rookery. A federally funded research project is to be conducted on the Rookery. The study was prompted by the mass exodus of the herons from Peltier Island in the middle of the 2001 nesting season.

Results of the Environmental Analysis will be presented at the April 22 Public Information Meeting and included in the Final Alternatives Analysis Report for Phase I.



*Identification of important natural resources, including area lakes, connecting waterways, wetlands, parklands and park facilities, represent a key focus of environmental analysis efforts.*

Preliminary results of the Environmental Analysis reflect the following potentially significant impacts:

- Rice Creek Chain of Lakes Regional Park Reserve will be impacted by additional right of way needs for the existing alignment and the northerly bypass (County Road 140).
- Each of the alternatives would impact wetlands.
- The northerly bypass would require a crossing of Peltier Lake, a DNR Protected Water. This represents a significant environmental impact.



*Environmental and cultural resources in downtown Centerville*