

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



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Phase II of the County Road 14 Study is Underway

A design concept for reconstructing CR 14 from I-35W to I-35E on its existing alignment is moving ahead. The design concept was selected and endorsed by the Cities of Centerville and Lino Lakes and the Anoka County Board in July 2004. Phase II will progress with developing an engineered layout and refining the urban design, further analyzing community and environmental impacts, including right of way

acquisition, noise, social, economic, park and wetland impacts and preparing environmental documentation.

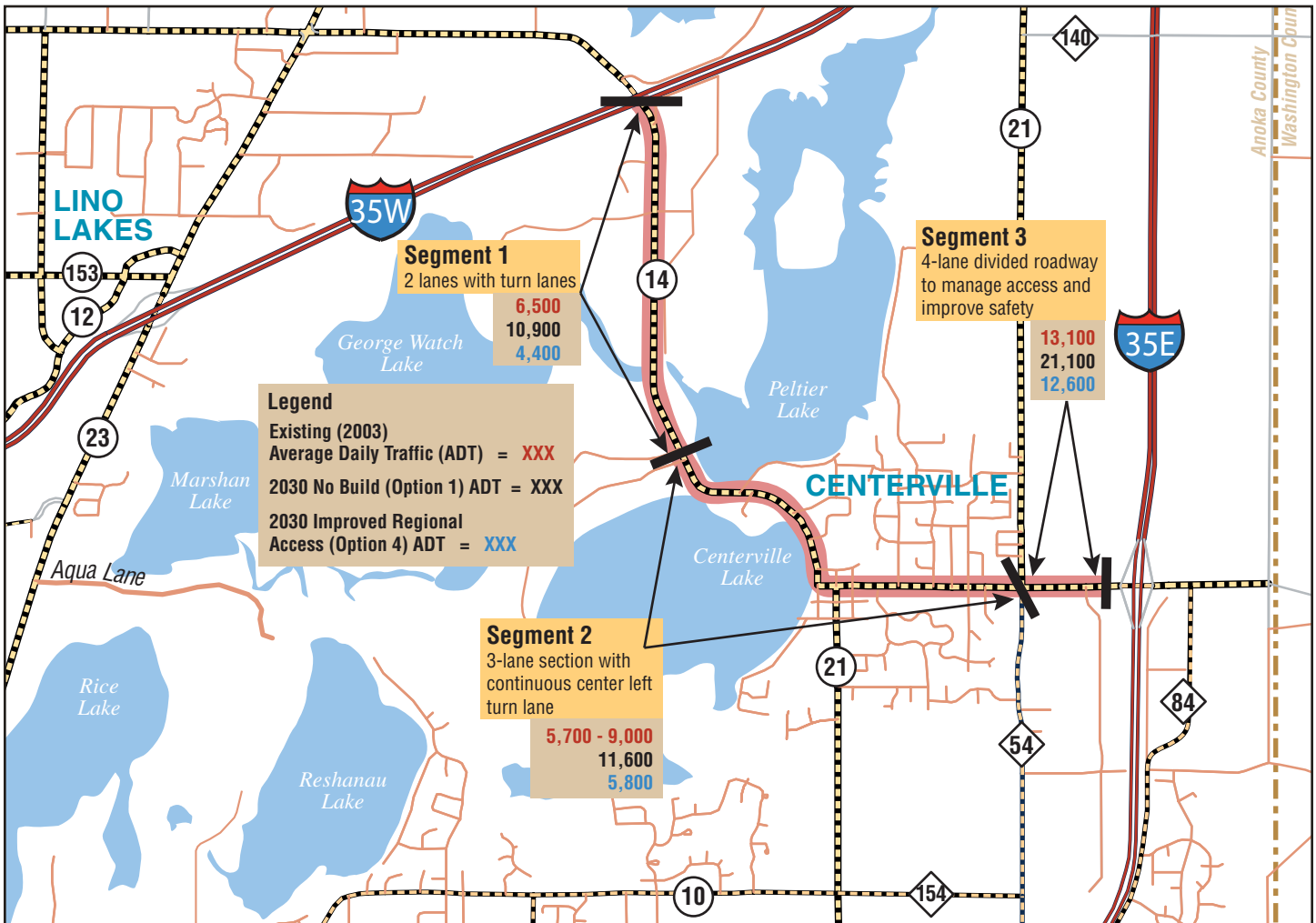
This newsletter summarizes the information provided during Phase I, including the information provided at the June 24, 2004 public information meeting and documented in the Phase I Alternatives Analysis Report (see Contact section to obtain more information).

County Road 14 Proposed Design Concept

Based on the varying character of the CR 14 corridor, including traffic volumes, speed, access, and land and pedestrian use, CR 14 will be reconstructed on its existing alignment as described and shown below.

- Rice Creek Chain of Lakes Segment (Segment 1)
 - Two-lane rural section with turn lanes added at the park entrance
- Centerville Segment (Segment 2)
 - Three-lane urban section with a continuous left-turn lane
- 20th Avenue to the I-35E interchange (Segment 3)
 - Four-lane divided urban section

County Road 14 Proposed Design Concept Segments Map



Current Resident or

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



Summary of Phase I Study

Goal of Phase I Study

The goal of Phase I of the CR 14 Study was to select a design concept for reconstructing the roadway between I-35W and I-35E that could be further developed during Phase II (Preliminary Design) and finalized during Phase III (final construction documents).

Conclusion of Phase I Study

Following evaluation of the Phase I Study information, a design concept was selected based on the anticipated daily and peak hour traffic volumes that CR 14 is expected to carry, the number of access points or intersections provided on CR 14, and the character of the adjacent land use.

Review of the possible future access improvements to the regional system concluded that the design concept for CR 14 on the existing alignment would meet the study area's transportation needs independent of the future regional access and the design concept for CR 14 did not need to be modified to accommodate the alternatives in the near term.

The study also concluded that, in the future, other regional transportation improvements will be required to meet the area's transportation needs, including a northerly bypass around Peltier Lake, full access onto I-35W, a new access onto I-35E, and other existing highway improvements. These improvements were identified as "Option 4" in the Phase I Study.

Next Steps for Phase II

The Phase II study will continue for approximately eight months with right of way needs being identified in Spring/Summer 2005. There will be additional opportunities for public involvement as the layout is developed and further analysis of community and environmental impacts is completed. Public information meetings will be held in October 2004.

Contact

Comments or questions about this project can be addressed to:

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Information on the project, including the complete Phase I Alternative Analysis Report, can be found on these Web sites:

Web sites

County Road 14 Project:

<http://www.srfconsulting.com/cr14anoka/index.html>

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>