

Background

Study Process Overview

The study will take place through June 2014 and will include the following key elements:

- Stakeholder and public involvement
- Review of corridor history and existing studies/plans relevant to the transportation needs of Hwy 10
- Analysis of the following elements impacting Hwy 10:
 - Current and forecasted traffic demands, incorporating the planned Hwy 10/Armstrong Blvd interchange
 - Corridor and intersection safety
 - Trucking and rail demands through the corridor
 - Pedestrians, bicycle and regional trail planning
 - Existing and planned land use
 - Sensitive environmental resources
 - Transit in corridor planning
- Identification of concept alternatives to improve the corridor and evaluation of the impacts and benefits of each
- Development of a detailed implementation plan outlining improvement projects, responsible agencies, funding options, and desired implementation timeframes

Hwy 10 Corridor Characteristics

There are many considerations that the study will evaluate. Some preliminary study considerations as illustrated on the [issues map](#) include:

Vehicular Considerations - Roadway Characteristics

Hwy 10 provides a critical link between Hwy 169 in Elk River and I-35W and beyond in both directions. The four-lane expressway is posted at 65 mph from the western project limit to County Hwy 83/Armstrong Blvd and at 60 mph east of County Hwy 83/Armstrong Blvd. Daily traffic volumes (2010) range from 33,500 on the west side of the study area to 61,000 on the east side. Heavy Commercial Vehicle average daily traffic volumes ranges from 4.3% to 5%. Much of the additional traffic accesses Hwy 10 from the north via:

- County Hwy 83/Armstrong Blvd. – 6,600 Average Daily Traffic Volumes (ADT)
- County Hwy 56/Ramsey Blvd. – 7,000 ADT
- County Hwy 57/Sunfish Lake Blvd. – 9,100 ADT
- Thurston Ave. – 11,900 ADT
- Ferry St./County Hwy 47 – 20,100 ADT

Safety Issues

This corridor carries high volumes of traffic, with numerous access points, and is directly adjacent to a heavily used rail line. A review of access in the seven mile study area yielded a high amount of access on a principal arterial:

- 20 public intersections (2.9/mile)
- 66 private access points (9.4/mile)
- 7 field access points (1/mile)
- 93 total access points (13.3/mile)

A high-level review of corridor crashes based on data from November 2007-November 2012 revealed:

- 44 crashes at County Hwy 83/Armstrong Blvd.
- 52 crashes at County Hwy 56/Ramsey Blvd.
- 50 crashes at County Hwy 57/Sunfish Lake Blvd.
- 85 crashes at Thurston Ave.
- 61 crashes at Fair oak Ave.
- 69 crashes at Main St.

Fatalities

There have been 15 fatal crashes occurring over the past ten years along the corridor resulting in 17 deaths.

- The majority of these fatalities occur near Sunfish Lake Boulevard.
- There were 6 fatal crashes in 2012 alone.
- Six crashes resulted in a pedestrian fatality.
- Five of the fatal crashes were right angle crashes.
- Two of the fatal crashes were rear end crashes.

Railway

The BNSF Railway runs parallel along the north side of Hwy 10 through the study area. The rail line generally runs 63 trains per day at speeds up to 79 mph. The train crosses the roadway network at-grade numerous times through the study area. Due to the volumes of rail traffic, trains bring the area to a standstill many times a day. When trains interfere with peak hour traffic the typical delays are exacerbated. Trains during peak periods can add anywhere from two to six minutes of delay to the area trips.

Transit

The Northstar Commuter Rail line utilizes the BNSF Railway and includes 5 a.m. and 5 p.m. trains between Big Lake and Minneapolis. There is one train in the peak periods that runs a reverse route. The Ramsey Station contains 350 parking spaces and the Anoka Station contains 377 parking spaces.

Pedestrian Considerations

Hwy 10 is a barrier to bicycle and pedestrian traffic. Hwy 10, with its wide roadway section,

high speeds, and high traffic volumes all present difficulties and high exposure rates to pedestrians. Hwy 10 vehicular traffic receives the most green time at the signalized intersections. Many pedestrians don't cross properly due to delays or convenience and choose to cross Hwy 10 against the signals and/or at non-signalized locations. Over the past 10 years, six pedestrian fatalities occurred in the study area.