Anoka County Highway Department Staff has completed an **unofficial high-level concept review** of potential improvements necessary to Nowthen Boulevard (CSAH 5) if the City desires to leave access to Nowthen Boulevard open with the redevelopment of the old municipal center located at 15153 Nowthen Blvd. NW.

This is not an official development review of the Anoka County Highway Department and has not been reviewed by the Anoka County Board of Commissioners.

The following bullet list is a summary of the unofficial plan sheet prepared by the Anoka County Highway Department:

- Yellow and blue = new improvements.
- Nowthen Boulevard (CSAH 5) would need to be widened.
- The Plans doe not show a "hard boulevard" otherwise known as a concrete median –this would just be painted.
- The Anoka County Highway Department is unsure if property acquisition would be required at this point. If the City chooses to move forward with the open access alternative, preliminary design will need to be completed to better understand right of way needs.
- Widening of Nowthen Boulevard (CSAH 5) may also negatively impact the existing pedestrian trail.
- Even with the County requirements, County staff believes this proposed access will create confusing/unsafe movements both north and south of this intersection.
- The Anoka County Highway Department roughly estimated costs at $750,000 (high end).
- The Anoka County Highway Department believes a full access intersection here will "snow-ball" into additional needed improvements near the elementary school.
- This is a rough/unofficial draft and review for discussion purposes only.

In regards to the Anoka County Highway Development Review Manual, below are a couple of highlights as it relates to this situation:

1. Per page 11 and 13, the County would require turn lanes and widening of roadway for this proposed access.
2. Per page 21, the County requires a ½ mile setback from the Alpine/CSAH 5, this intersection would be .189 miles set back (1,000 feet).

As discussed before, if the City required this access, the County would not stand in the City's way. However, County Staff would strongly oppose/recommend against this proposed access (especially full access). County staff mentioned again, that all costs would be borne by the City (or developer).

Alpine Dr.
80
75
70
30
25
20
15
10
STOP
R1-1
W3-3
To be shared at STA 77+73
48"
36"
S1-1
R3-30ACA
NO DRIVING ON SHOULDER
Bicycles Permitted
SPEED LIMIT 45
R2-1
R5-1
X4-2
R4-7
X4-5
X4-1
R3-X2
R2-X1
X4-3
SCHOOL SPEED LIMIT AHEAD
S1-1
R8-3a
R8-3aa
R8-3ba
R8-3
R8-1
R3-X1
W11-8
W11-1
W3-13
48"
To be shared at STA 77+30
X4-13
CSAH 5 (Nowthen Blvd)
PROPOSED ST
151st Lane
150th Lane
School Drwy
Driveway
Driveway
SCHOOL BUSES ONLY
NORTH LOT
LOT
LOT
STOP
30"
RIGHT TURN LANE
CONCRETE
18'x18'x2"
24'x22'x6"
24'x22'x6"
24'x22'x6"
YOUR SPEED
XX
RIGHT TURN LANE
LEFT TURN LANE
RIGHT TURN LANE
LEFT TURN LANE
600'
300'
180'
LT/RT LANE TAPER
LENGTH
LT + RT LT. LENGTH
300'
LT/RT LANE TAPER
LENGTH
180'
LT + RT LT. LENGTH
600'
ADDITIONAL
TRANSITION
NEEDED
TRANSITION TO DELETE
LT LT.
600'
ADDITIONAL
TRANSITION
NEEDED
LT/RT LENGTH
300'
ACCESS
IS SHARE AT
DRIVEWAY
ELEMENTARY