



**MnDOT-led projects on Highways 10, 47, and 65 in Anoka County: December 2016 update** Offered by Paul Jung, Metro District · (651) 234-7716 · paul.jung@state.mn.us

**Completed 2016**

Hwy 10	New wear course between Hanson Blvd and University Avenue
Hwy 47	<b>Feasibility study for Ferry Street–BNSF Railway grade separation</b> Safety improvement at 142nd Avenue
Hwy 65	<b>Access Management Plan: Bunker Lake Blvd to Isanti County line</b> <b>Reduced conflict intersection (RCI) study and educational video</b> Microsurface* southbound lanes: 217th Avenue to County 10

**On tap for 2017**

Hwy 47	<b>Preliminary design for Ferry Street–BNSF Railway grade separation</b>
--------	--

**Beyond 2017**

Hwy 10	Install cable median barrier between Hwy 101 and Thurston Avenue (2018)
Hwy 47	Mill and overlay between 27th Avenue and 40th Avenue (2018) Add northbound right turn lane at St. Francis Middle School (2020/21)
Hwy 65	Replace storm sewer in west ditch from 0.1 mi. south of West Moore Lake Drive to 68th Avenue, replace storm sewer (2018) <b>Construct signalized RCI at Viking Boulevard; construct non-signalized RCIs at 143rd, 153rd, 157th, 181st, and 187th (2018/2019)</b> Lengthen left turn lanes at several signalized intersections (2018/19) Mill and overlay between County 10 and 153rd Avenue (2022)

\* Microsurface is a 3/8-inch thick layer placed atop the existing pavement. It's a mixture of asphalt, cement, and gravel. It improves safety, ride quality, and extends the pavement life.

**Goals—currently unfunded, no date commitment**

Hwy 10	Remove traffic signals in Anoka and Ramsey, in accord with Highway 10 Access Planning Study  Potential study of Highway 10 bridges on either side of Rum River in conjunction with planning replacement of Rum River bridge
Hwy 47	Construct Ferry Street–BNSF Railway grade separation
Hwy 65	Reduce number of traffic signals in Blaine, in accord with Principal Arterial Conversion Study. Study recommendations expected in 2017.

This handout focuses on significant or unique projects led by MnDOT. It does not include routine projects to replace signs or traffic signals that have reached the end of their service life.