

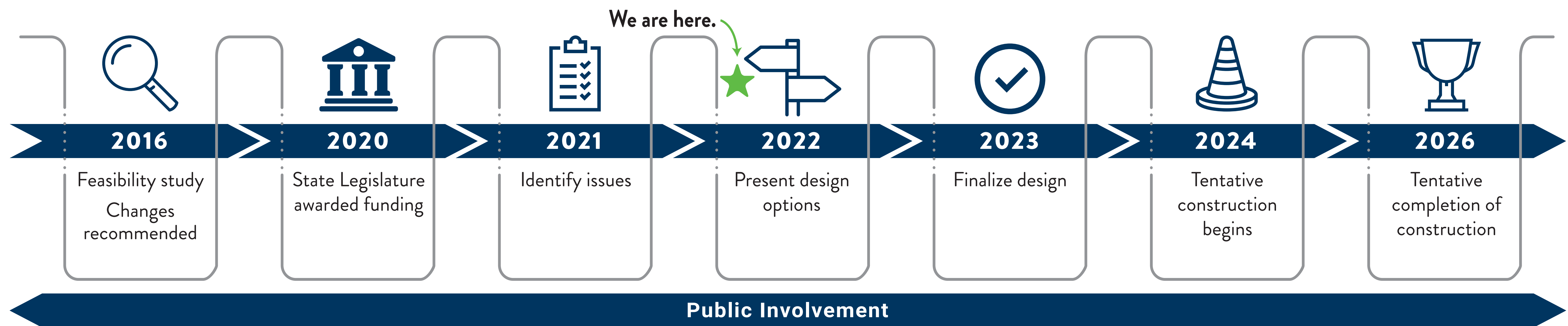
Hwy 47 (Ferry St.) and
BNSF Railroad Crossing

Public Open House
Design Alternatives
4:30 – 6:30 p.m.



Please note: No formal presentation will be given

1. Learn about the project.
2. Provide feedback on design alternatives.
3. Talk with project staff.
4. Sign up for updates.



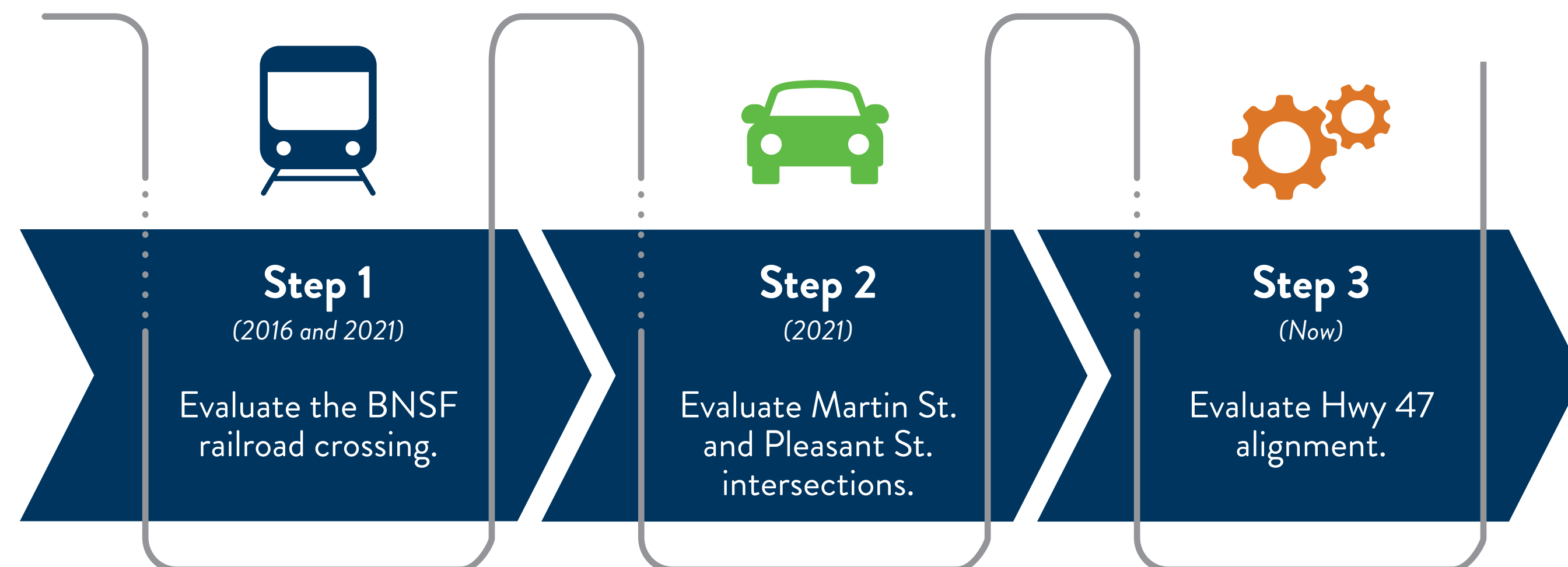
Dates are tentative and subject to change.

We're working to improve the Hwy 47 (Ferry St.) at BNSF crossing in Anoka. In 2016, MnDOT completed a study of safety issues at this crossing.

The study recommended separating the highway and railroad crossing by constructing a bridge over the train tracks. In 2020 the State Legislature awarded bonding funds to make safety improvements. Our goal is to identify a safer crossing of Hwy 47 and the BNSF Railroad.

What work will be done?

- We will redesign the crossing by constructing a bridge over the train tracks.
- We will explore some of the surrounding intersections and conditions that need improvements.



What challenges do we face:

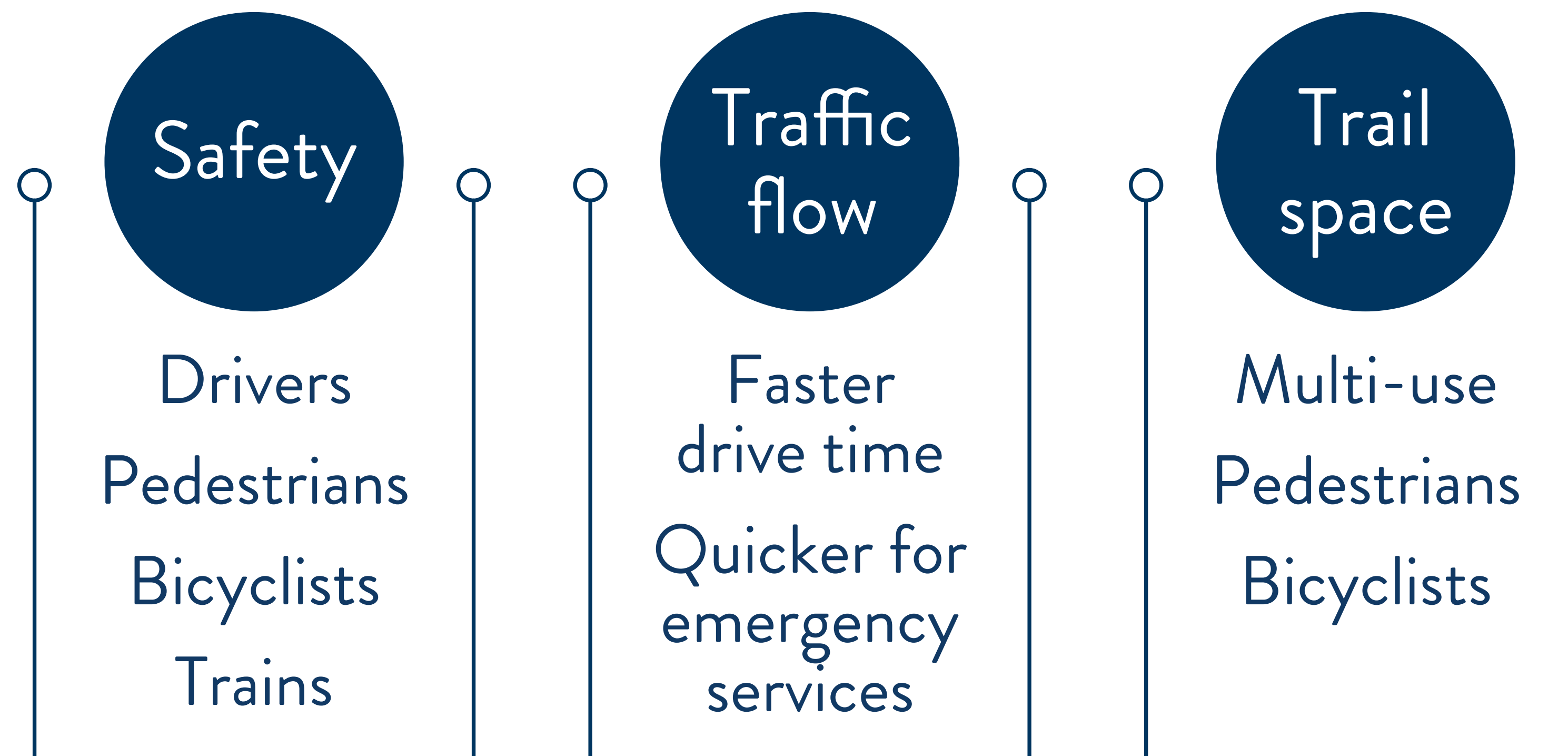
The intersection of Hwy 47 at the BNSF railroad crossing in Anoka has had many years of safety and delay issues. According to the U.S. Department of Transportation Railroad Administration this crossing was deemed one of the highest needs for improvements due to:

- Lots of vehicle and train traffic.
- Trains traveling as fast as 75 mph.
- Major property damage crashes.
- Serious injuries and fatalities.



More than 1,000 people shared important feedback in fall of 2021. This feedback confirmed many of the same issues and problems that had been identified in the data analysis of traffic levels and crash rates.

What improvements need to be **priorities**?

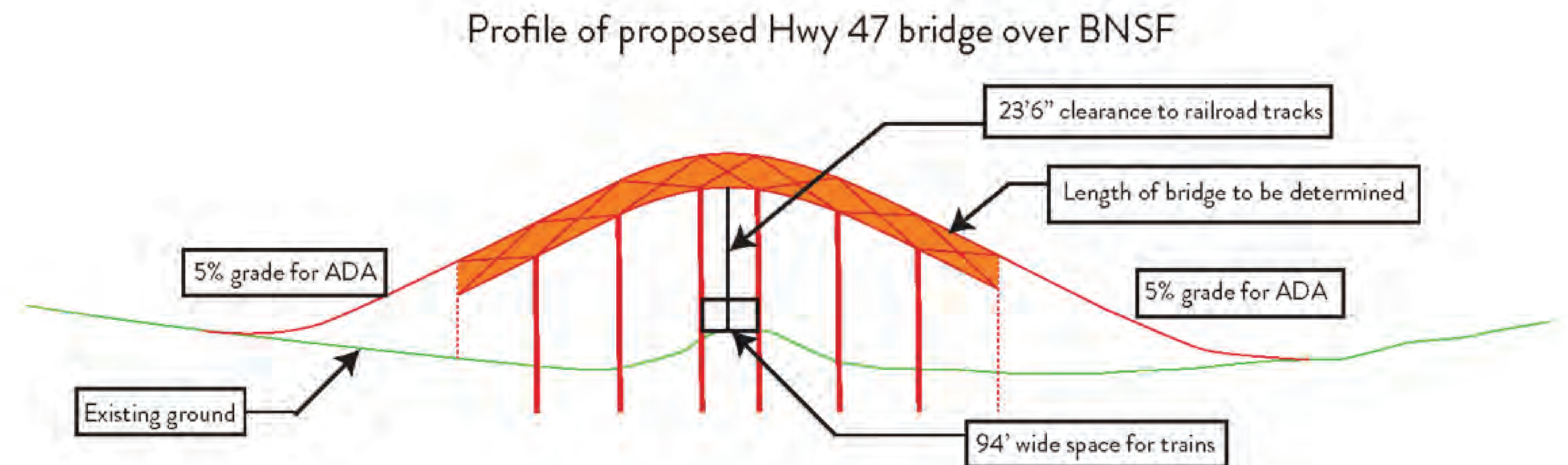


Key elements

Separates drivers from the trains on a bridge over the tracks.

Separates pedestrians and bicyclists from the trains on a bridge over the tracks.

Meets ADA compliance guidelines for grade (slope) of sidewalk.



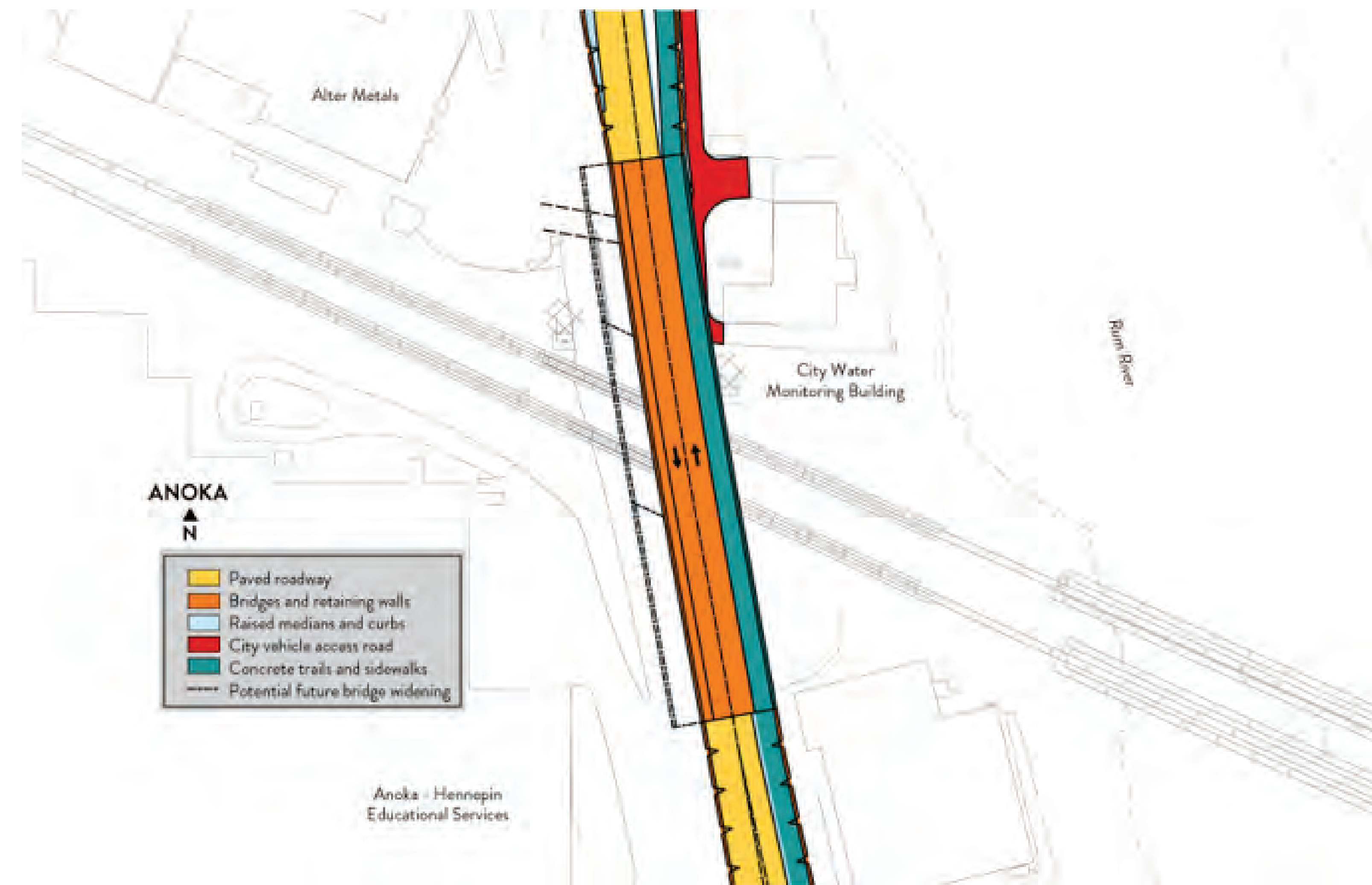
Scale not reflective of actual proposed bridge.

Dismissed alternatives	Disadvantages
Roadway tunnel	Issues of constructability, maintenance of railroad traffic, groundwater and contamination concerns.
Railroad overpass	There are longer areas of impacts, including the train station and river bridges.



What will the road on the bridge look like?

- Two lane traffic bridge over railroad.
- Allows for future widening to four lanes.
- Sidewalk/trail also elevated over railroad.



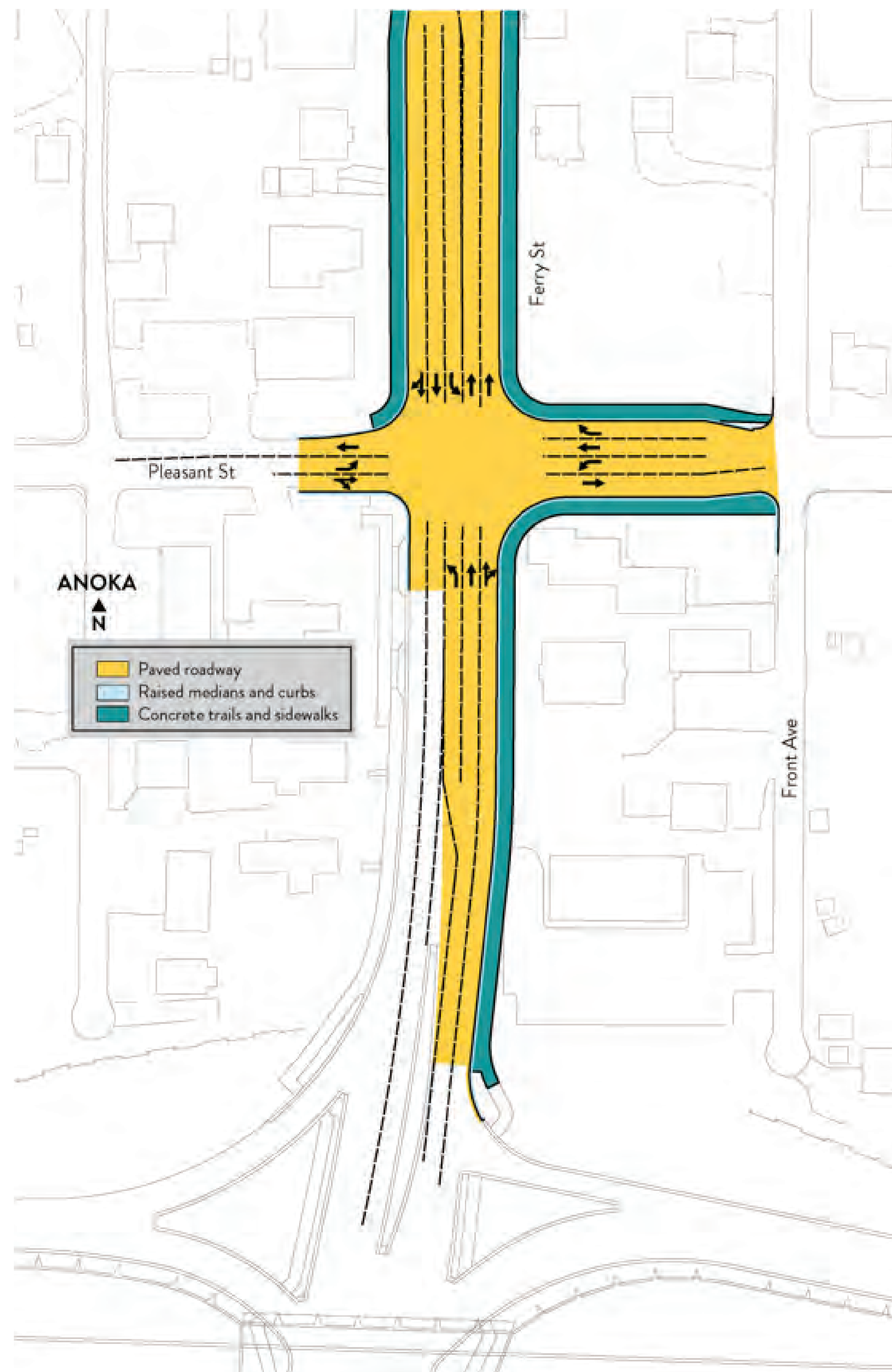
We evaluated both *Martin St.* and *Pleasant St.* intersections and identified these **challenges**:

- Proximity of roadway overpass of the railroad tracks.
- Drivers experiencing backups and delays.
- Anticipated increase in vehicles in the years ahead.
- Safety of pedestrians and drivers at each intersection.

These are our **priorities** in considering alternatives for the intersections:

- Maintain pedestrian access and crossings.
- Support future capacity for the road.
- Improve safety for drivers and pedestrians.
- Maintain access for residents.
- Minimize traffic impacts on surrounding neighborhoods.





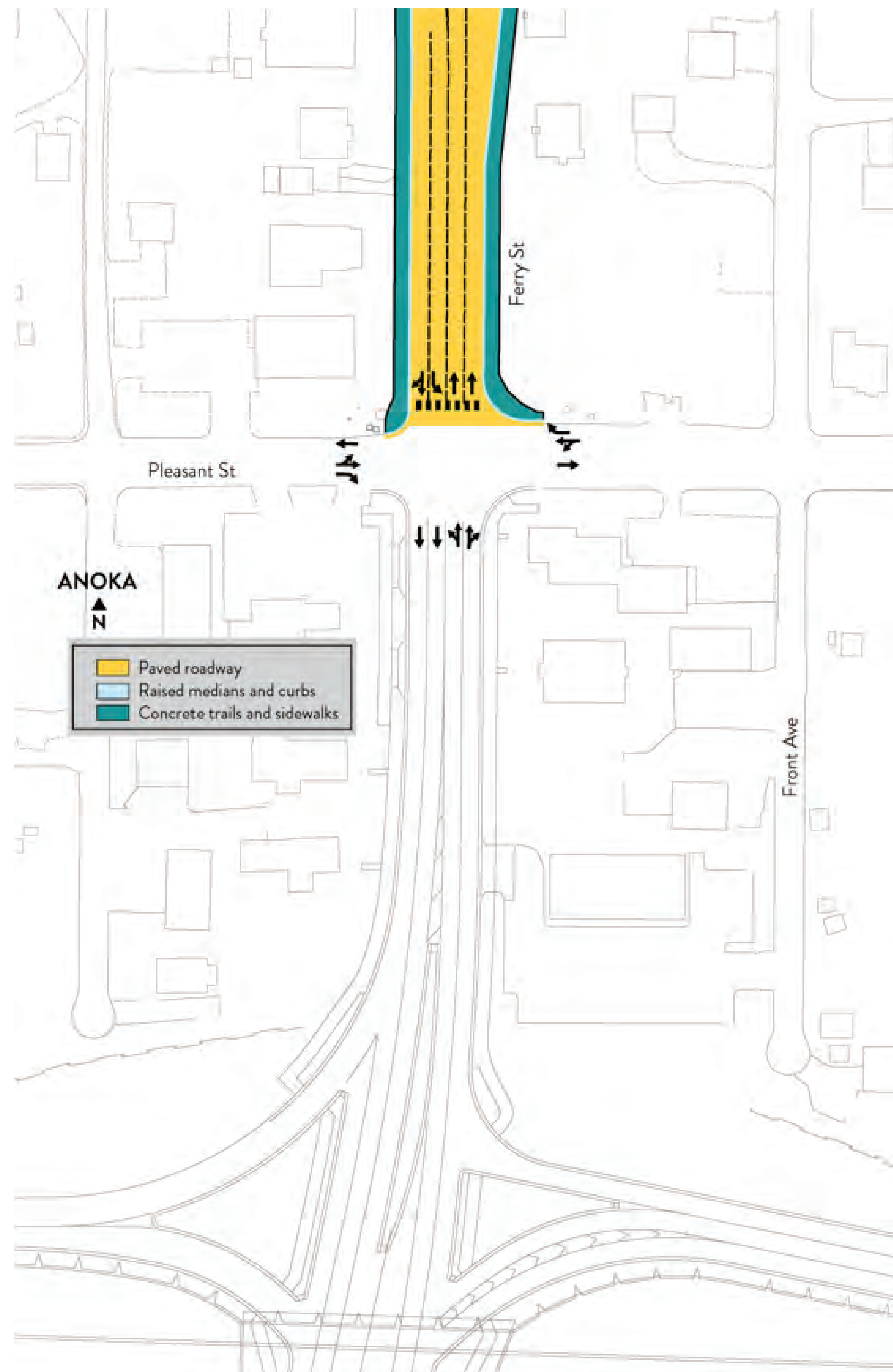
Key elements:

- Left turn lanes are added for northbound, eastbound and westbound traffic.
- Southbound left turn lane is extended.
- Pedestrian access and crossings stay the same.

Benefits:

- Location of northbound and southbound turn lanes improve safety and operations at the intersection.
- Can accommodate future capacity.





Key elements:

- Traffic lanes stay the same.
- Southbound left turn lane is extended.
- Pedestrian access and crossings stay the same.

Disadvantages:

- May not meet capacity needs in the future.
- Location of left turn lanes limits visibility.

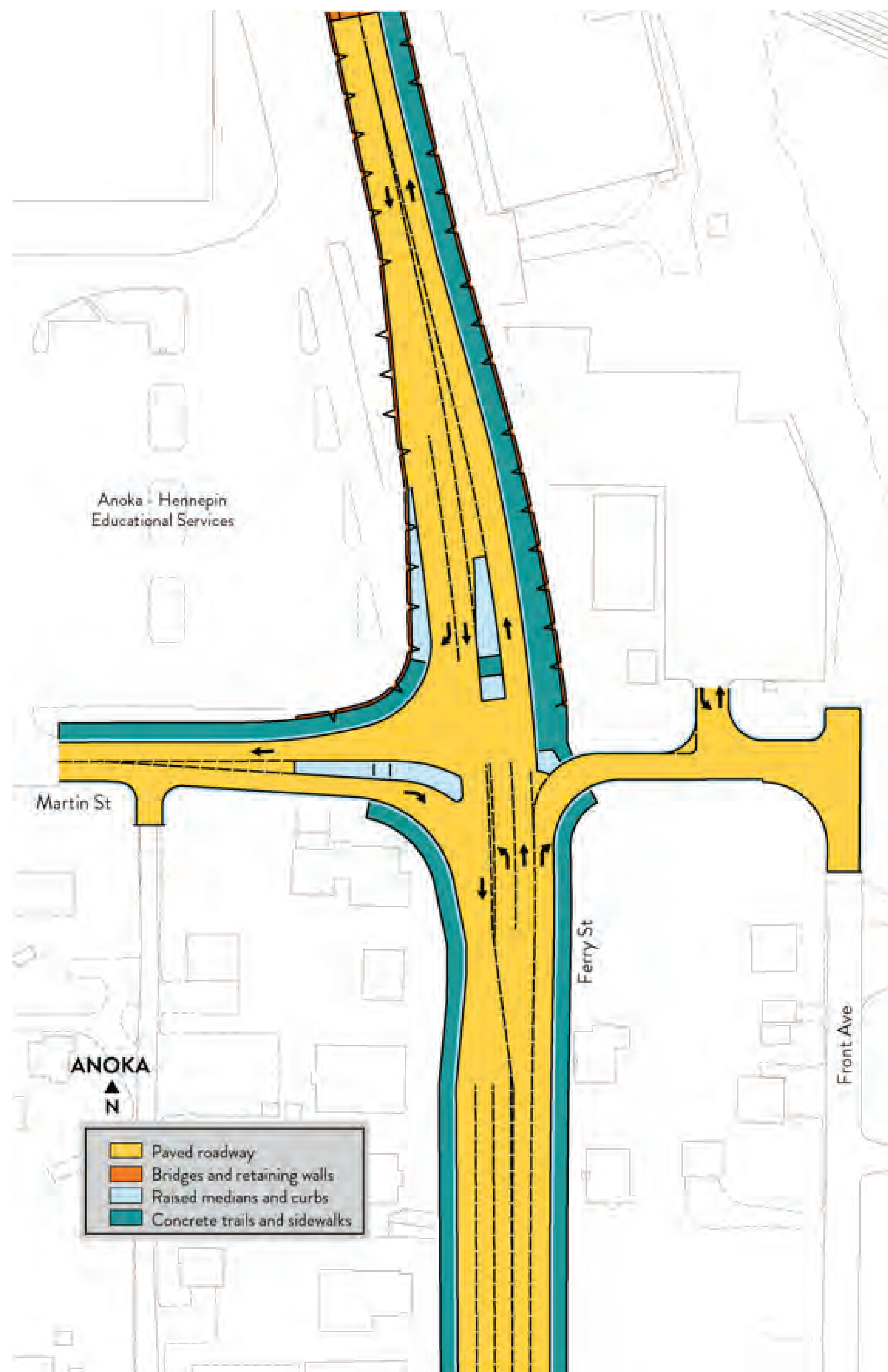


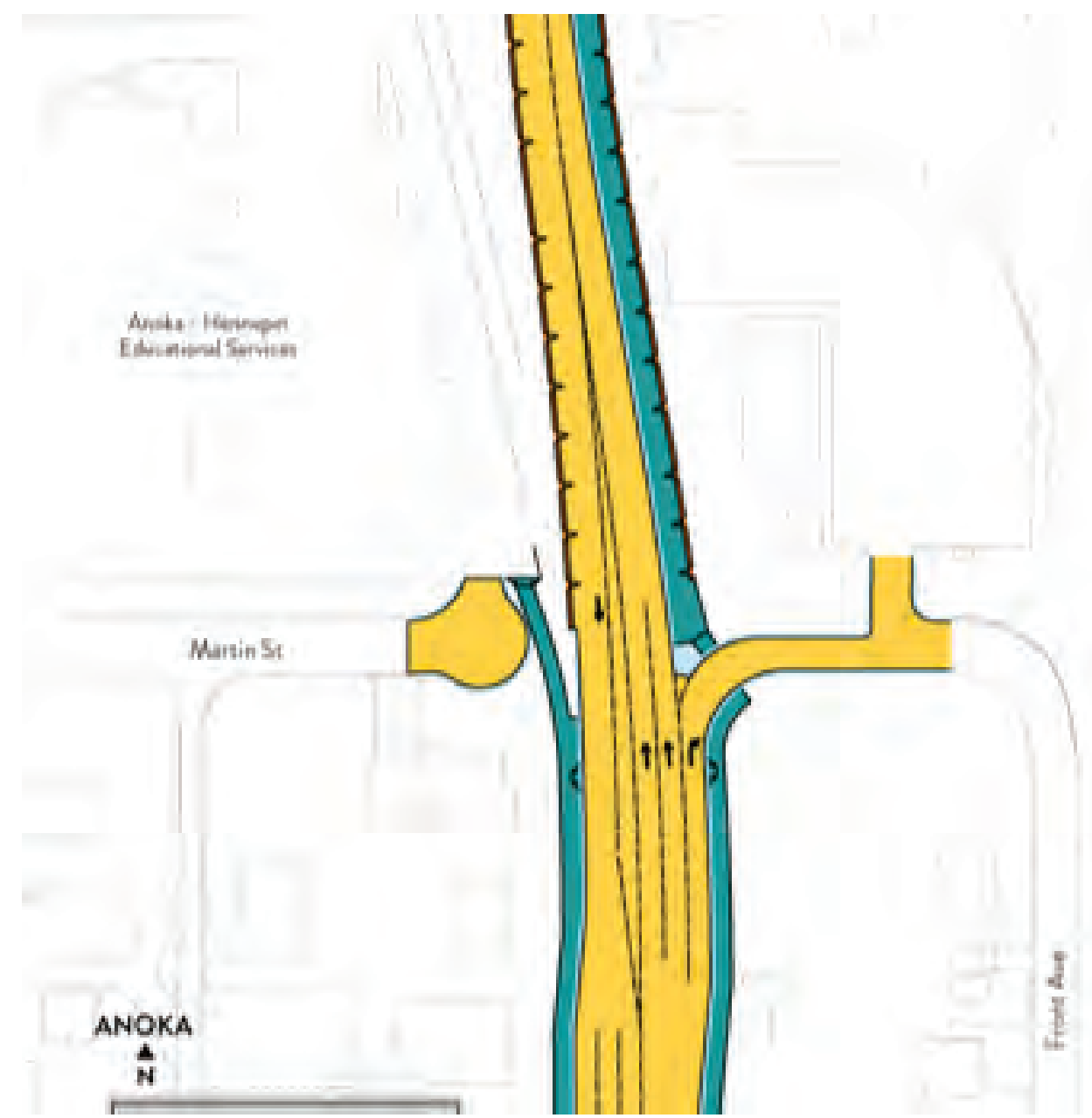
Key elements:

- Access to Martin St. from Hwy 47 is maintained.
- Access from Martin St. to southbound Hwy 47 is maintained.
- Improved pedestrian access with a Hwy 47 crossing with a pedestrian refuge median north of Martin St.

Benefits:

- Provides the most access to and from Hwy 47 compared to the other alternatives.
- Minimal traffic diversion through the neighborhood.





Alternative 1: Minimal access

Key elements:

- Access at Martin St. and Hwy 47 is replaced with a cul-de-sac.
- Limits access to the west to minimize property impacts.

Disadvantages:

- Results in largest rerouting of traffic through the neighborhood to and from Pleasant St. to access Hwy 47.



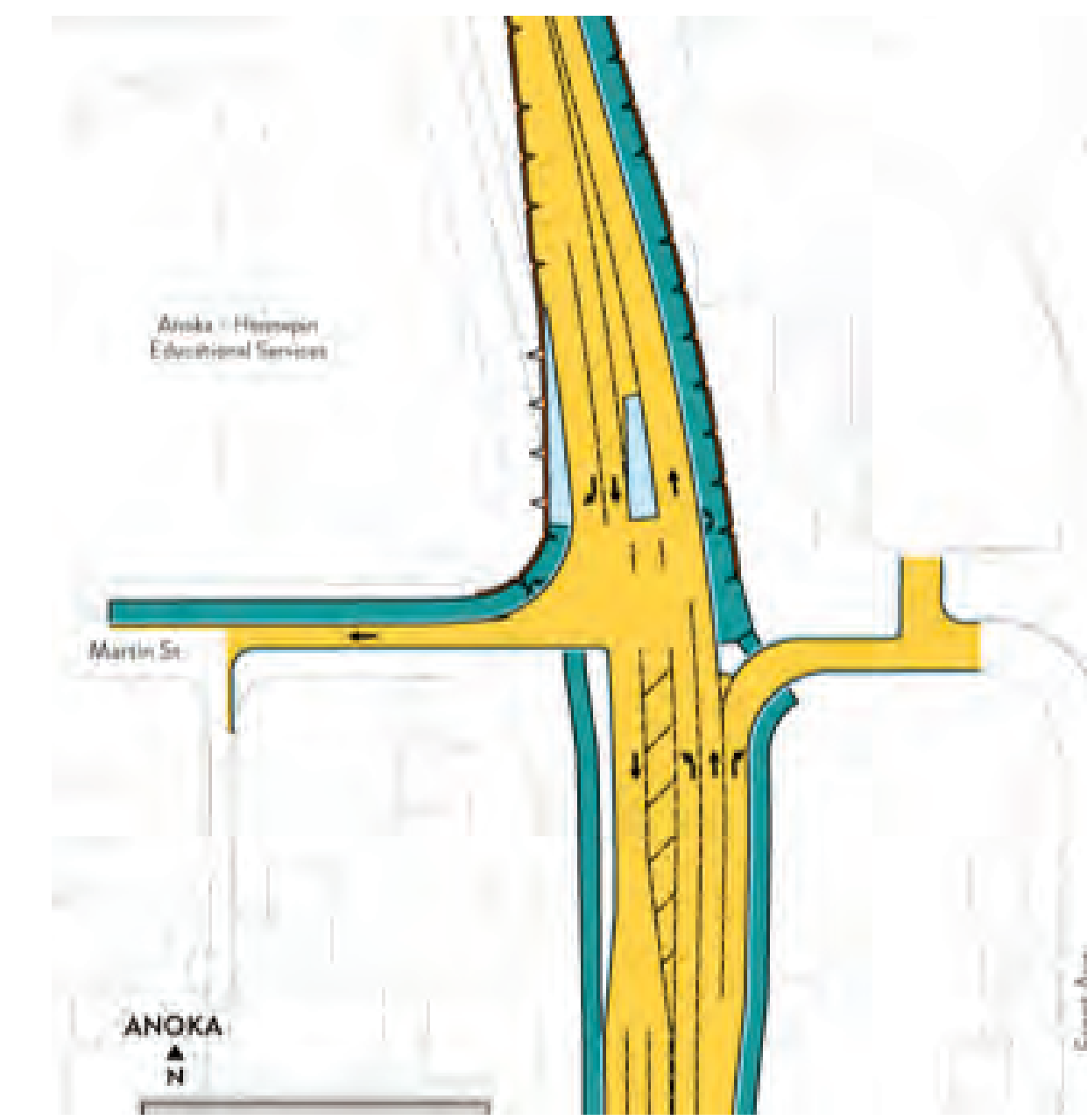
Alternative 4: Out only alternative

Key elements:

- Closes eastbound Martin St. access to Hwy 47.
- Reduces property impacts while still allowing access to westbound Martin St. from Hwy 47.

Disadvantages:

- Eastbound Martin St. traffic would be rerouted through the neighborhood to Pleasant St. to access Hwy 47, resulting in increased traffic through neighborhoods.



Alternative 2: In only alternative

Key elements:

- Closes southbound and northbound Hwy 47 access to westbound Martin St.
- Reduces property impacts while still allowing access to Hwy 47 southbound from Martin St. eastbound.

Disadvantages:

- Northbound left turn and southbound right turn vehicles would be rerouted to Pleasant St., resulting in increased traffic through neighborhoods.



Alternative 5: Right in right out

Key elements:

- Closes access to northbound Hwy 47 from eastbound Martin St.
- Provides more access to and from Martin St. compared to other alternatives.

Disadvantages:

- Northbound left turn vehicles would be rerouted to Pleasant St. and through neighborhood. Resulting in increased traffic through neighborhoods.



We identified the following **challenges** with the alignment of Hwy 47:

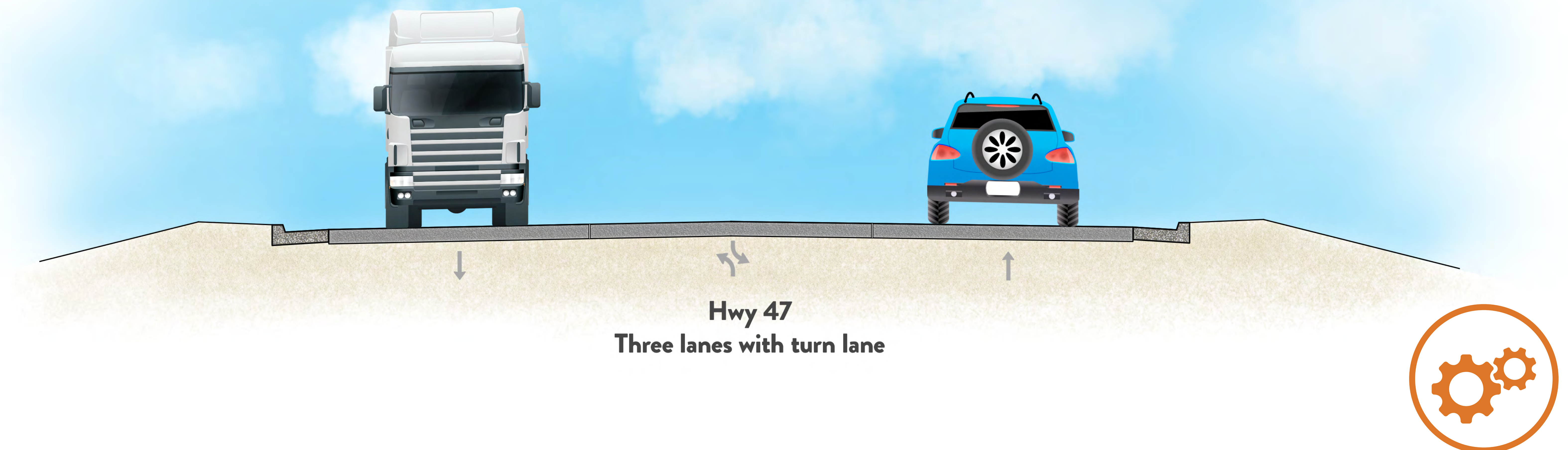
- Speed limit range is inconsistent in the area.
- Multiple businesses and properties and parks may be impacted.
- Roadway curves create safety issues.

These are our **priorities** in evaluating the alternatives:

- Minimize impacts on Rum River.
- Consider roadway curve improvements.
- Consider the impacts to businesses, properties and parks.



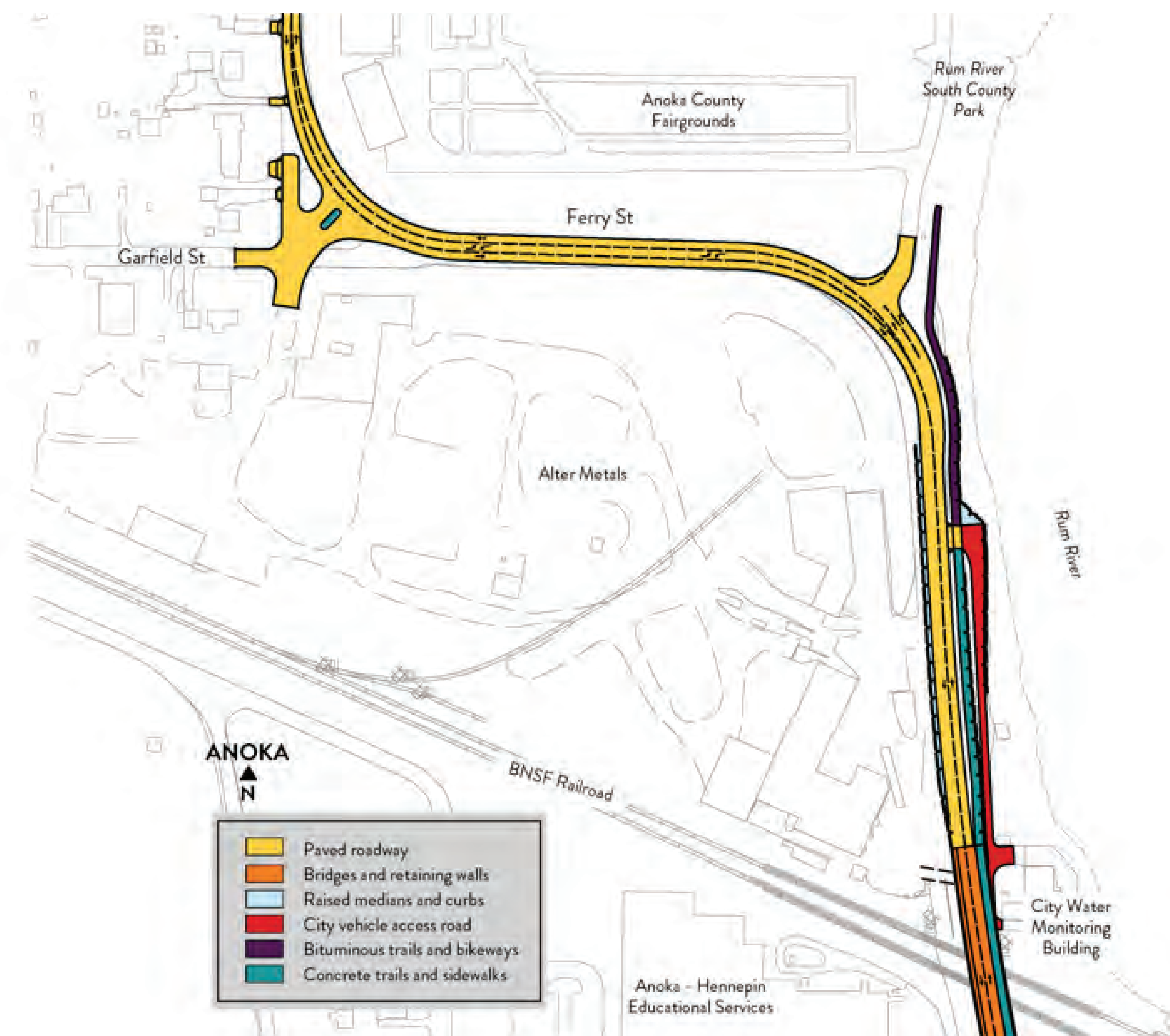
- Proposed speed limit in the project area is 35 mph.
- Proposed road is a three-lane with turn lanes at intersections.



Building a better and safer crossing at Hwy 47 and the railroad crossing may change how you travel in the area. In reviewing the alignment alternatives, please think about the following questions.

1. What alternatives do you like?
2. What alternatives do you dislike?
3. What concerns do you have?





Key elements

Requires relocation of main entrance of Alter Metals to Garfield St.

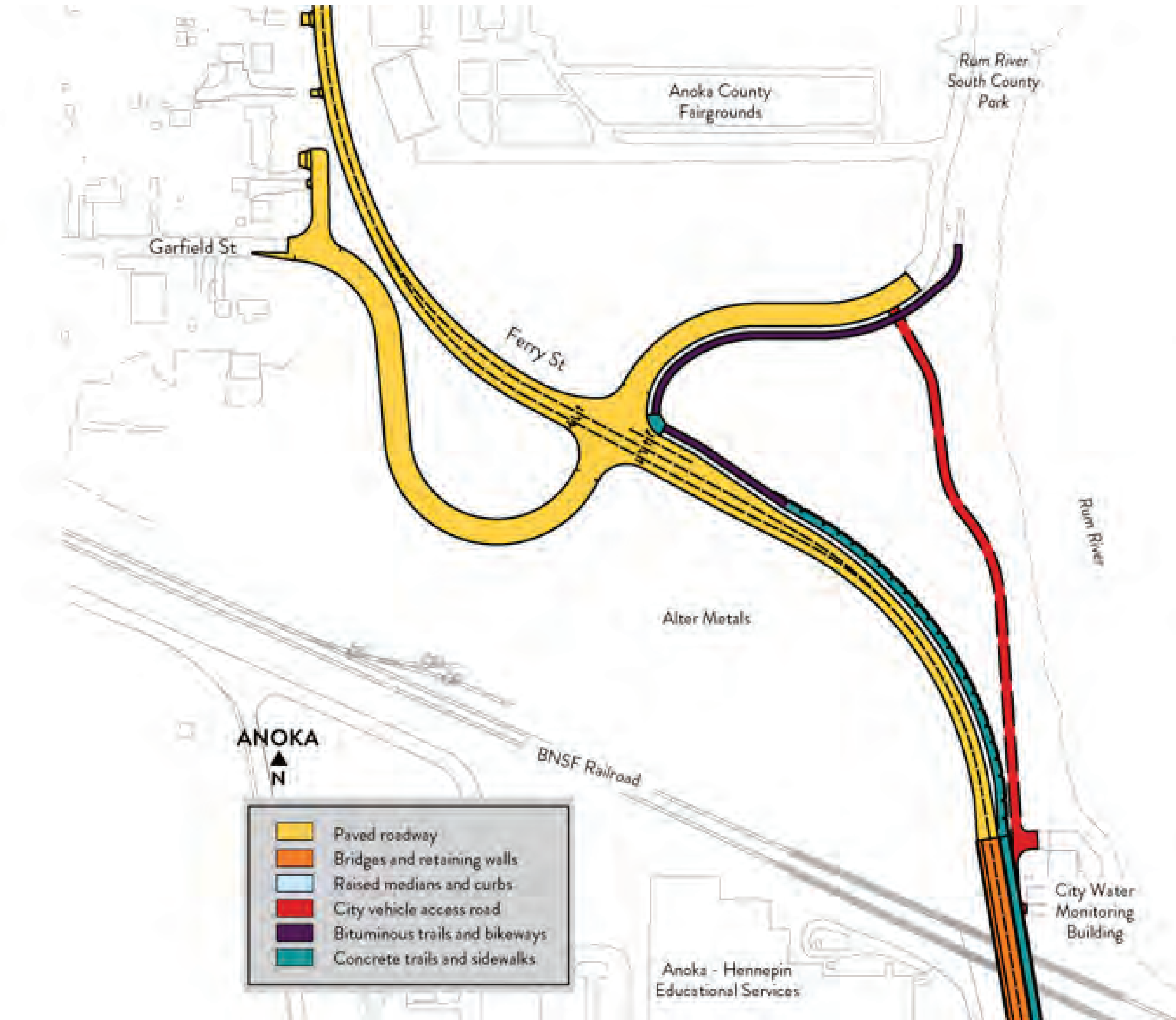
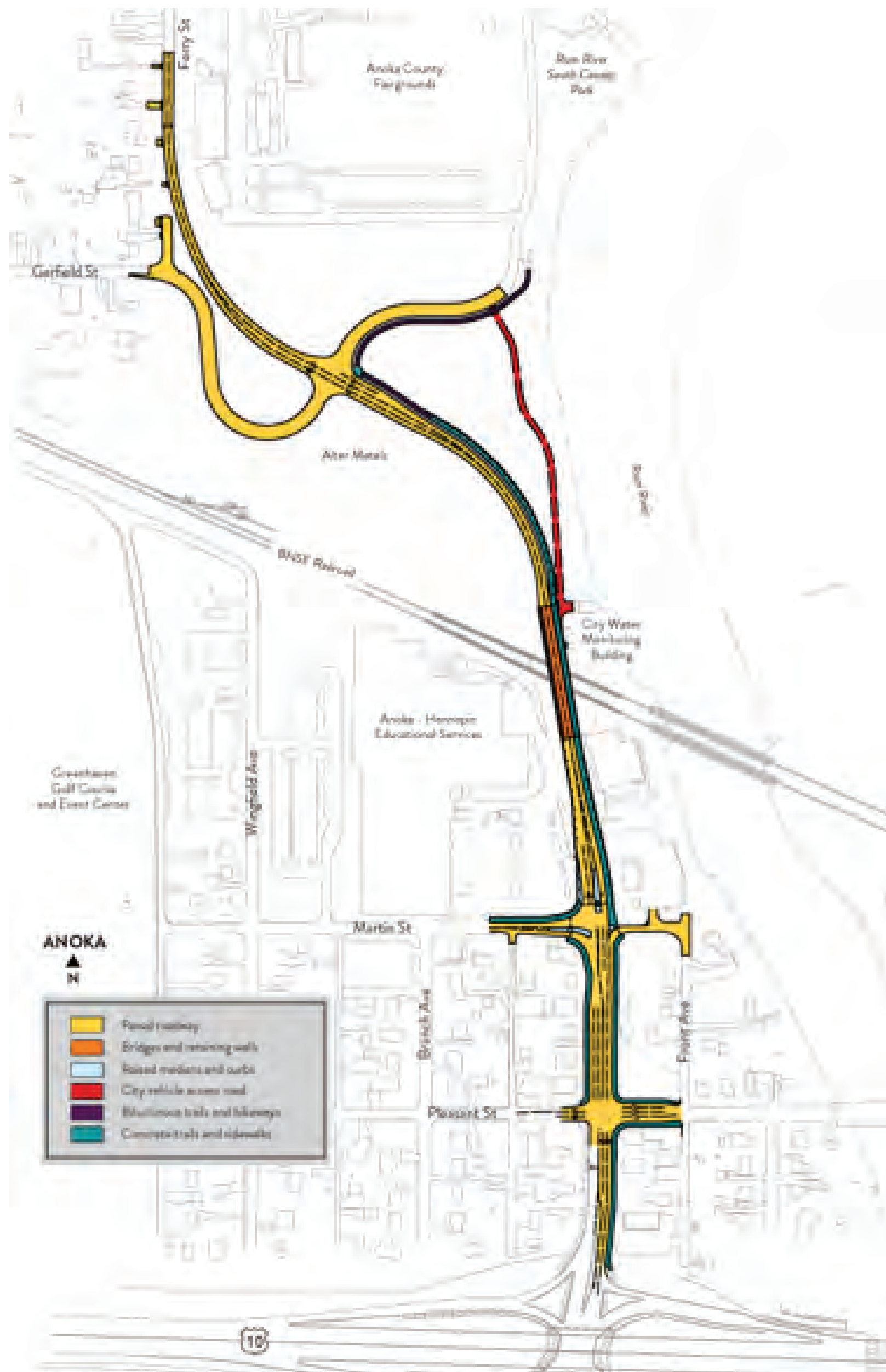
Does not change road curves or speed limit.

Changes to Rum River floodway and state-designated Wild and Scenic River.

Minimal impact to Anoka County Fairgrounds property.

No impact to Rum River South County Park resources.





Key elements

Major impacts to Alter Metals property.

No impacts to Rum River floodway.

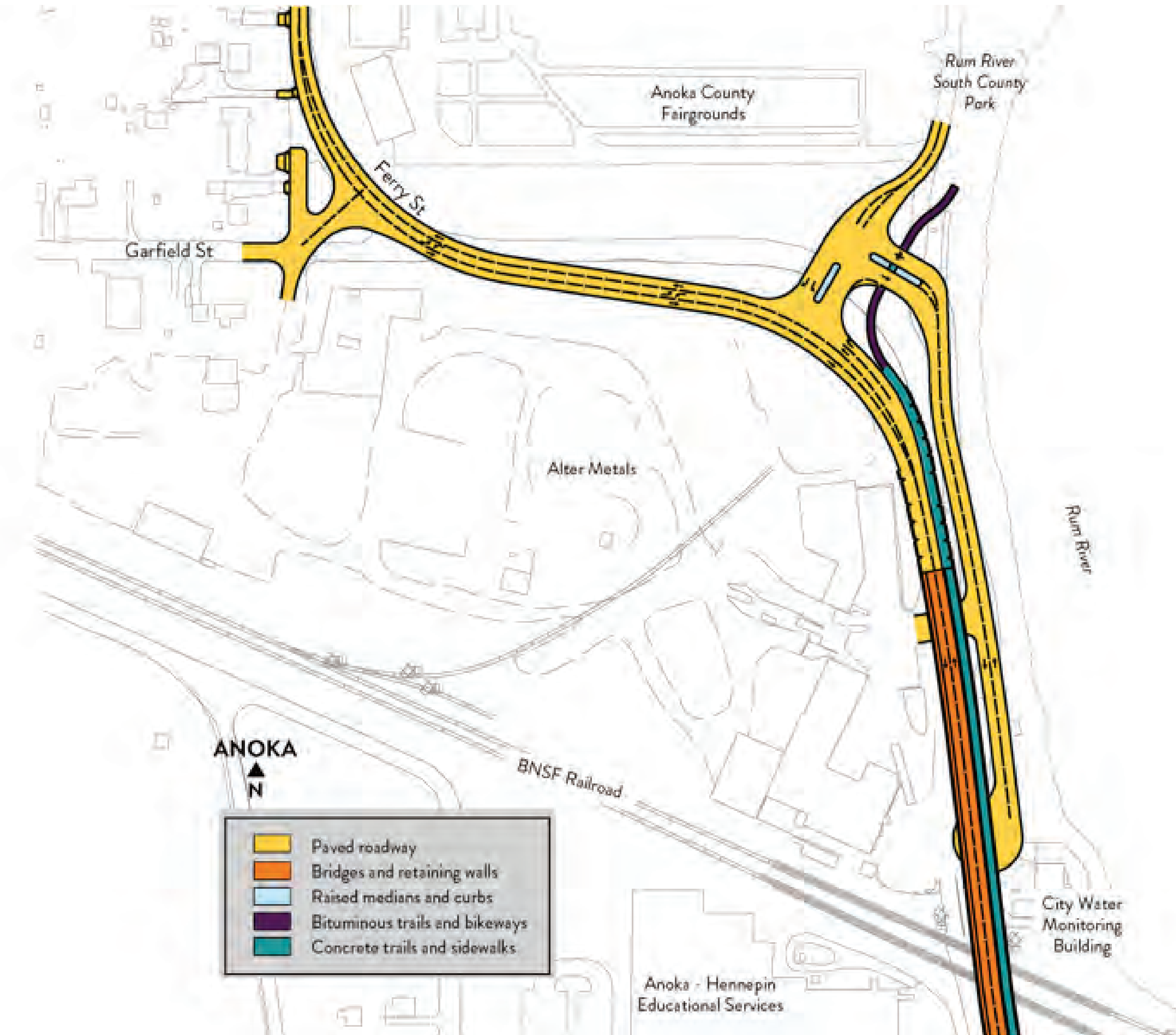
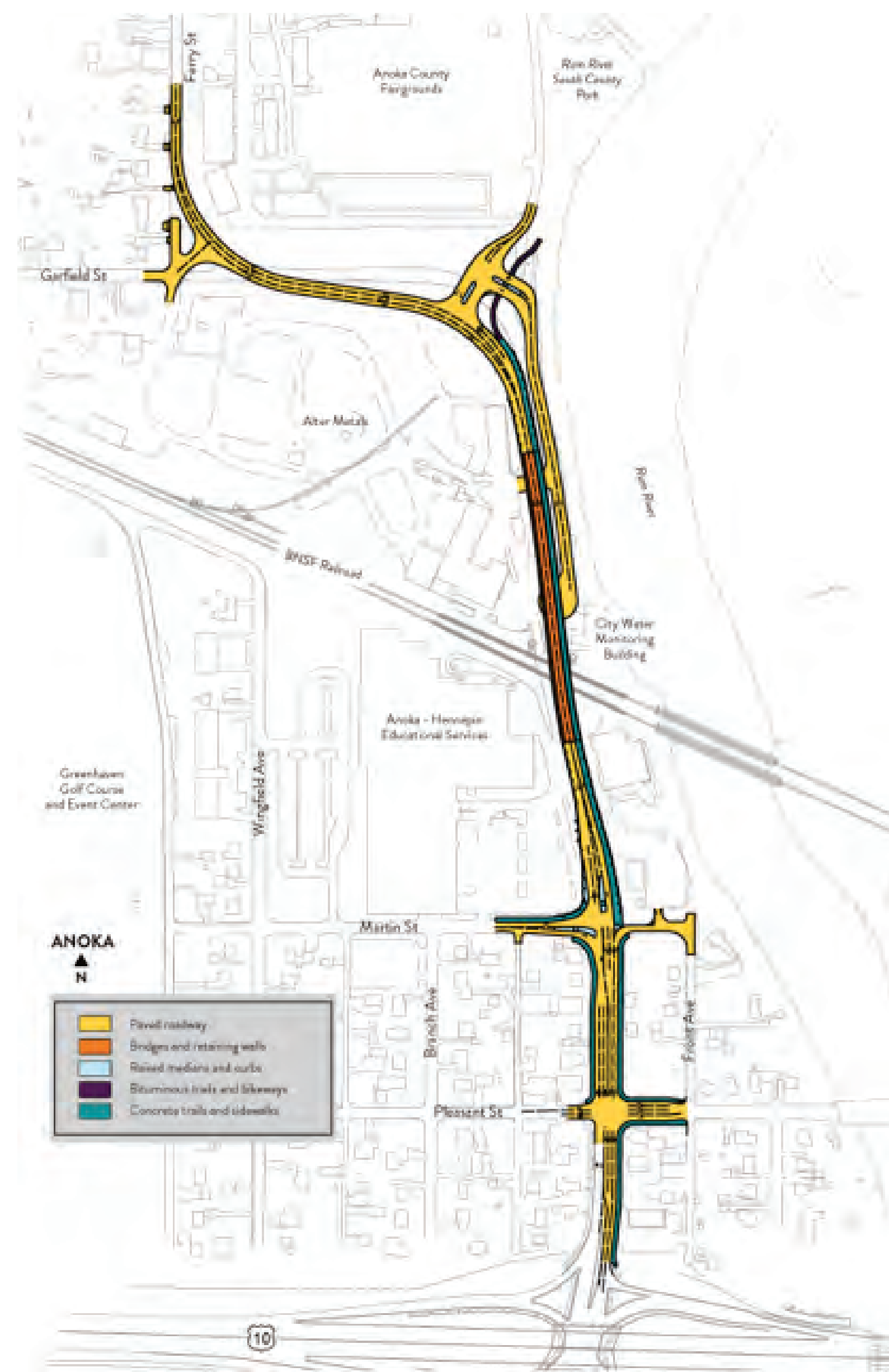
Minimal impacts to Rum River state-designated Wild and Scenic River.

Minimal impacts to Anoka County Fairgrounds property.

Minimal impact to Rum River South County Park resources.

Improves the road curve which eliminates the need for a lower speed limit.





Key elements

Some impacts to Alter Metals property.

No impacts to Rum River floodway.

Minimal impacts to Rum River state-designated Wild and Scenic River.

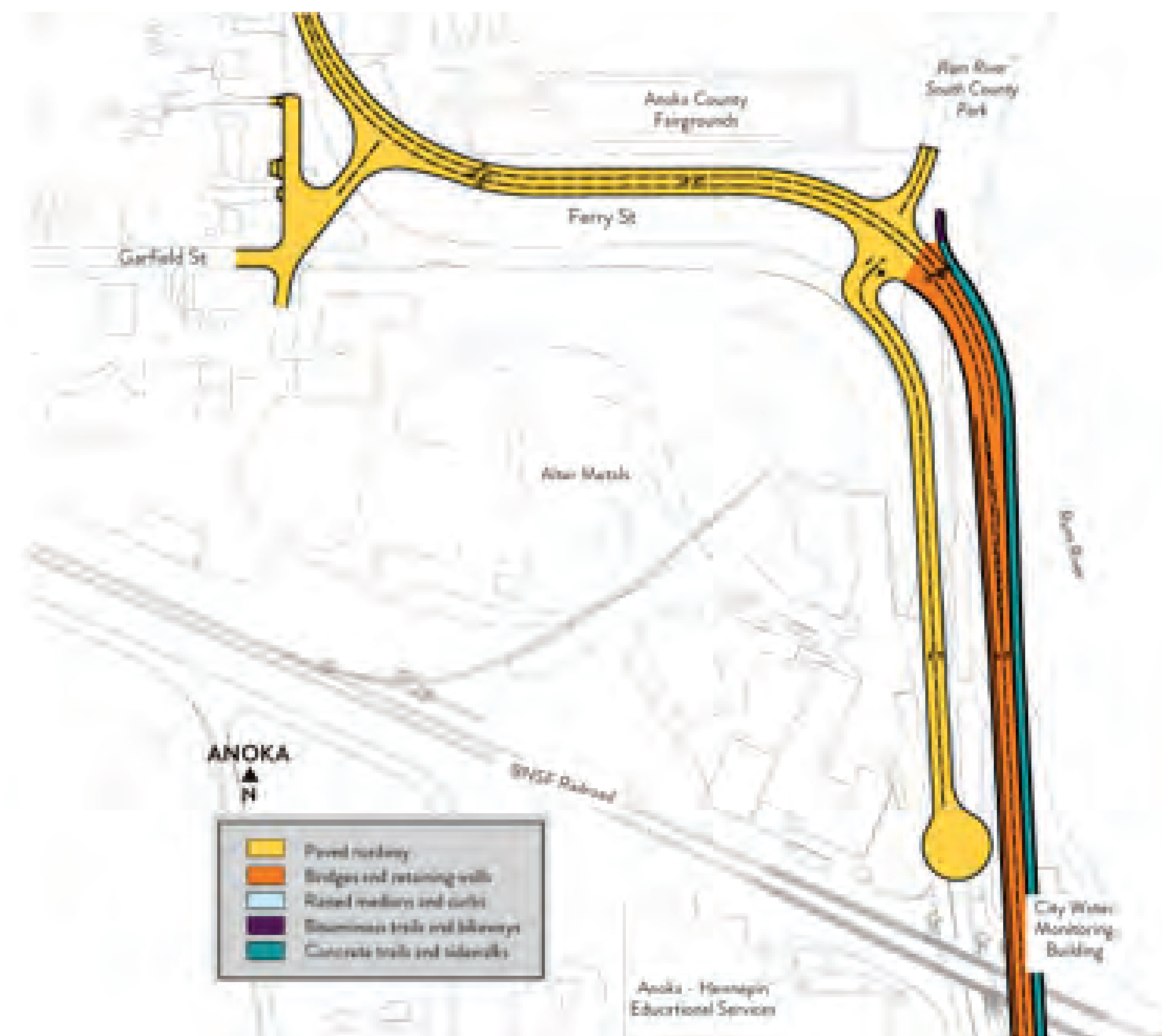
Minimal impacts to Anoka County Fairgrounds property.

Replacement of Rum River South County Park land required.

Improves the road curve which eliminates the need for a lower speed limit.



Alignment Alternative 3



Disadvantages

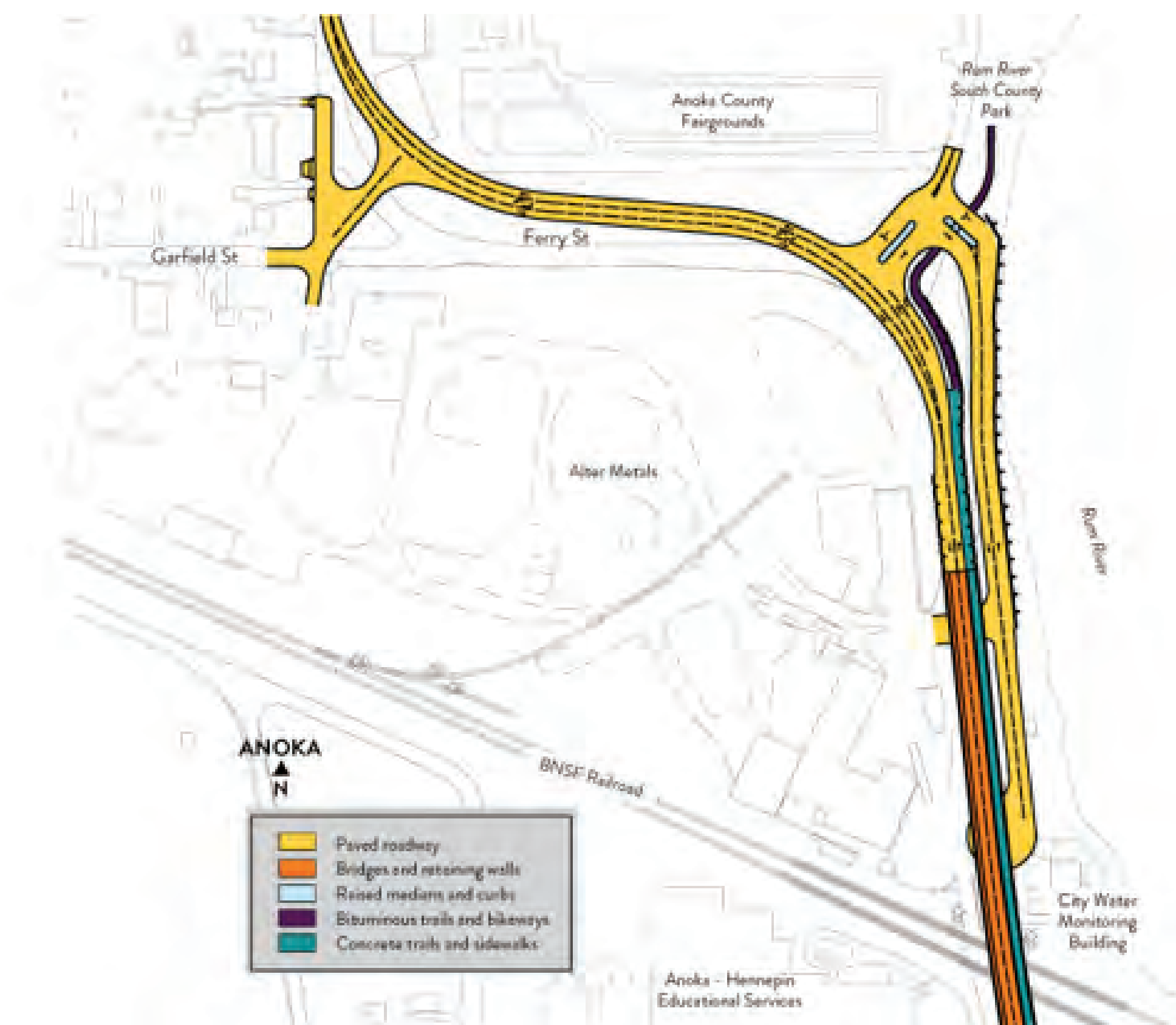
Major impacts to Rum River floodway and state-designated Wild and Scenic River.

Impacts to Anoka County Fairgrounds property.

Impacts to City well house.

Replacement of Rum River South County Park land required.

Alignment Alternative 4



Disadvantages

Impacts to Rum River floodway and state-designated Wild and Scenic River.

Impacts to Anoka County Fairgrounds property.

Replacement of Rum River South County Park land required.



- Visit and bookmark the project page at mndot.gov/metro/projects/hwy47rr-anoka/
- Sign up for emails to stay informed about project updates.
- Contact Mark Lindeberg, MnDOT Project Manager
mark.lindeberg@state.mn.us
651-775-5485

