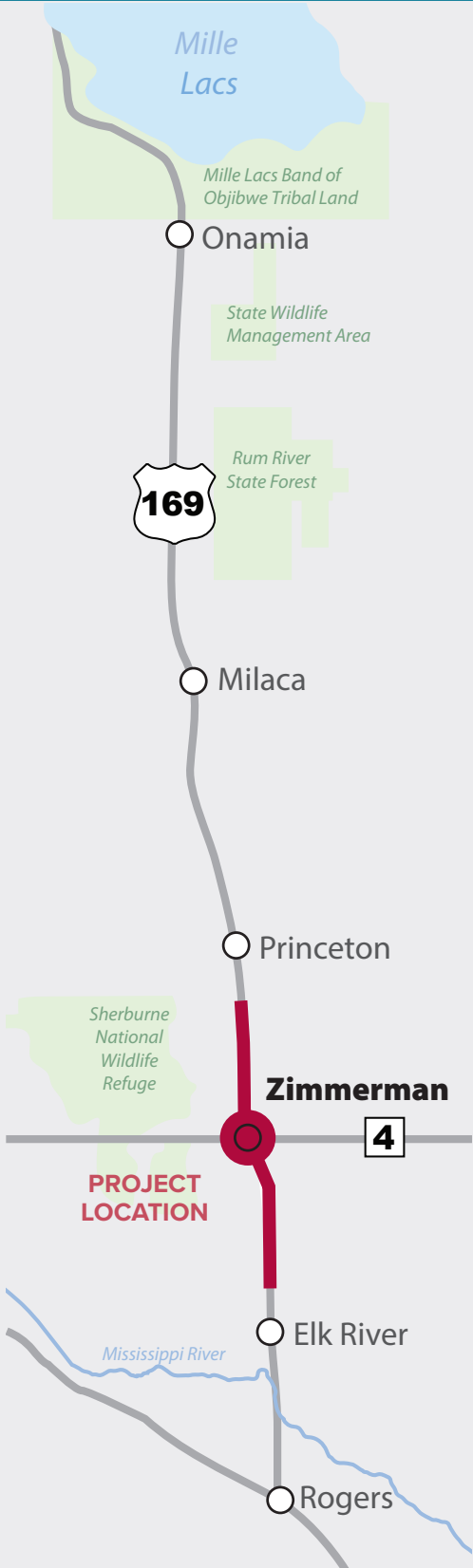


U.S. Highway 169/CR 4 Rural Safety and Mobility Interchange Project



The US 169 Rural Safety and Mobility Interchange Project will reconstruct approximately one mile of US Highway 169, an existing Principal Arterial roadway, from a rural four-lane undivided highway to a four-lane divided expressway and construct a grade-separated interchange at County Road (CR) 4.

Goal: improve freight efficiency, improve rural safety, and strengthen rural access to economic opportunities and disadvantaged areas.

TRANSPORTATION CHALLENGES



TRAFFIC DELAYS: Mile-long backups are common during peak travel times. Drivers often wait through multiple signal cycles before making it through the intersection. To avoid major delays, vehicles utilize the local road system through residential areas and school zones.



HIGHWAY HURDLE: All the traffic freed up by the Hwy 169 Redefine Project in Elk River may have to stop at the traffic signal in Zimmerman.



OBSTACLES TO DEVELOPMENT: The uncertain future of the intersection and poor access greatly hinder the sale of existing commercial properties. On the west side of Hwy 169, a lack of highway access is a major barrier to the development of large vacant properties.



FREQUENT CRASHES: Crashes (1 fatality) reported in the last five years equaled \$15.9 million in damages, the 2nd highest in the state for similar intersections. Both the crash rate (1.72) and crash severity (2.41) are almost five times above state averages for similar intersections, 0.45 and 0.63 respectively.

PROPOSED IMPROVEMENTS



SIGNAL-FREE TRAFFIC

CORRIDOR: Converting the intersection to an interchange would eliminate the last remaining traffic signal on the 75-mile stretch of Hwy 169 between Rogers and Lake Mille Lacs.



PEDESTRIAN & BICYCLE

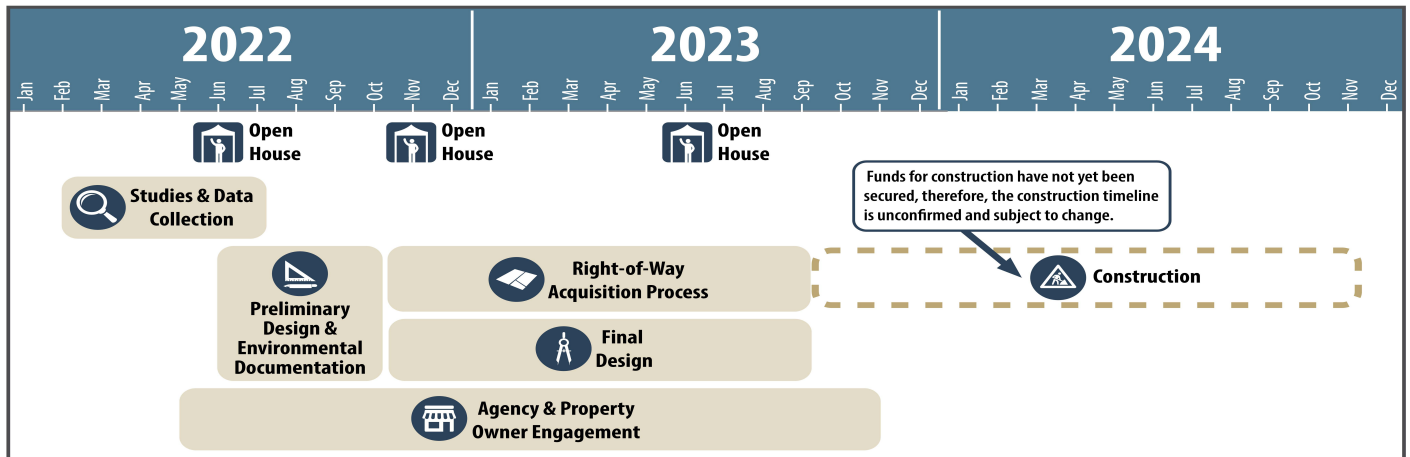
CONNECTIVITY: Conversion to an interchange would create opportunity to connect existing and proposed trails, greatly improving access to parks and other scenic and natural amenities throughout the county.



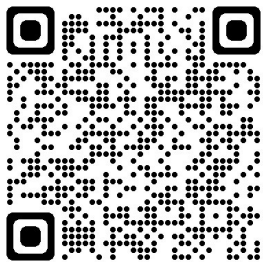
SUPPORTED ECONOMIC GROWTH AND ACCESS TO DISADVANTAGED AREAS:

An efficient road network would support Sherburne County's economic vitality for existing commerce and planned commercial and industrial growth and provide improved access to disadvantaged populations.

POTENTIAL PROJECT LAYOUT



HEAVY TRAFFIC



TOTAL PROJECT COST

\$28,113,000

SECURED FUNDS

\$3,113,000

GO BOND REQUEST

\$8.6M

TH BOND REQUEST

\$16.4M

BENEFIT-COST ANALYSIS

Projects are considered cost-effective if the benefit-cost ratio is greater than 1.0. The larger the ratio number, the greater the benefits per unit cost.

B/C Ratio 2.2

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**SHERBURNE
COUNTY**

Submitted by
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