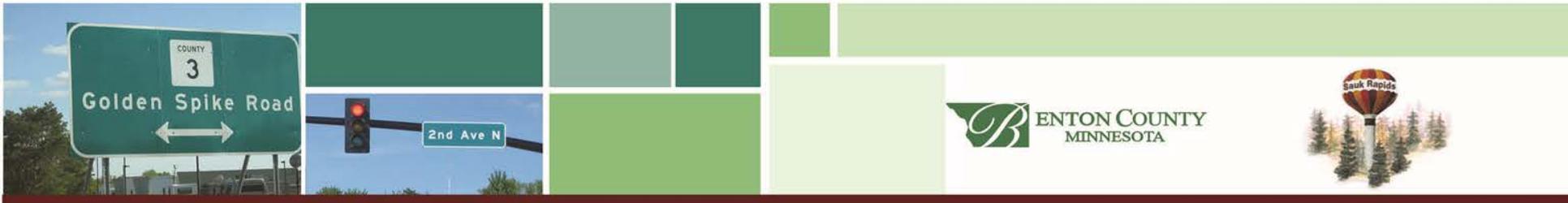


CSAH 3 (2nd Street North) from 3rd Avenue to TH 10

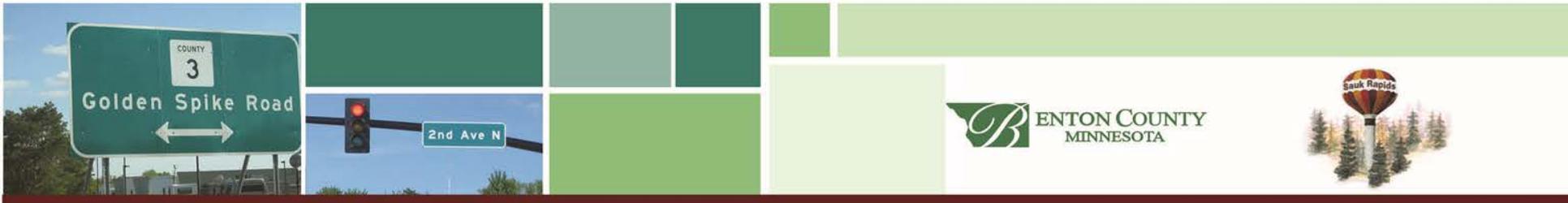
Thursday, September 26, 2013

OPEN HOUSE / PUBLIC MEETING



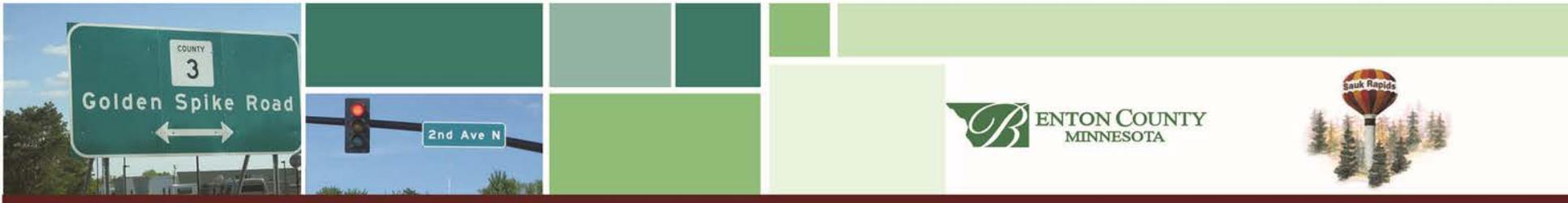
Introductions

- Chris Byrd, PE – Benton County Engineer, Public Works Director
- Joe Macpherson – Benton County, Asst. County Engineer
- Terry Wotzka, PE – City of Sauk Rapids, City Engineer
- Ross Olson, City of Sauk Rapids Administrator
- Todd Schultz, City of Sauk Rapids Community Development
- Ron Bray– WSB & Associates, Inc., Project Manager
- Tanya Gytri – WSB & Associates, Inc., Design Engineer
- Jack Corkle – WSB & Associates, Inc., Environmental Document
- Scott Mareck – St. Cloud APO
- Benton County Board / City of Sauk Rapids City Council



Meeting Purpose

- Review study purpose
- Review known needs/issues/concerns
- Describe alternatives developed
- Selection of preferred concept – Alt C - R
- Right of Way process & schedule
- Collect input & feedback on preferred concept

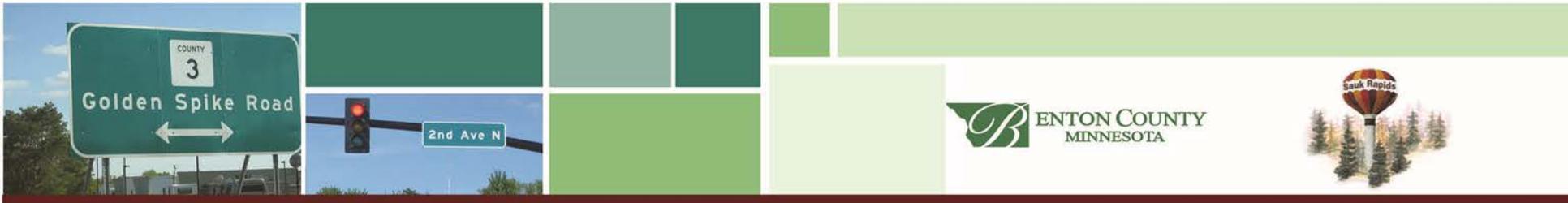


Project Location



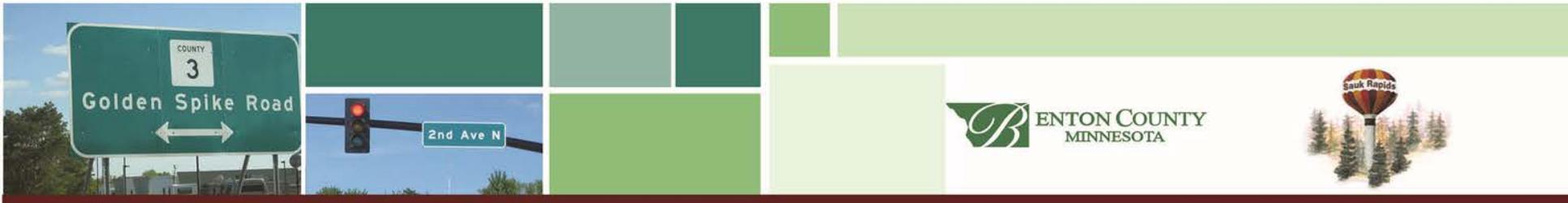
Project Purpose/Goals

- Improve mobility and safety
- Improve access to the Industrial Park
- Provide for pedestrian and bicycle travel
- Provide an adequate connection between US 10 and river crossing (Role of Minor Arterial)
- Improve pavement surface & drainage
- Develop parkway design



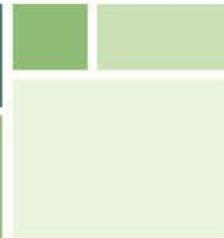
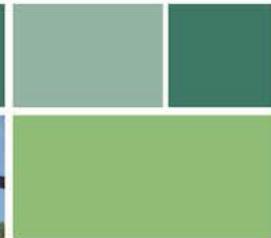
Known Issues

- Safety
- Congestion – today and future
- Intersection operations – today and future
- Poor Pavement condition
- No pedestrian and bicycle accommodations
- Numerous street and private driveway accesses
- Topography/steep slopes
- Limited right of way



Known Issues

- 6th Avenue North



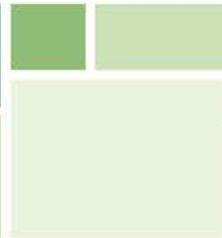
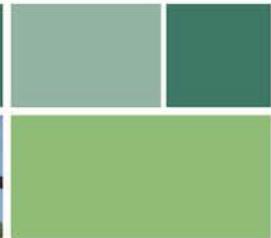
Known Issues

- Pedestrian, and bicycle accommodations = None



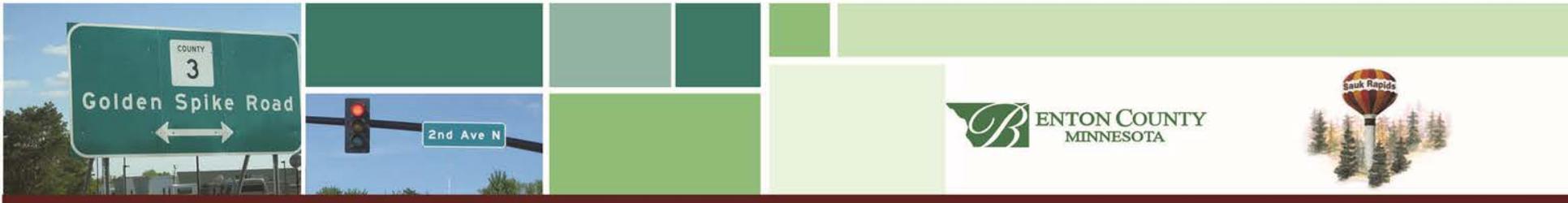
Known Issues

- Topography/steep slopes

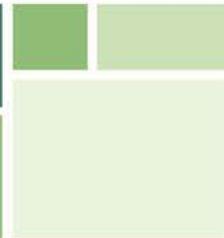
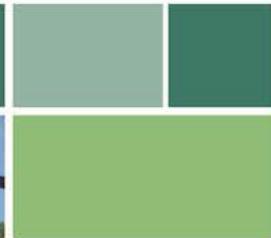
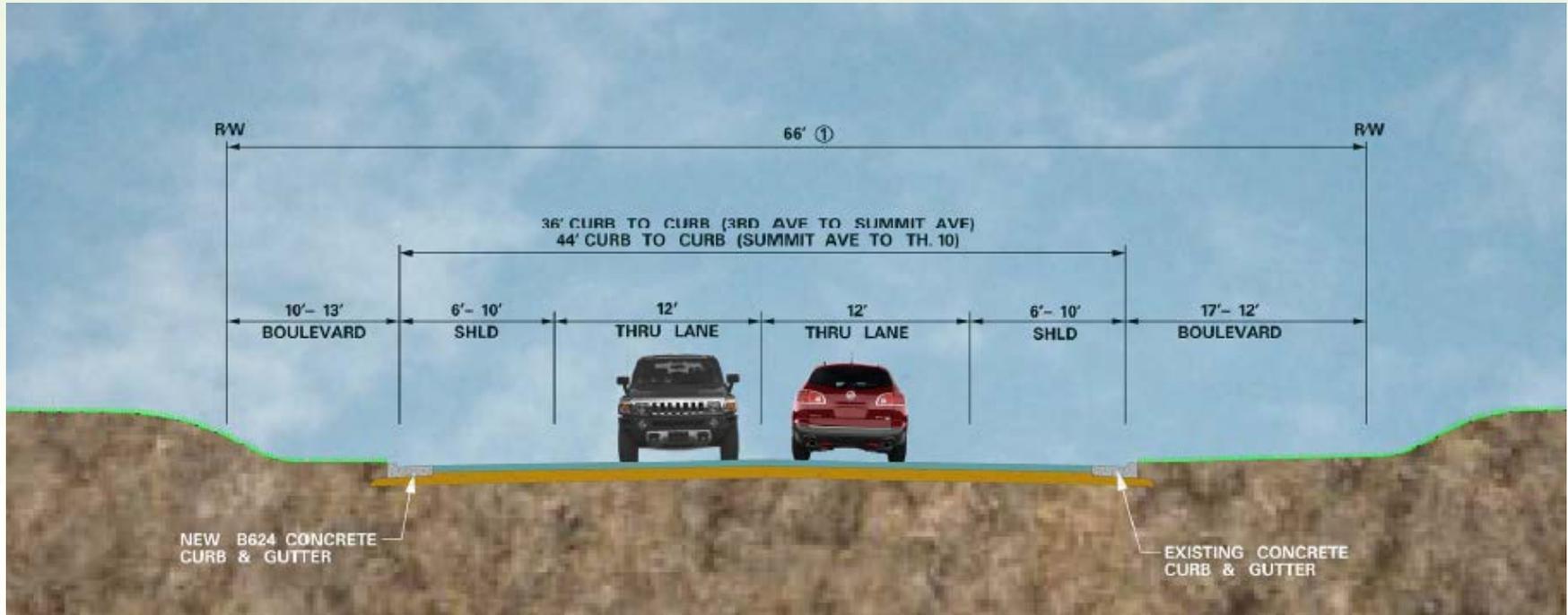


Traffic Considerations

- Current 2013: 7,600 – 10,100 vehicles per day
- Future 2035: 14,700 – 20,800 vehicles (APO Forecast)
- Capacity of the current two-lane section is 10,000 with limited access
- Capacity of a three lane is about 15,000 vehicles per day
- Look to achieve a Level of Service (LOS) of C in 20 Years



Existing Typical Section



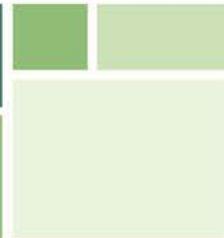
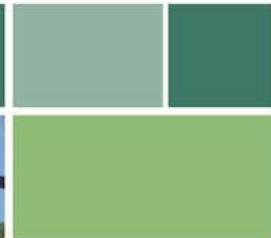
Alternative A

- **No Build – 2 lane**

- No planned property impacts
- New pavement, new curb one side, utility work

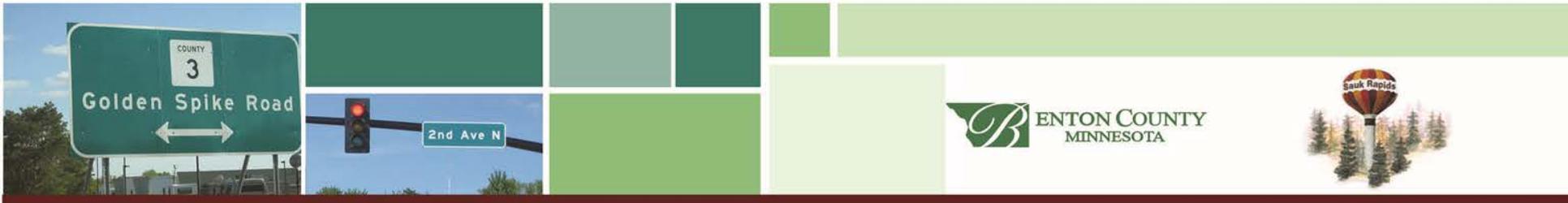
- **Goals are not met**

- Continued traffic and safety issues
- No pedestrian/bicycle accommodations
- Drainage not fully addressed
- Does not accommodate regional connection



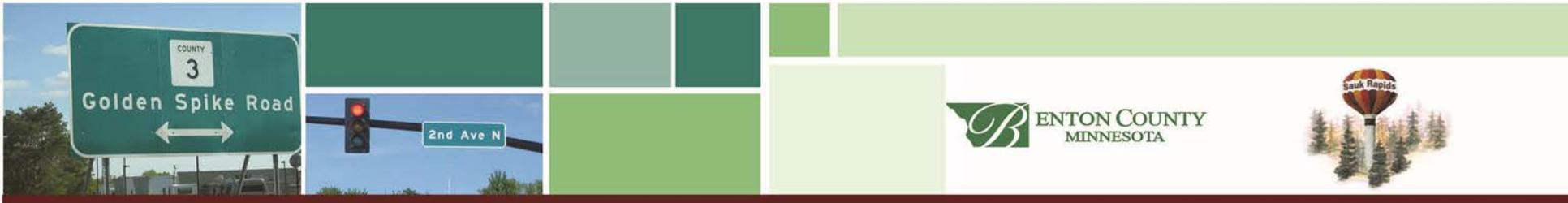
Alternative B

- **Widen Southerly – 4 lane**
 - Achieves project goals
 - 16-20 relocations anticipated
 - Other property impacts possible
 - Greater alignment shift between 3rd and 4th
 - Intersection of Summit geometrics okay



Alternative C

- **Widen Northerly on West End, then Southerly on East End – 4 lane**
 - Achieve project goals
 - 17-19 relocations anticipated
 - Other property impacts possible
 - Preferred alignment shift between 3rd and 4th Ave
 - Improved geometrics at Summit Ave

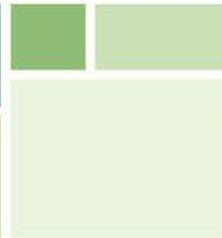
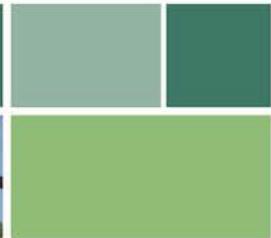
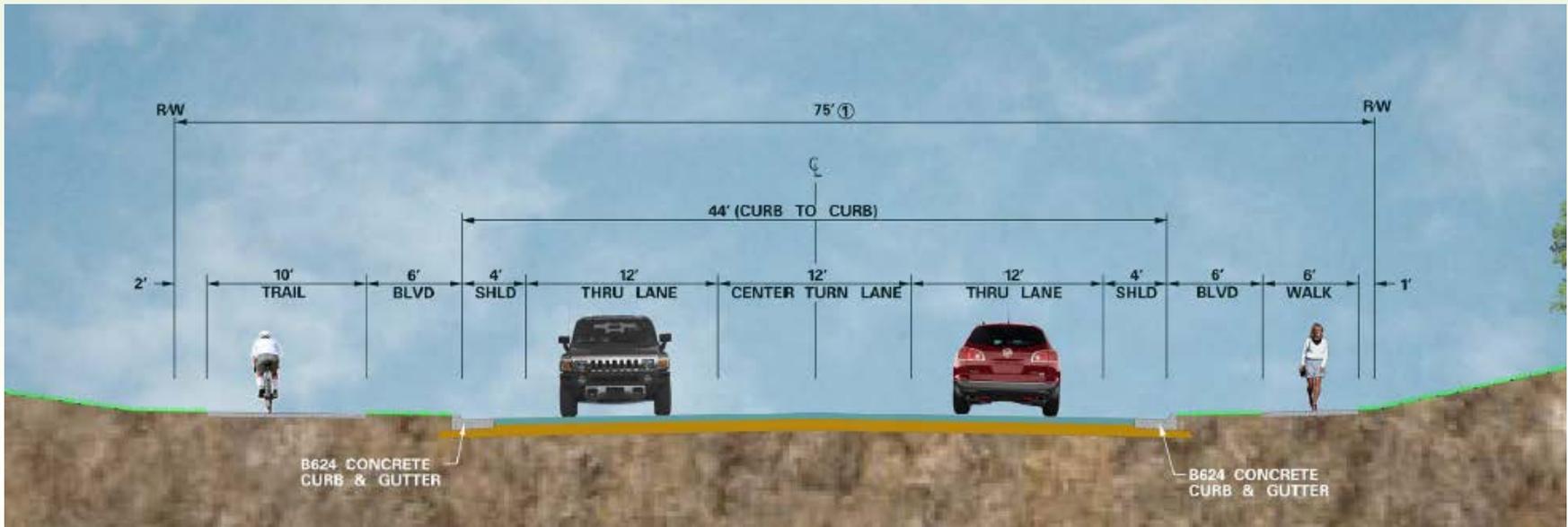


Alternative D

- **Widen North and South on West End, then Southerly on East End – 4 lane**
 - Achieve project goals
 - 30-32 relocations anticipated (almost double B & C)
 - No alignment shift between 3rd and 4th Avenue
 - Increased Right of Way cost & Excess property
 - **Cost prohibitive**



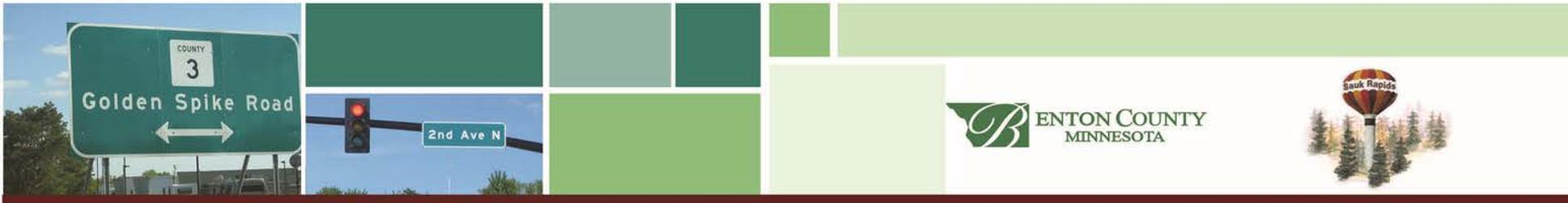
3 – Lane Typical Section



Alternative E

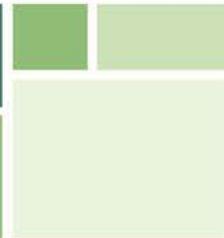
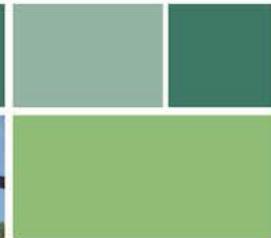
• 3 Lane Section

- Limited design life - traffic volumes nearing maximum for 3-lane typical
- Meets some project Goals
- Narrower boulevards – plantings & does not meet parkway designation
- Numerous access points remain
- Reduced efficiency
- Safety Concerns
- Operational problems at 6th Ave. and Summit Ave.
- Substantial Right of Way Relocations

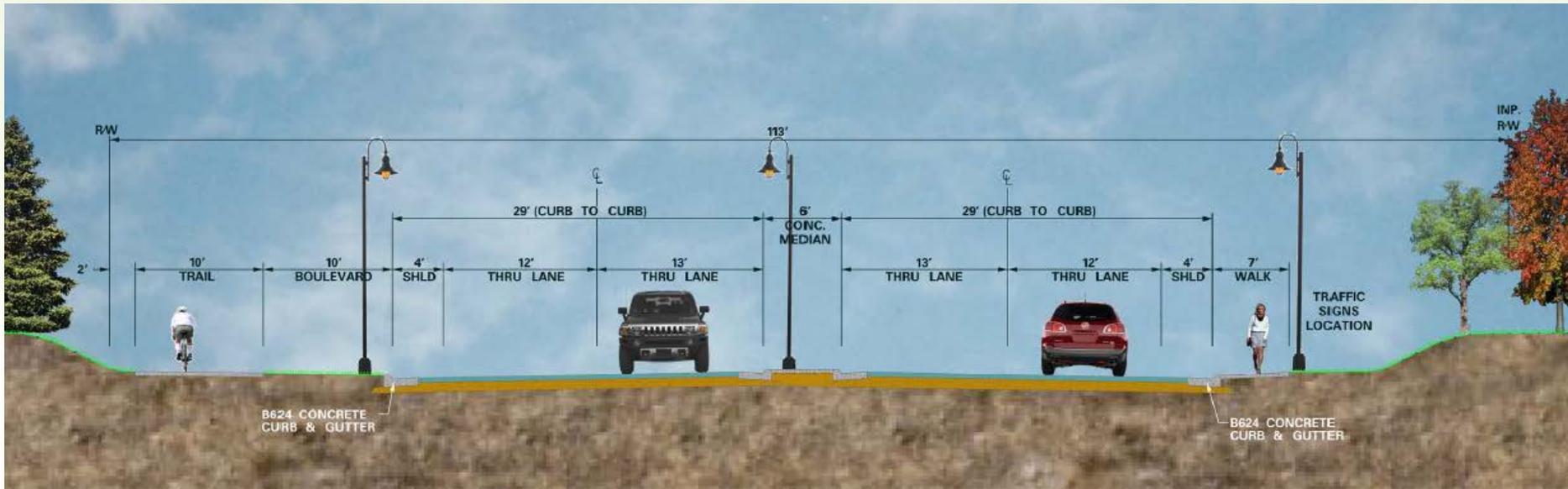


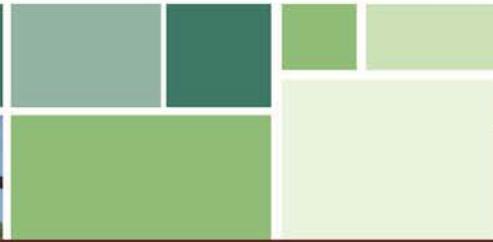
PREFERRED CONCEPT

- Alternative C - Modified
- Widens to the North from 3rd Ave to Summit Ave
- Widens to the South from Summit Ave to TH 10
- Roundabouts at 6th Ave and Summit Ave
- Proposed Traffic Signal at Stearns Drive
- Two Way Left Turn Lane – Summit to TH 10 with design for future median incorporated

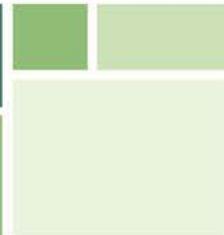
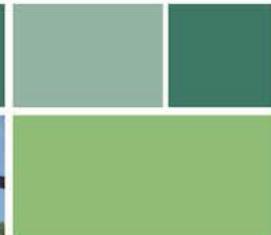
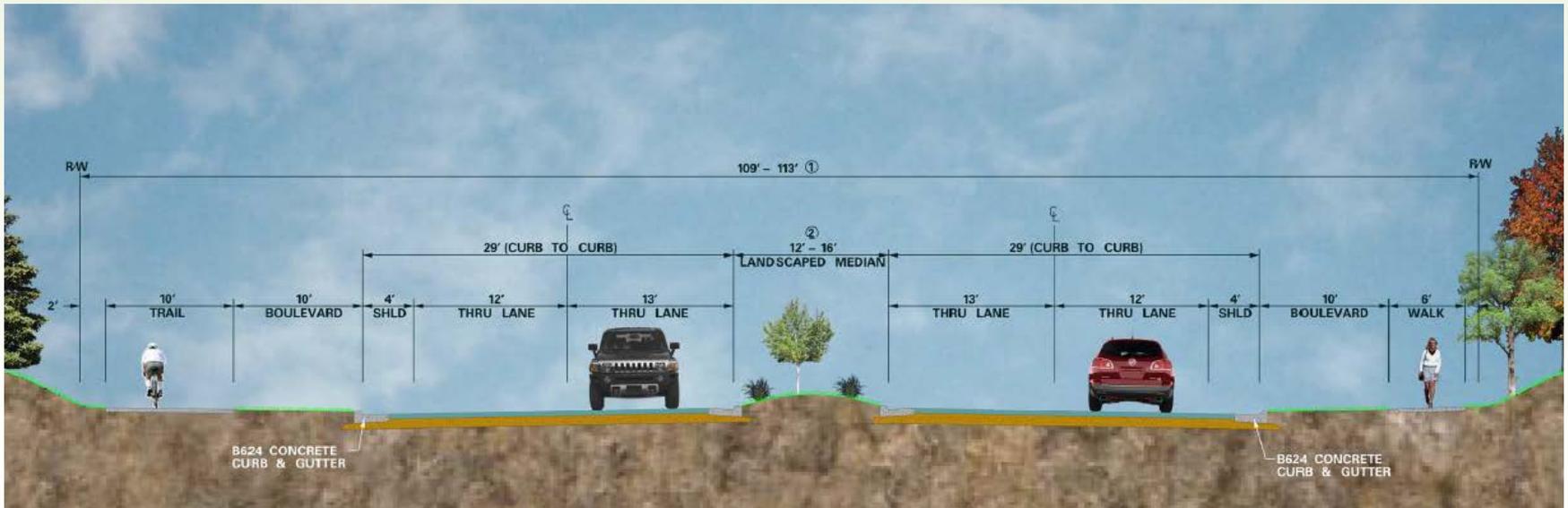


4-lane (3rd Ave to 6th Ave)



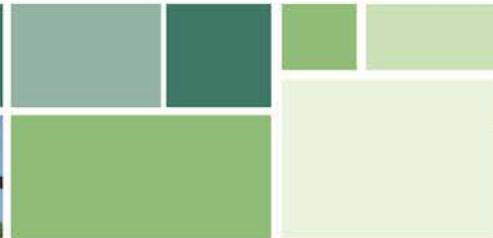
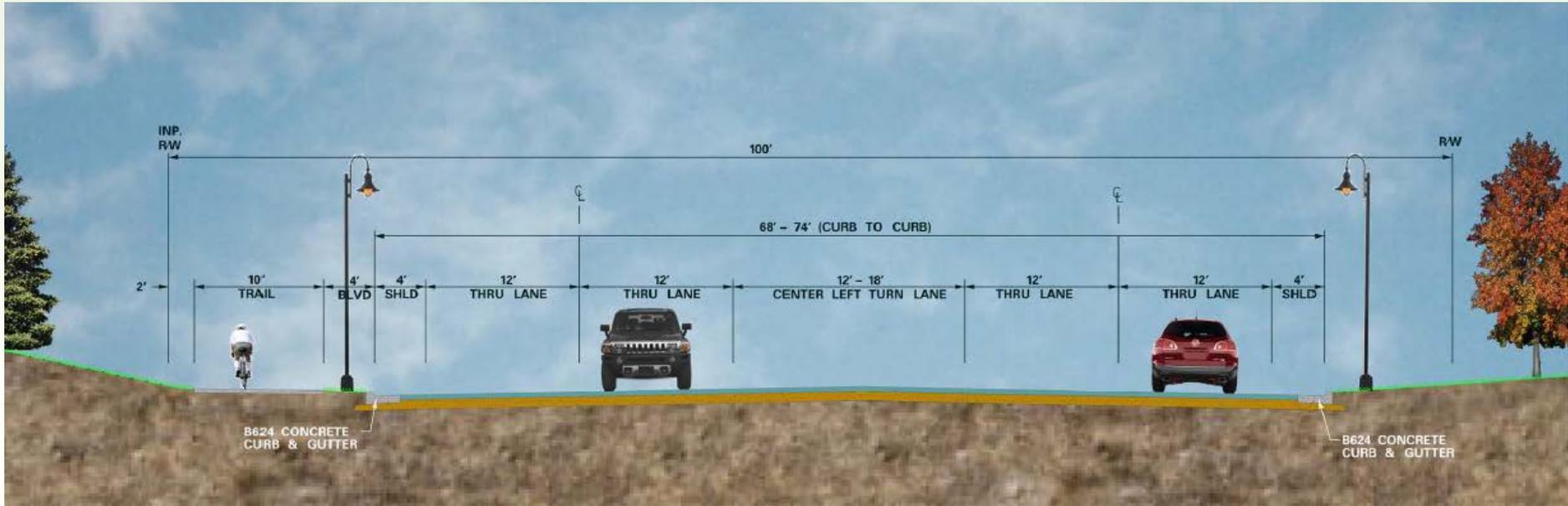


4 – Lane (6th to Summit Ave)



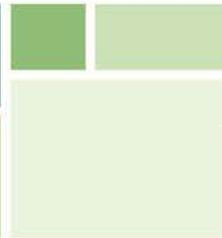
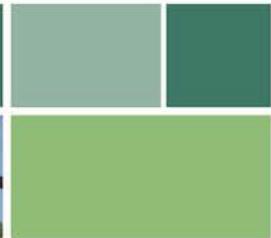


4-lane (Summit Ave to Stearns)



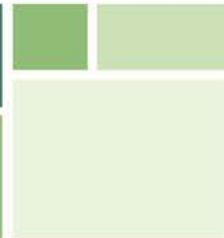
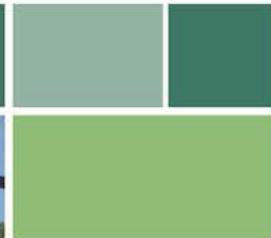
LEGEND

-  Proposed Roadway
-  Proposed Concrete Median
-  Proposed Landscaped Median
-  Proposed Bituminous Path
-  Proposed Concrete Walk
-  Proposed Retaining Wall
-  Proposed Traffic Directional Arrow
-  Proposed Signal System
-  Parcel Relocation
-  Proposed Right of Way



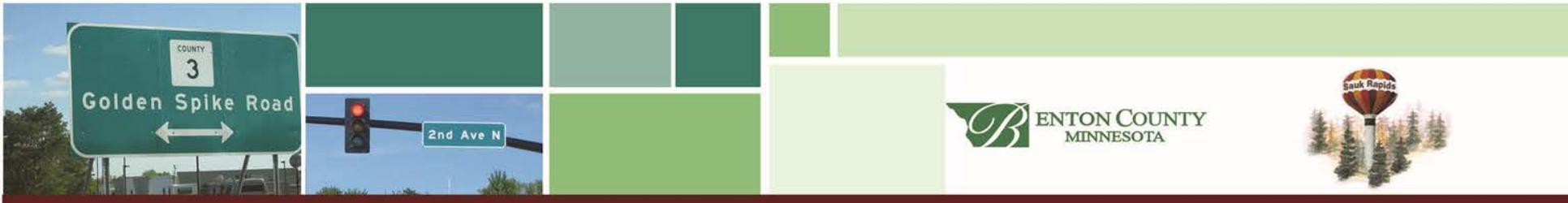
Noise Analysis

- Noise analysis is required as part of the project
- Existing sound levels have been collected and modeled to verify accuracy
- Future sound levels for existing have been developed
- Analysis of future sound levels with the preferred alternative have been completed



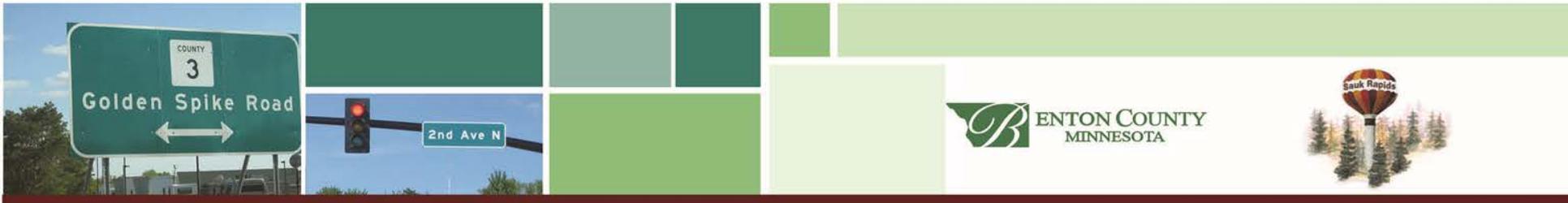
Noise Analysis

- For future noise levels exceeding Federal Thresholds, noise barriers will be studied
- Noise barriers must be feasible (able to construct) practically
- Noise barriers must be reasonable (able to reduce sound, cost-effective)



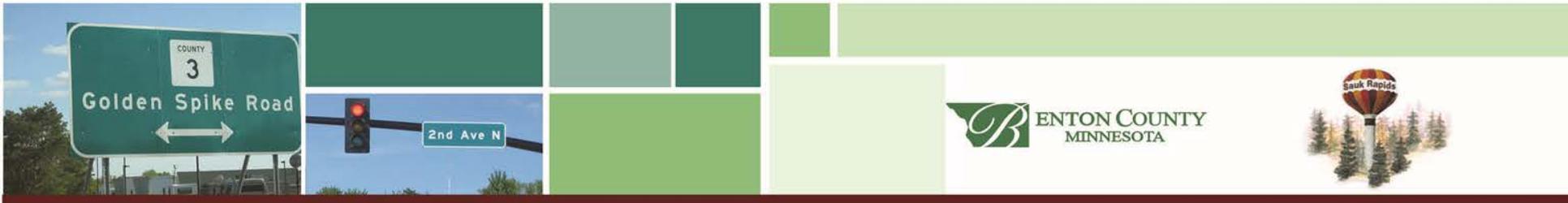
Noise Analysis

- If barriers found to be reasonable and feasible, they will be proposed as part of the project
- Affected property owners and residents vote if they want barriers. If a majority of the votes are against a noise wall, it will not be built. Otherwise, it will be constructed.



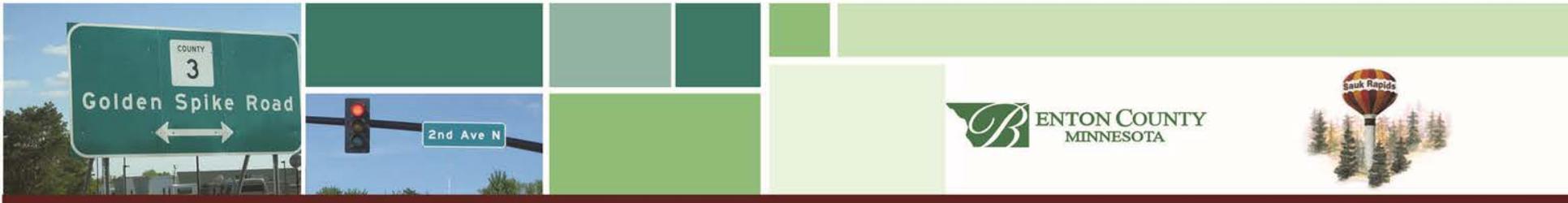
Funding

- Estimated Project Cost: \$12.5 Million
- Federal funds for right of way (\$658,242)
- Federal funds for construction (\$1.6 million)
- Local and State Aid dollars (\$4.2 million)
- Funding available is at \$6.5 Million (\$6 M needed)
- Pursuing additional Funds: State and Federal



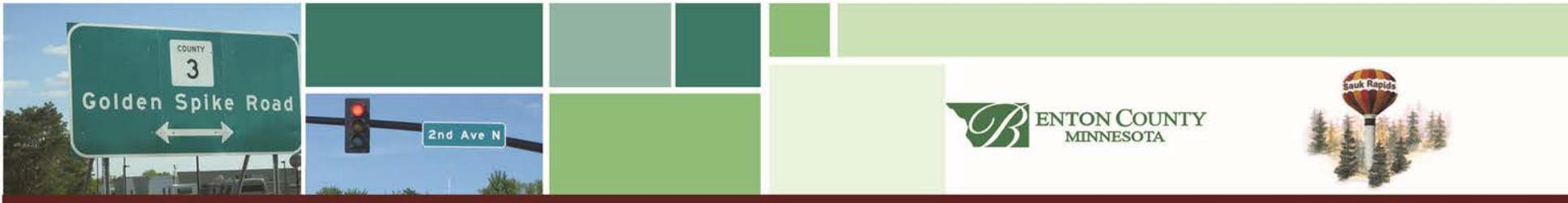
Right of Way Process

- Finalize Right of Way Needs
- Establish Ownerships/Title Searches
- Perform Appraisals and the make Offers
- Negotiations
- Settlements and Closings
- Eminent Domain Process
- Affected Owners Rights/Opportunities - Handout



Next Steps

- Review feedback from today's open house.
- Complete environmental document
- Begin final design
- Begin right of way purchases
- Continue to work on Funding of Construction
- Construction Scheduled for 2016



Contact Names and Information

Chris Byrd

Benton County Highway Department
7752 Highway 25 NE, PO Box 247
Foley, MN 56329
320-968-5051
cbyrd@co.benton.mn.us

Ross Olson

City of Sauk Rapids
250 Summit Avenue North
Sauk Rapids, MN 56379
320-258-5302
rolson@ci.sauk-rapids.mn.us

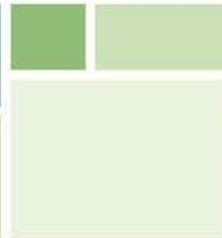
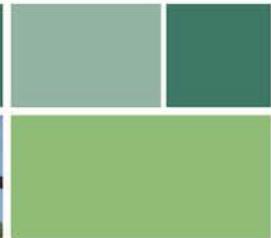
Ron Bray

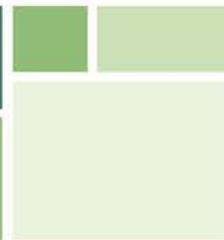
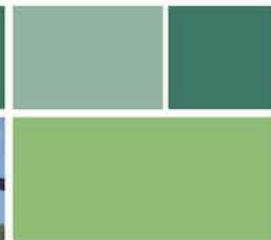
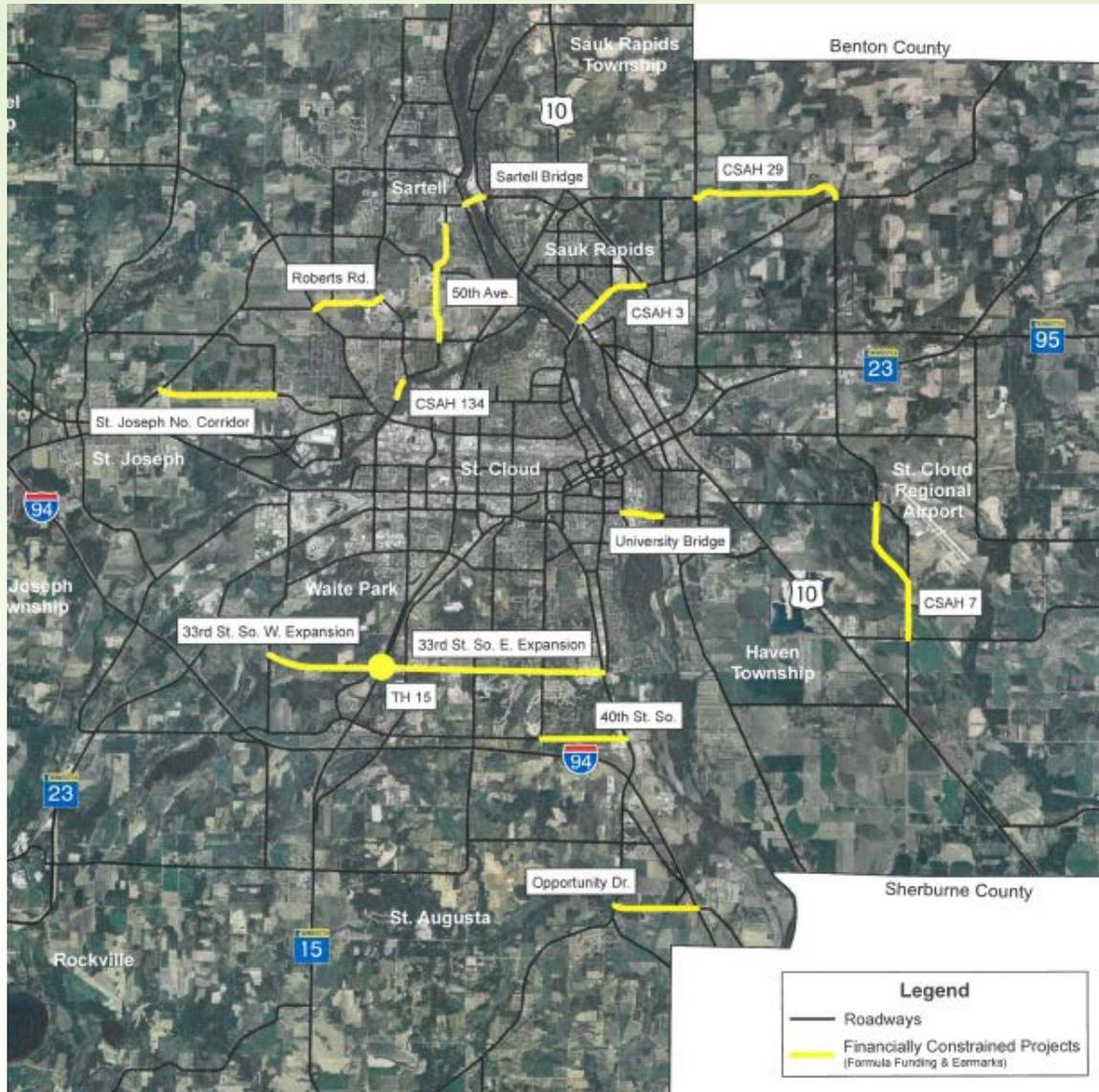
WSB & Associates, Inc.
4140 Thielman Lane, Suite 204
St. Cloud, MN 56301
763-287-7177
rbray@wsbeng.com

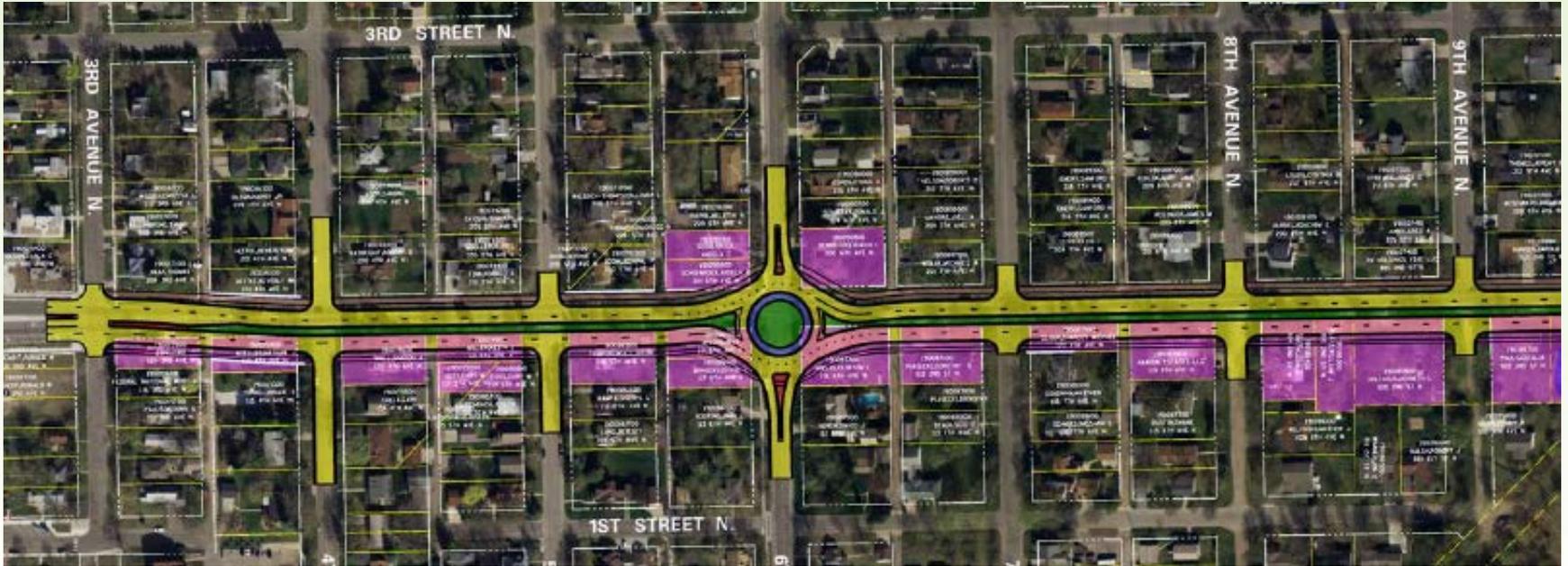


Questions and Comments

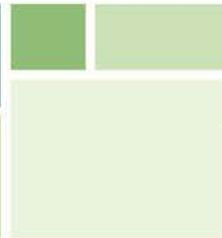
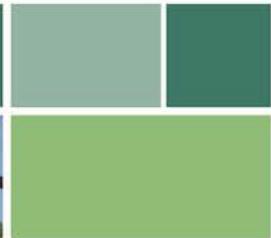
Thank You!

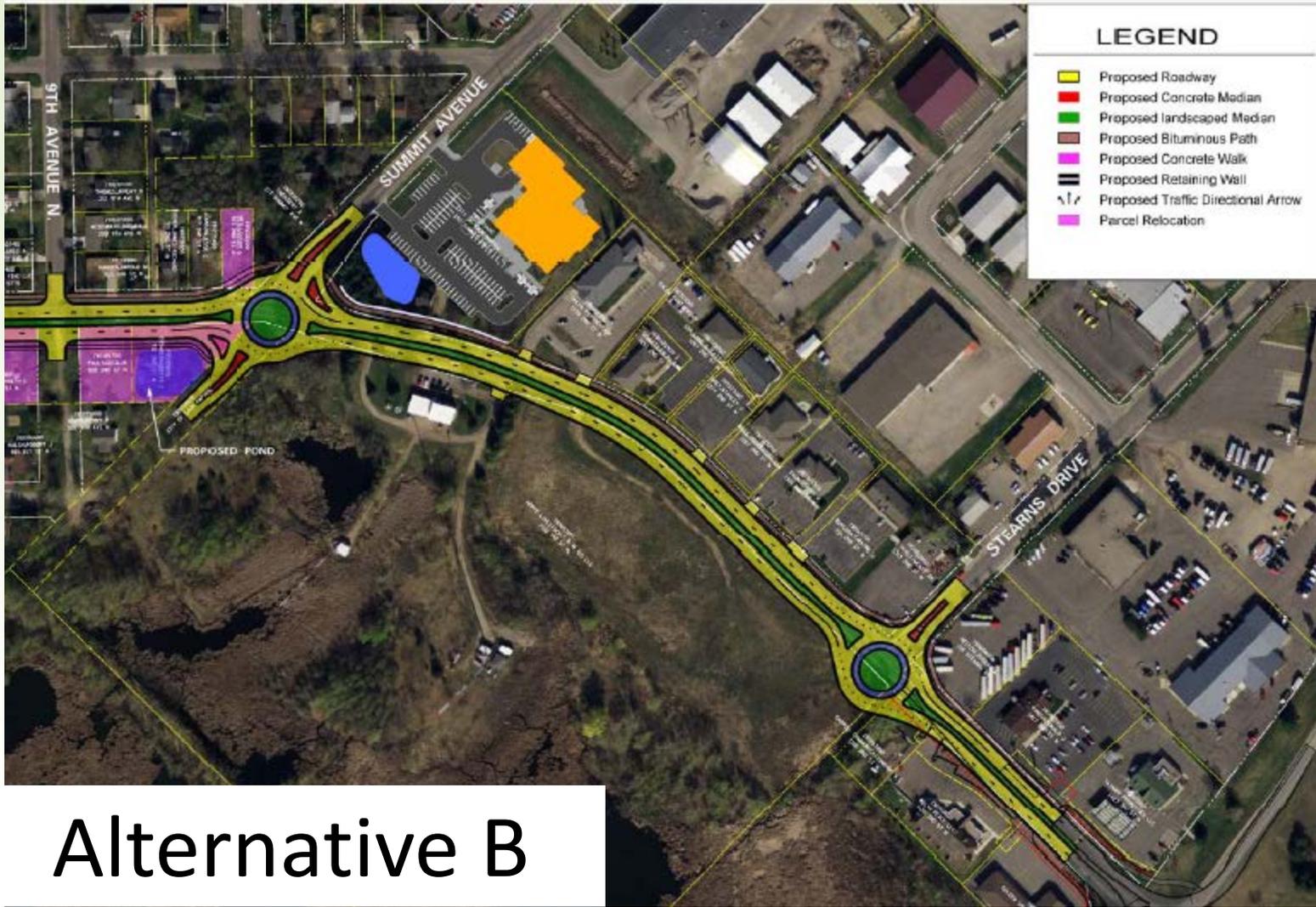




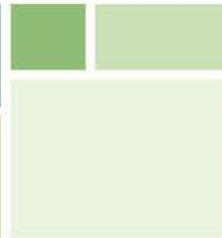
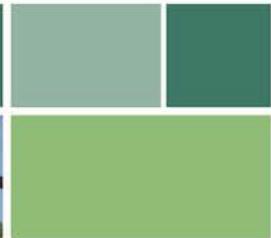


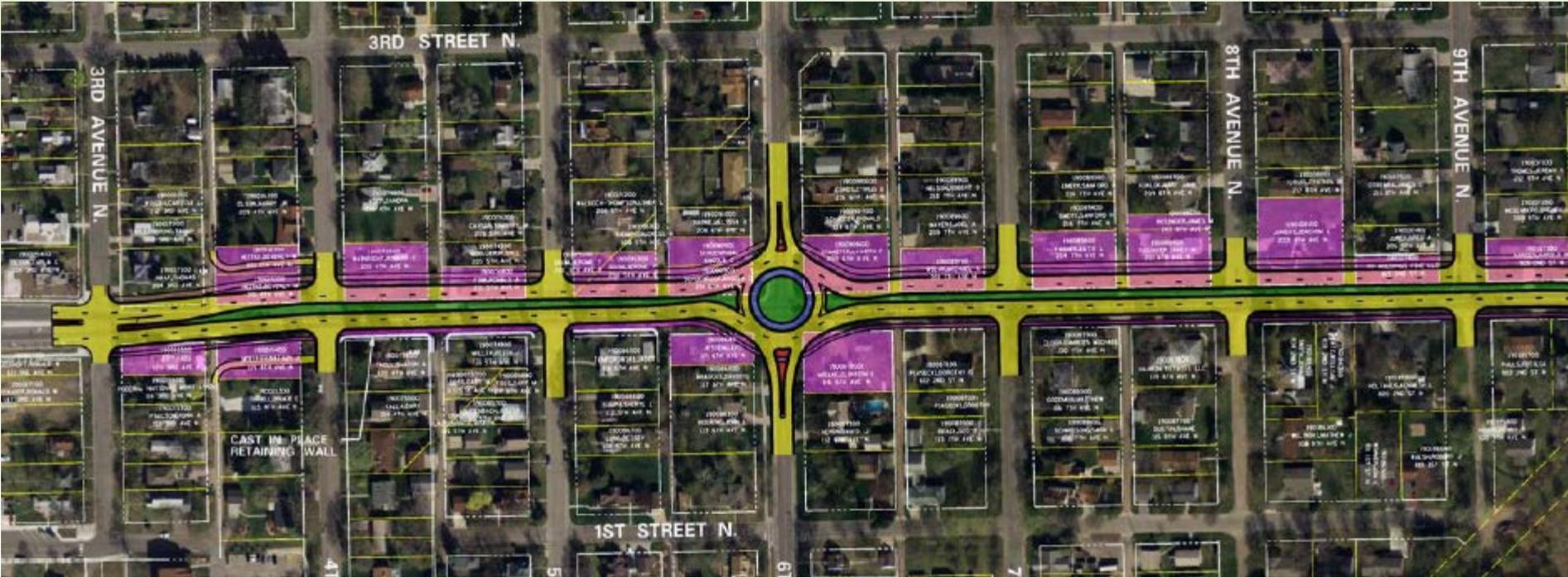
Alternative B



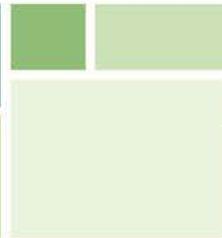
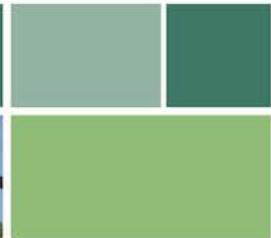


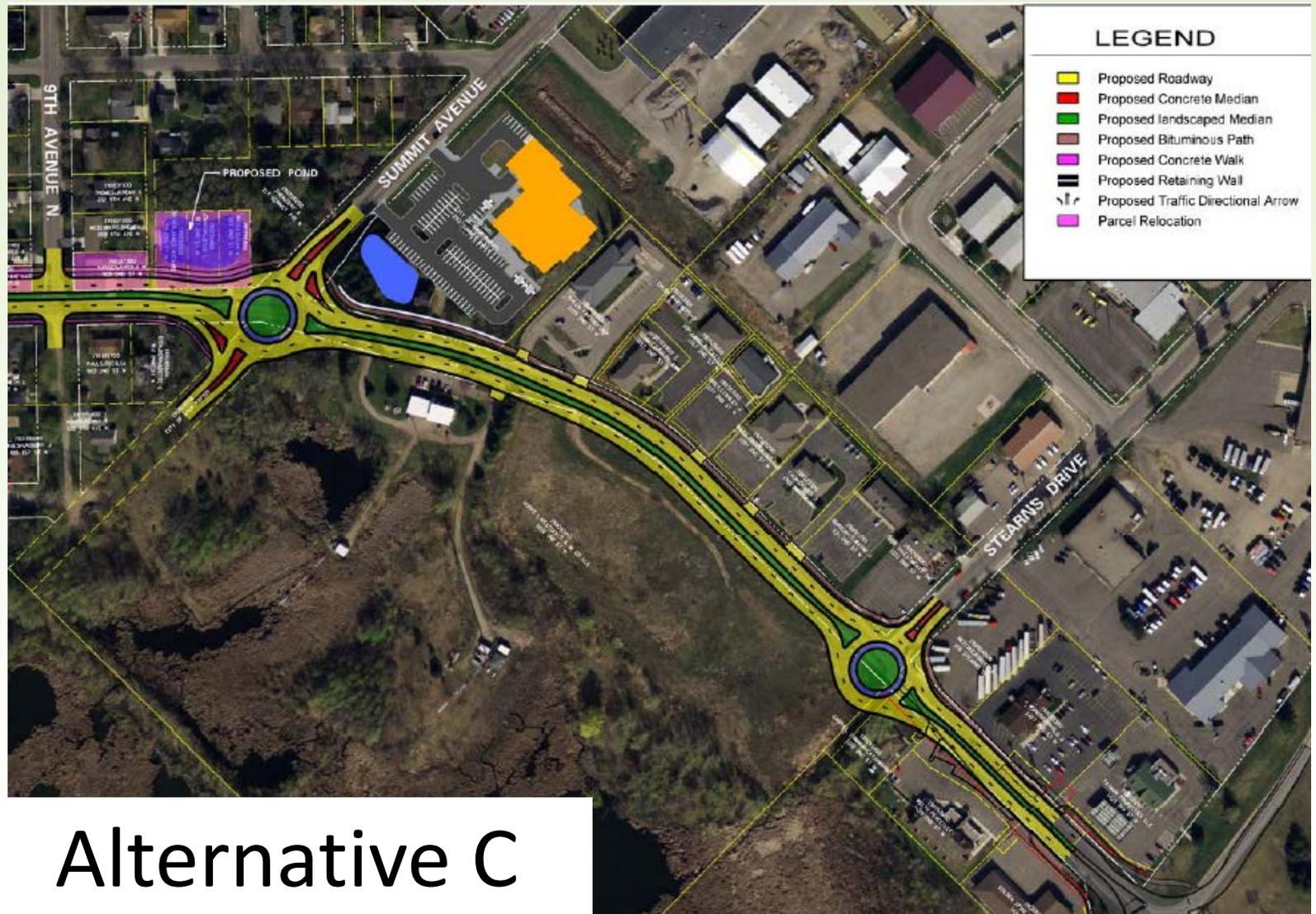
Alternative B





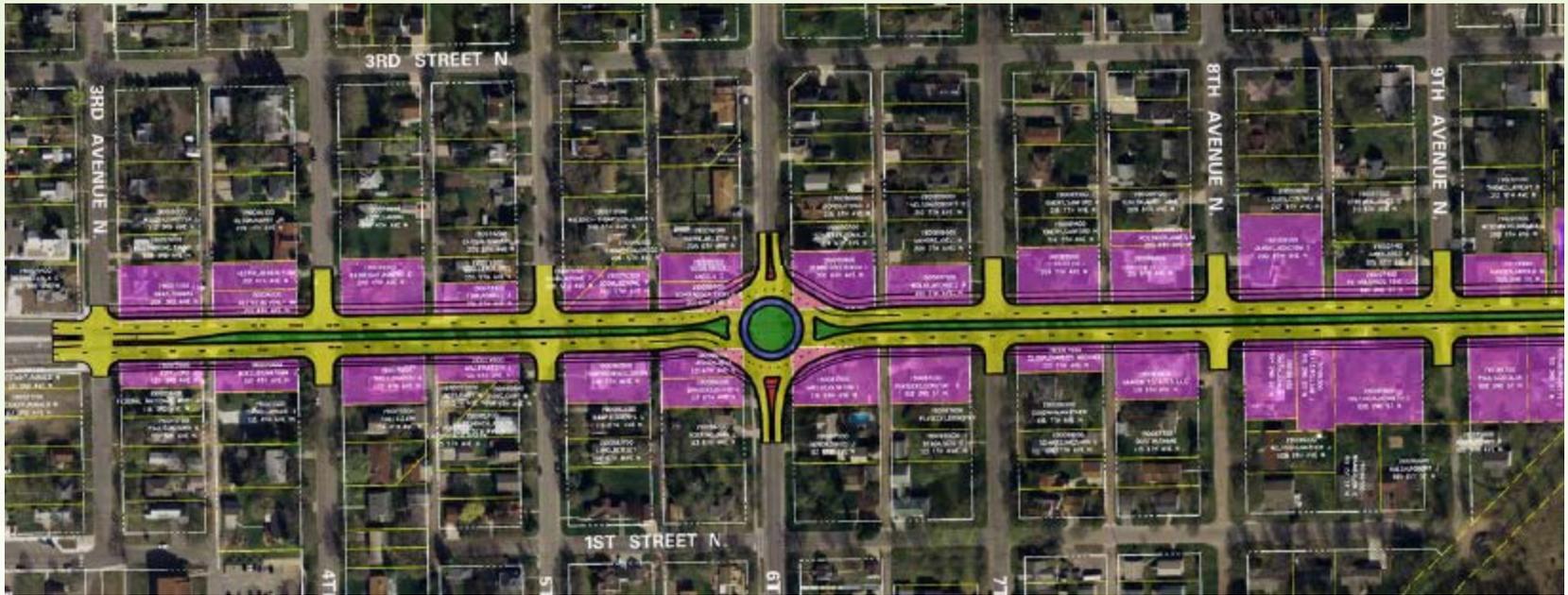
Alternative C





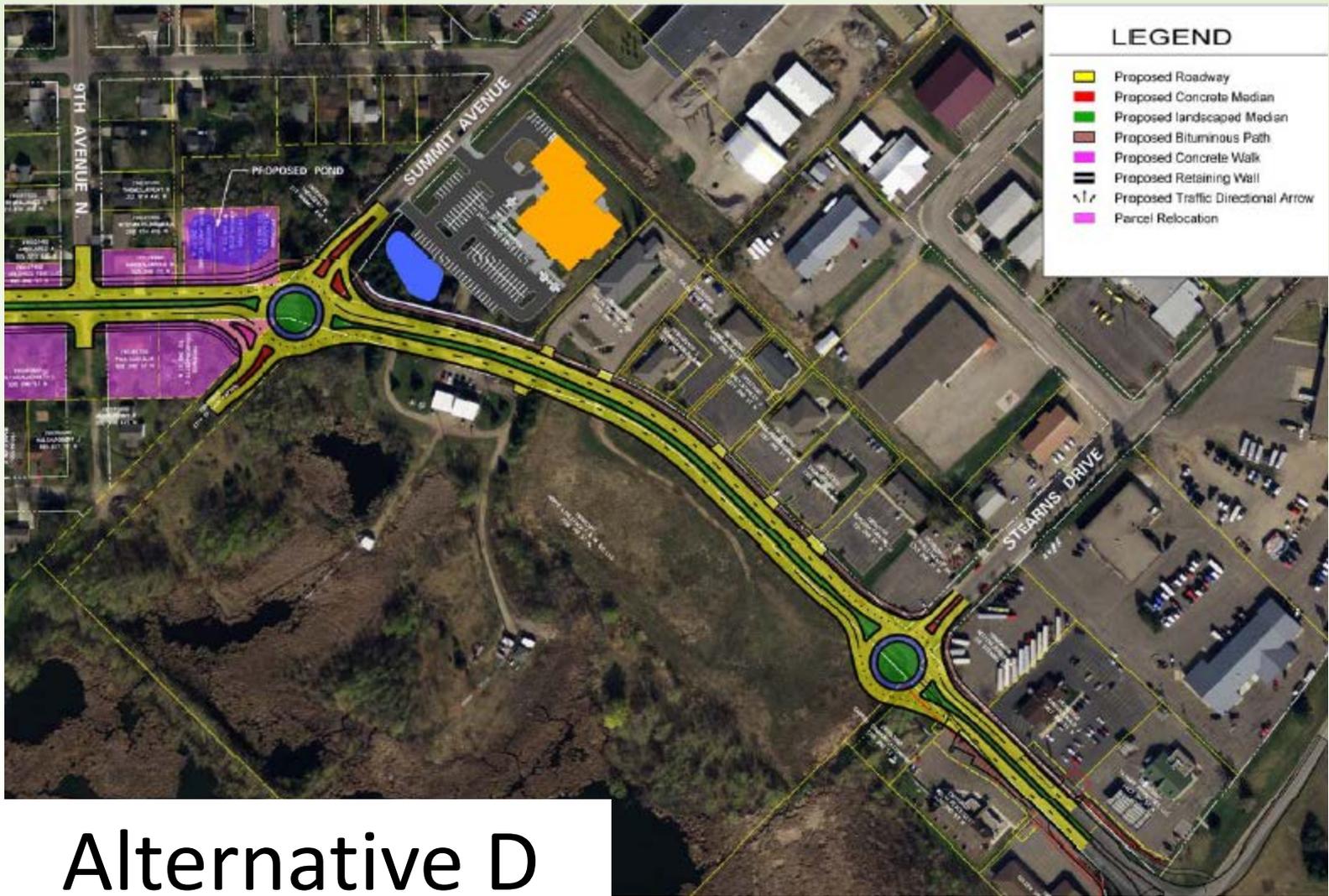
Alternative C





Alternative D





Alternative D

