



Trunk Highway 29 Corridor Study

Alexandria, MN

Public Input Meeting
February 6th, 2019



ENGINEERING. REIMAGINED



Agenda

- Project Approach
- Corridor Issues and Constraints
- Alternatives Assessment and Refinement
- Next Steps

An aerial photograph of a residential neighborhood with a road running through the center. The image is overlaid with a semi-transparent dark rectangle. The text 'Project Approach' is centered within this rectangle in a white, sans-serif font. The background shows houses, trees, and a road leading towards a distant horizon under a clear sky.

Project Approach

Project Approach

Needs and
Opportunity
Assessment

Alternative
Brainstorming
with SRC

Alternative
Screening
with SRC

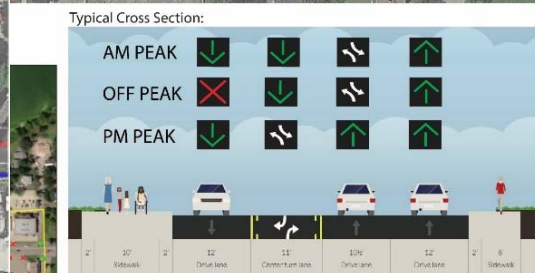
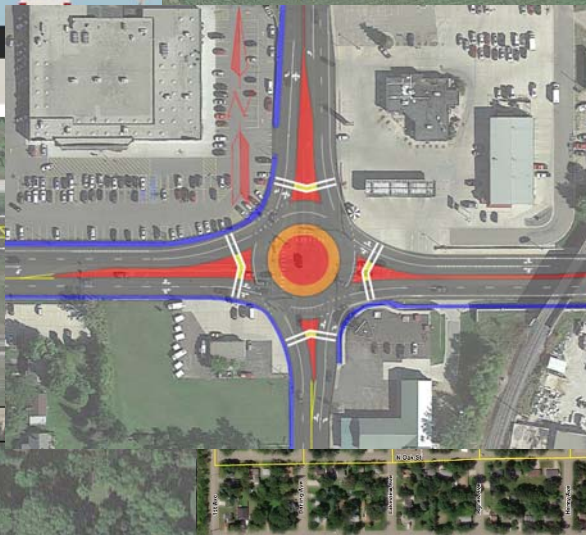
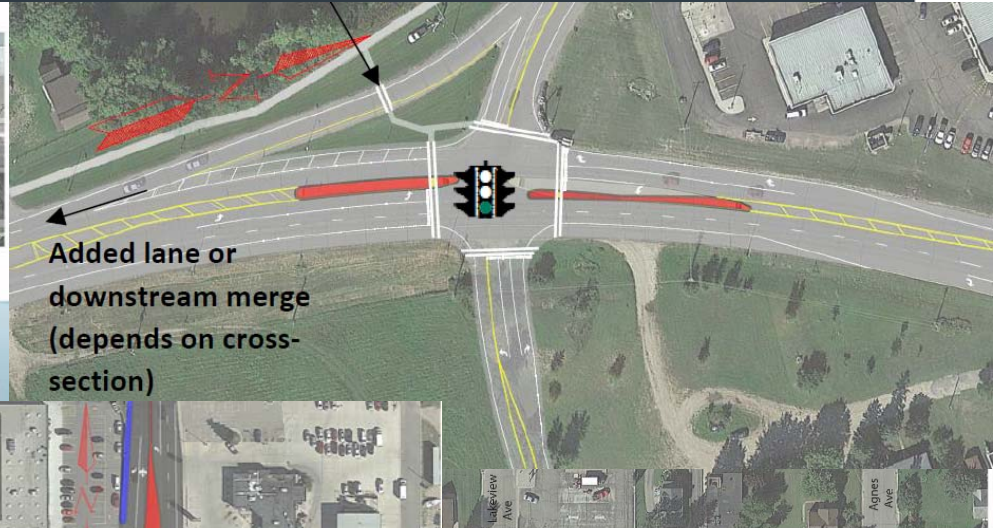
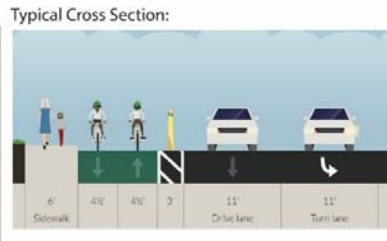
Vet Issues and
Assess
Alternatives
with Public

Identify
Improvement
Strategy with
SRC and Local
Leadership

> SRC = Study Review Committee



Discarded Alternatives



Alternative Scoring:

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	*****	Improves peak hour corridor operations to 125 % through 2045. No significant safety improvements over existing conditions.	***** (8.3)
Bicycle and Pedestrian Connectivity and Safety	24	*****	ADA's sidewalks and bicycle facilities.	
Property and Environmental Impacts	18	*****	No impacts to utilities, but added signal to have some minor property impacts. Overhead structure may have minor property impacts.	
Cost	35	*****	Estimated project cost: \$400k.	

Alternative Scoring

Scoring Category	Category Weight	Category Score	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●○○○○	●●●●●●●○○
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●○○○	
Property and Environmental Impacts	18	●●●●●●●●	
Cost	16	●●●●●●●○	

- Alternative Scoring
 - Technical Analysis
 - Engineering Judgment
- Scores ARE Comparative
- Scores ARE NOT Recommendations

Public Comment

- Your Opinion Matters!
- How to Participate;
 - Provide Feedback on Boards
 - Write Feedback on Comment Cards
 - E-mail Comments to Mike.bittner@kljeng.com



An aerial photograph showing a long, straight road corridor stretching from the foreground into the distance. The road is flanked by residential areas with houses and trees on the left, and more open, rural land with fields and scattered trees on the right. A semi-transparent dark grey rectangular overlay covers the central portion of the image, containing the title text. The overall scene is captured in a slightly desaturated, cool-toned palette.

Corridor Issues and Constraints

Roadway Configurations

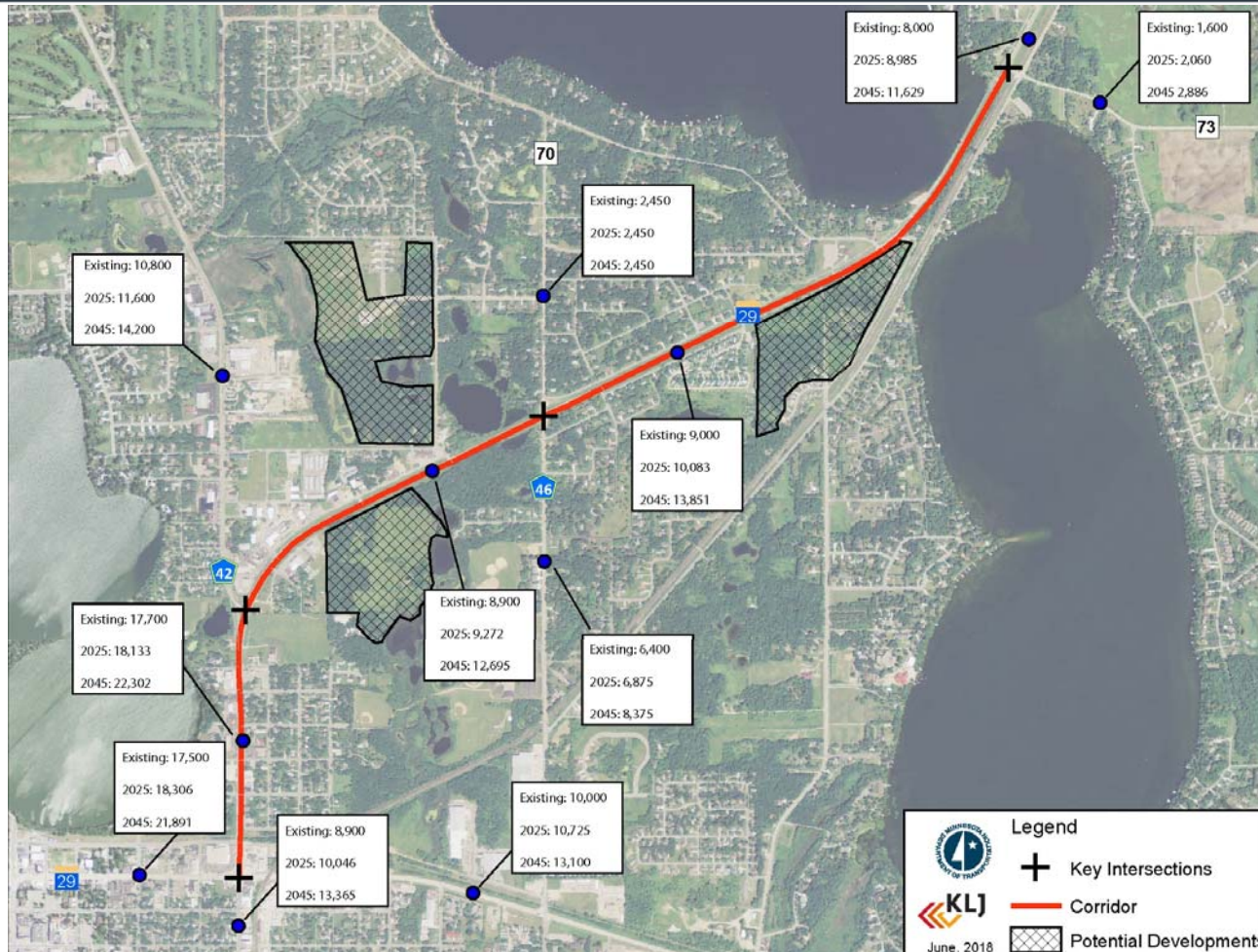


Crash History




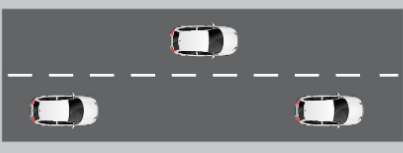
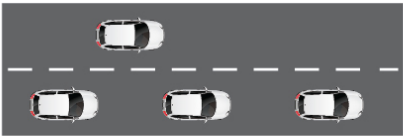
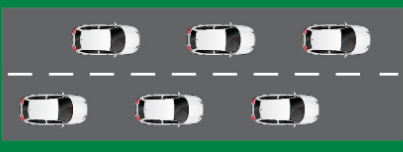

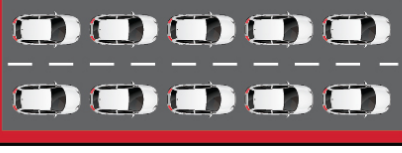
- 14 Crashes/Year
- 31% at 4 key intersections
- 37% resulting in injuries
- Corridor above Expected Crash Rate

Traffic Projections

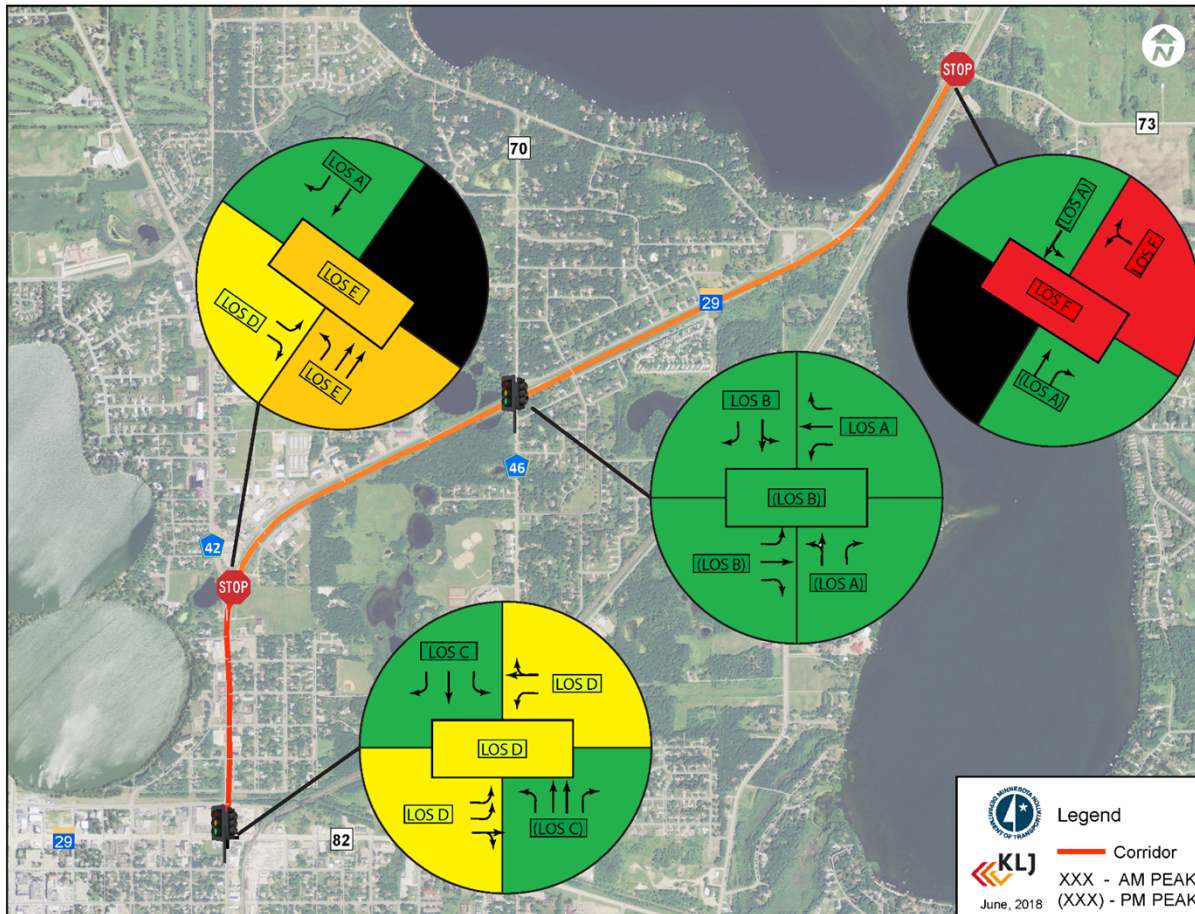


- Traffic Forecasts Consider;
 - Local Growth Areas
 - Regional Growth
 - Route Selection
- 2018: 8,000 - 17,700
- 2025: 9,000 – 18,100
- 2045: 11,600 – 22,300

Study Area

CAPACITY	TRAFFIC FLOW	DESCRIPTION	
Under		FREE FLOW Low volumes and no delays.	◇ LOS A
		STABLE FLOW Low volumes and speeds dictated by travel conditions.	◇ LOS B
		STABLE FLOW Speeds and maneuverability closely controlled due to higher volumes.	◇ LOS C
Approaching		RESTRICTED FLOW Higher density traffic restricts maneuverability and volumes approaching capacity.	◇ LOS D
At		UNSTABLE FLOW Low speeds, considerable delays, and volumes at or slightly over capacity.	◇ LOS E
Over		FORCED FLOW Very low speeds, volumes exceed capacity, and long delays with stop-and-go traffic.	◇ LOS F

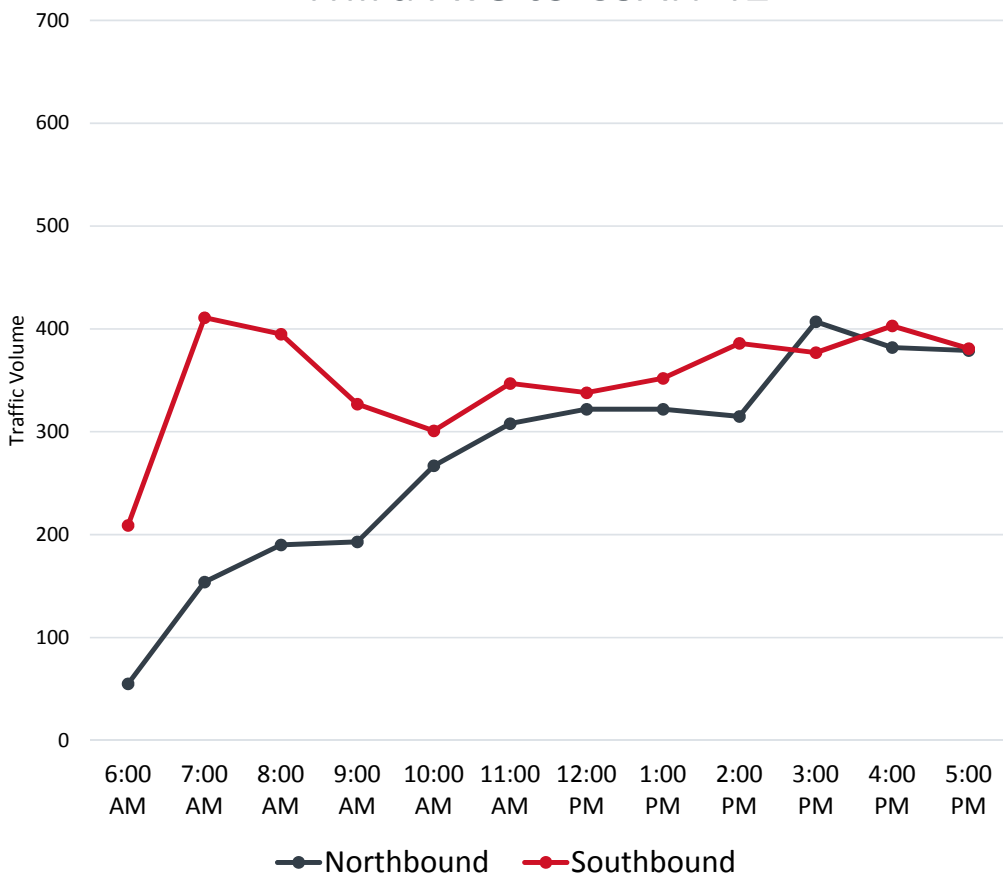
2045 Traffic Operations



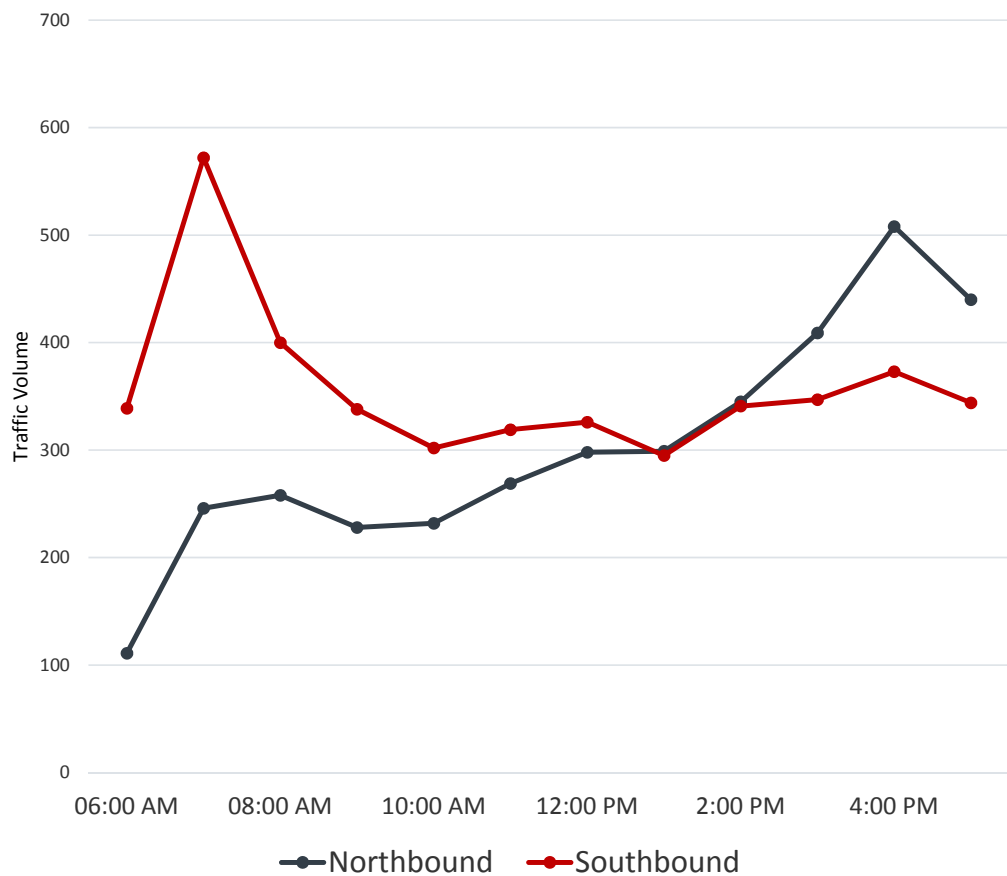
- Deficient Corridor Operations in 2018 south of Nokomis
- Corridor Operations worse than Intersections
- Queueing Issues;
 - 3rd Avenue
 - Nokomis Street
 - County Road 73

Traffic Flow

Third Ave to CSAH 42



CSAH 42 to CR 73



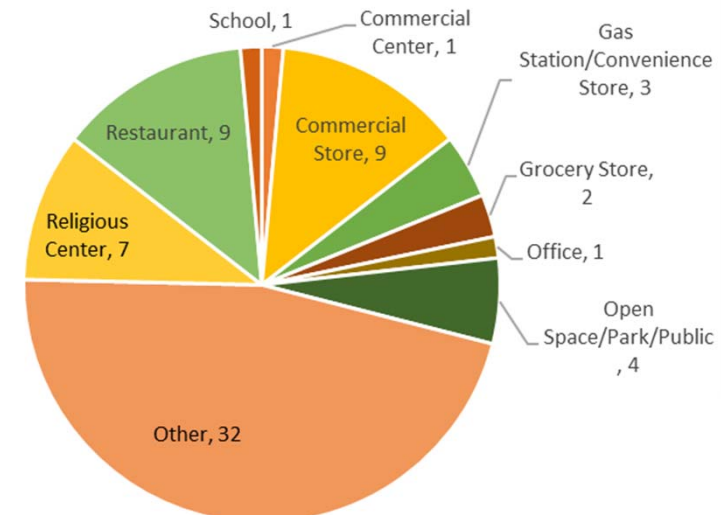
Pedestrian/Bicycle



➤ 69 Generators Along Corridor

➤ Minimal Activity Along the Corridor

➤ 2 Underpasses



Affected Environment

- Social/Economic
- Pedestrian/Bicycle
- Water Resources
- Parks, Recreation Areas, Refuges
- Regulated Materials/Hazardous Waste
- Environmental Justice
- Noise
- Historic and Archaeological Preservation
- Wildlife and Vegetation



Purpose and Need



An aerial photograph of a city intersection, likely 3rd Avenue, showing buildings, streets, and traffic. A semi-transparent dark grey overlay covers the central portion of the image, with the text 'Intersection: 3rd Avenue' overlaid on it. The text is in a bold, sans-serif font, with 'Intersection:' in red and '3rd Avenue' in white. The background shows a mix of commercial and residential buildings, parking lots with cars, and a street with traffic lights. The overall scene is captured from a high-angle perspective, showing the layout of the intersection and surrounding urban environment.

Intersection: 3rd Avenue

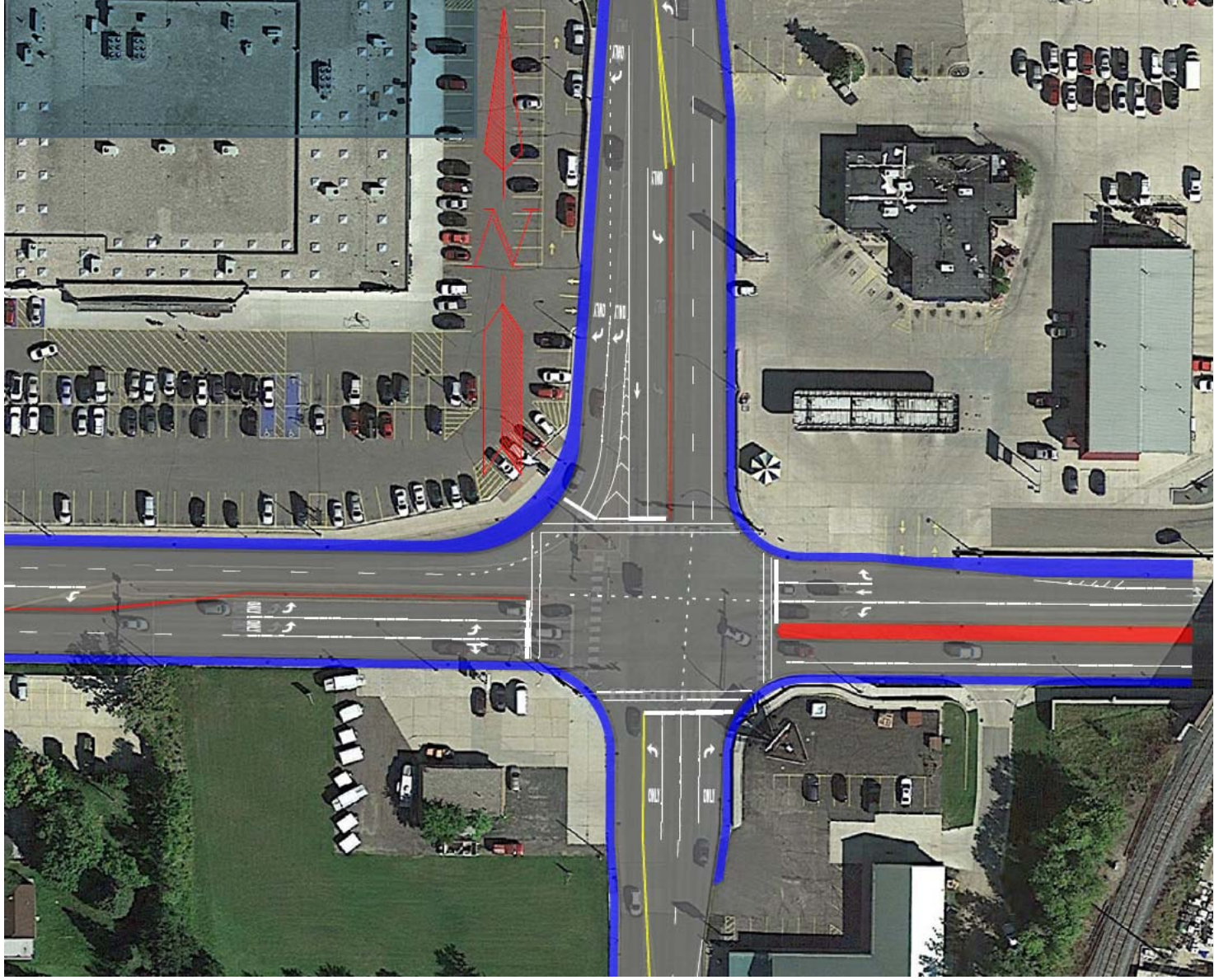
3rd Avenue (CSAH 82) Intersection



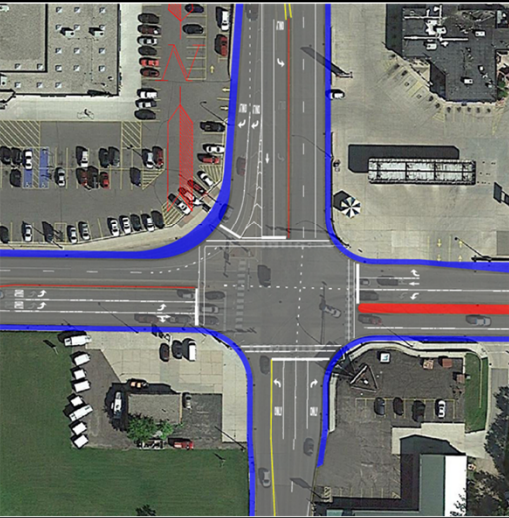
XXX AADT (Represents Year 2018) XXX AADT (Represents Year 2045)

- 2045 LOS D/E
- Queues Block Driveways on Each Approach
 - Worst WB and SB
- Dense Access Spacing
- Channelized Right-Turn Lane Challenging for Ped/Bike

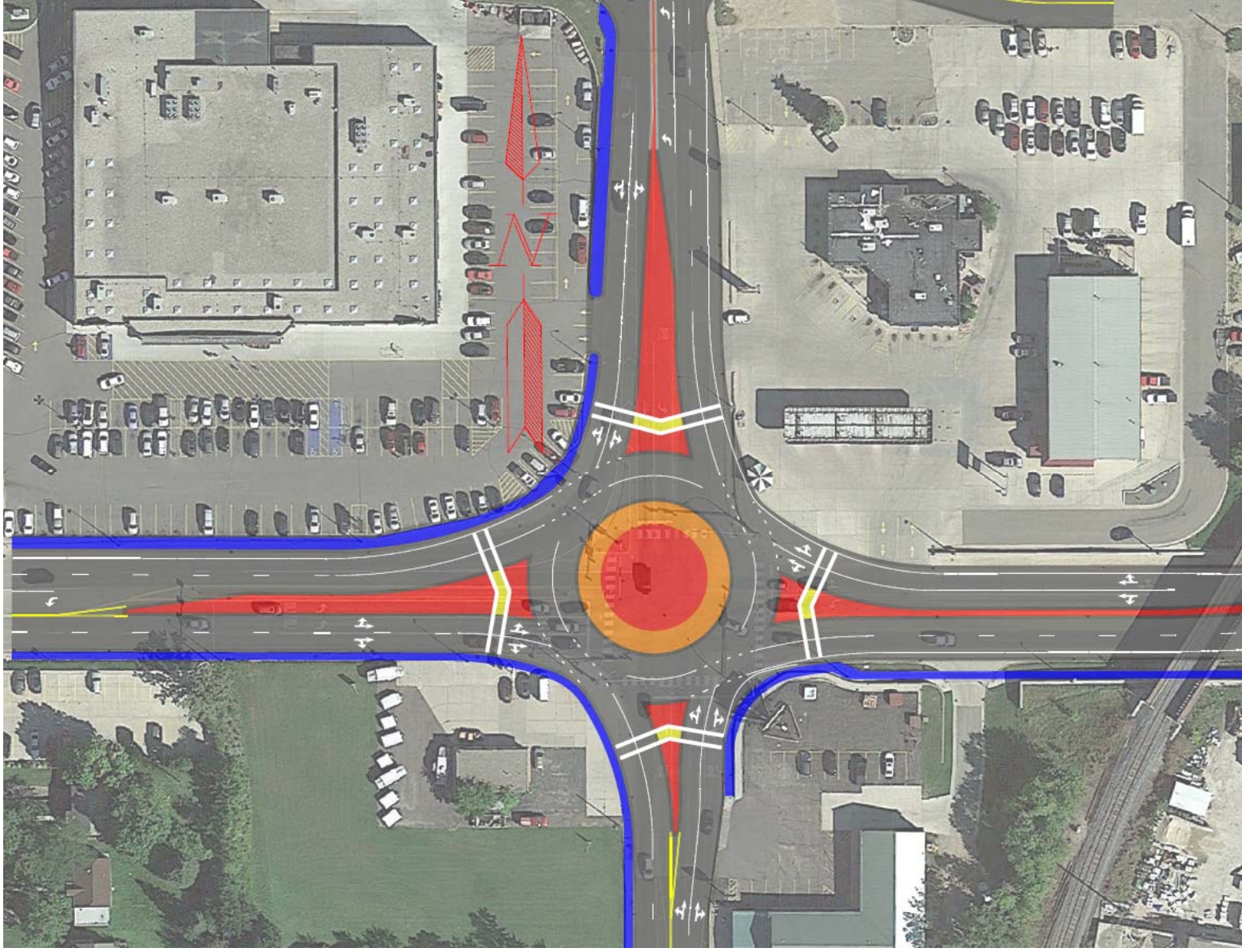
Major Intersection Improvements



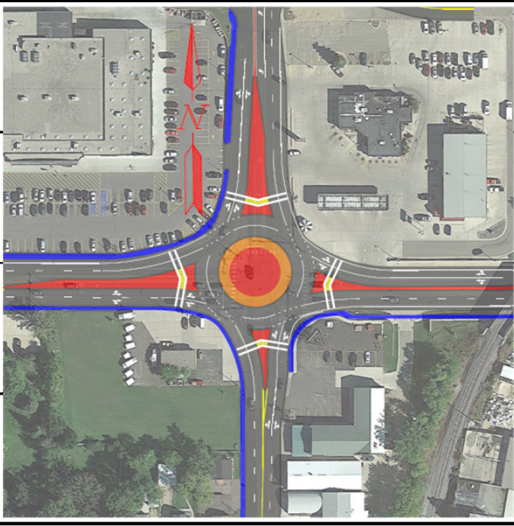
Major Intersection Improvements

Concept Drawing	Scoring Category	Category Weight	Category Score	Notes	Weighted Score
	Vehicle Efficiency and Safety	43	●●●●●●●●○○	Minor traffic flow improvements expected. Peak hour queuing still present, but minor improvements expected. Medians reduce the number of conflict points from nearby business accesses.	●●●●●●●●○○ (8.1)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	Removal of free southbound right turn movements improves nonmotorized crossing safety. Access management via medians reduces the amount of conflicts between vehicles and pedestrians.	
	Property and Environmental Impacts	18	●●●●●●●●○○	Fits within existing intersection footprint.	
	Cost	16	●●●●●●●●○○	Estimated project cost: \$200-250k	

2x2 Roundabout

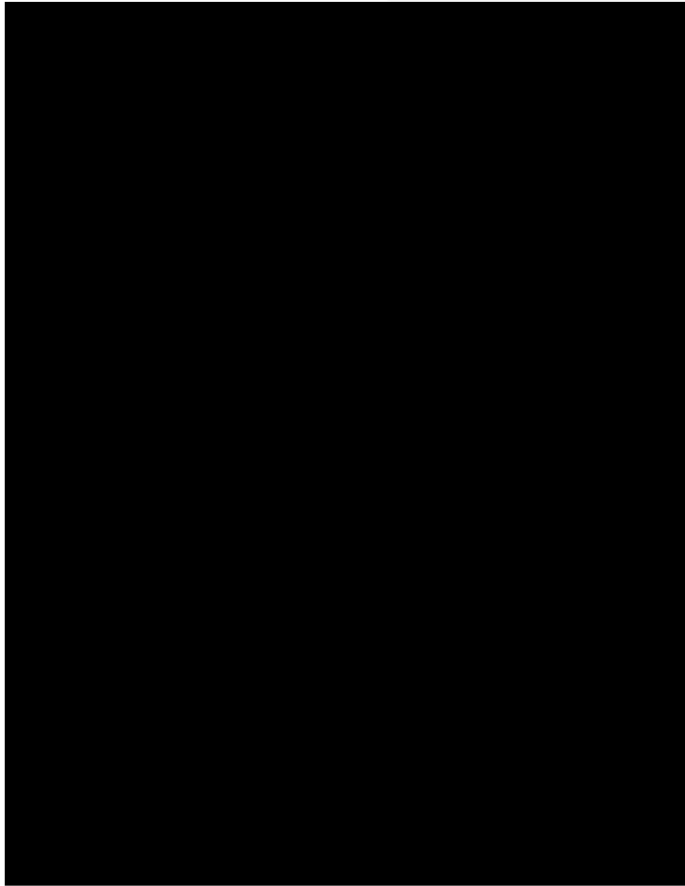
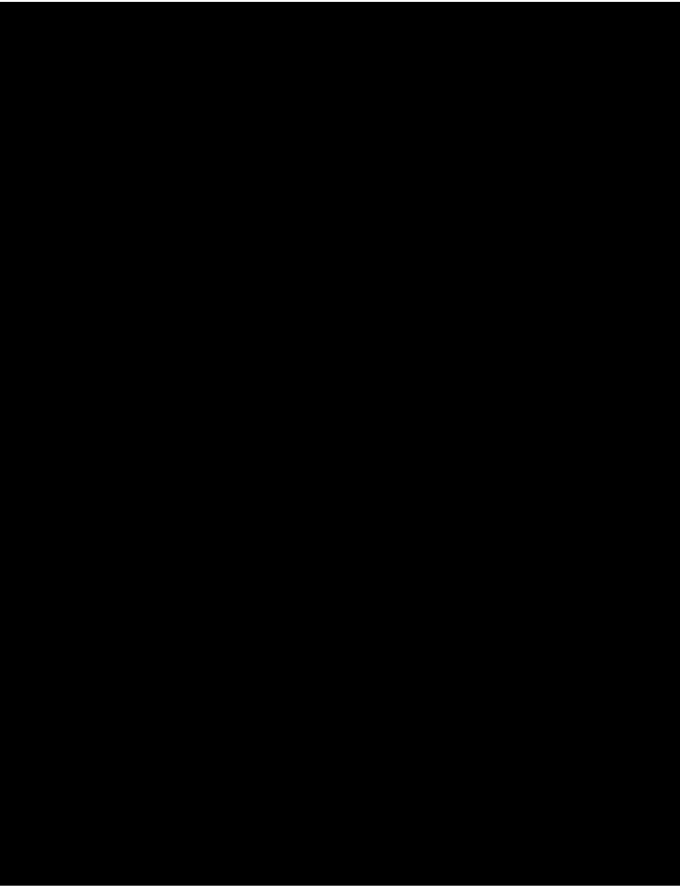


2x2 Roundabout

Concept Drawing	Scoring Category	Category Weight	Category Score	Notes	Weighted Score
	Vehicle Efficiency and Safety	43	●●●●●●●●	Significant traffic flow improvement with delays reduced by over 50%. Potential increase in crash frequency, but reduction in serious injury crashes. Splitter islands likely to reduce the number of conflict points on nearby accesses	●●●●●●○○○ (7.4)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●○○○	Removes pedestrian signal phases, but reduces entering vehicle speeds. Splitter islands allow pedestrians to cross one direction of traffic at a time. Access management via medians reduces the amount of conflicts between vehicles and nonmotorized users.	
	Property and Environmental Impacts	18	●●●●●○○○	Minor impacts to intersection corners likely.	
	Cost	16	○○○○○○○○○○	Estimated project cost: \$1.4-1.6 million	



2045 AM Peak Hour Operations



Existing

Major Signal Improvements

2x2 Roundabout

Summary

Alternative	Scoring Category	Category Weight	Category Score	Weighted Score
Do Nothing (Traffic Signal)	Vehicle Efficiency and Safety	43	●●●●●○○○	●●●●●○○○ (7.4)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●○○○	
	Property and Environmental Impacts	18	●●●●●●●●	
	Cost	16	●●●●●●●●	
Major Intersection Geometry Improvements	Vehicle Efficiency and Safety	43	●●●●●●○○	●●●●●○○○ (8.1)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●○○	
	Property and Environmental Impacts	18	●●●●●●○○	
	Cost	16	●●●●●○○○	
2x2 Roundabout	Vehicle Efficiency and Safety	43	●●●●●●●●	●●●●●○○○ (7.4)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●○○○	
	Property and Environmental Impacts	18	●●●●●●○○	
	Cost	16	○○○○○○○○○○	

An aerial photograph of an industrial or commercial area, possibly a lumber yard or construction site, with various buildings, parking lots, and stacks of materials. A semi-transparent dark grey rectangular overlay is centered over the image, containing text. The text is split into two lines: the first line starts with the word 'Corridor:' in red, followed by '3rd Avenue to' in white; the second line is 'Nokomis Street' in white. The background shows a mix of paved areas, snow patches, and industrial structures.

Corridor: 3rd Avenue to
Nokomis Street

Operations and Limitations



- LOS E Currently, LOS F in 2045
- 3rd Ave – Nokomis: 66-80 Feet



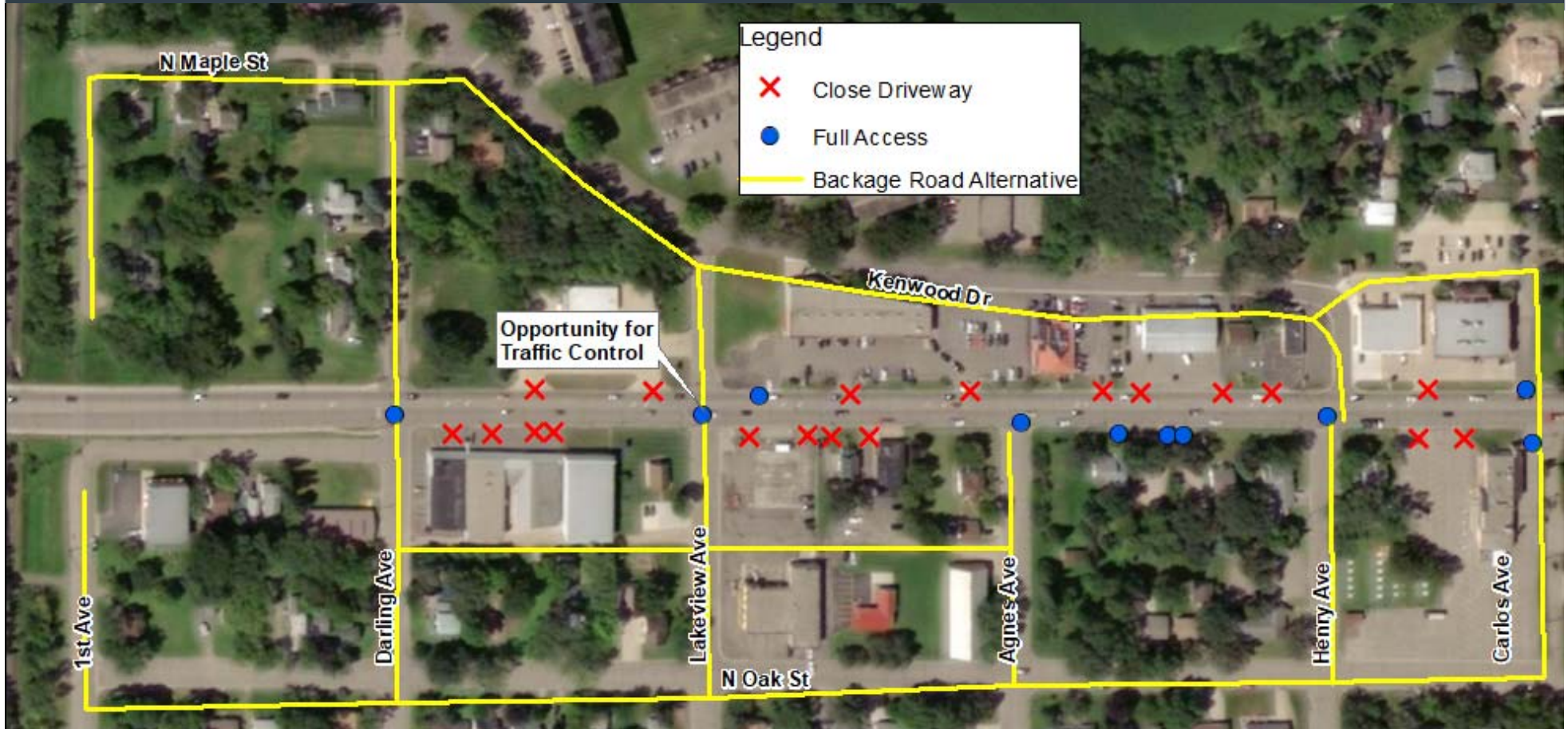
XXX AADT (Represents Year 2018) XXX AADT (Represents Year 2045)

3rd Avenue to CSAH 42

- 69 accesses per mile
- 5 times MnDOT standards
- +50% crash potential v. MnDOT access standards
- Above statewide average
- 21 crashes
- Caused by intersections/driveway
 - 52% Directly
 - 29% Indirectly

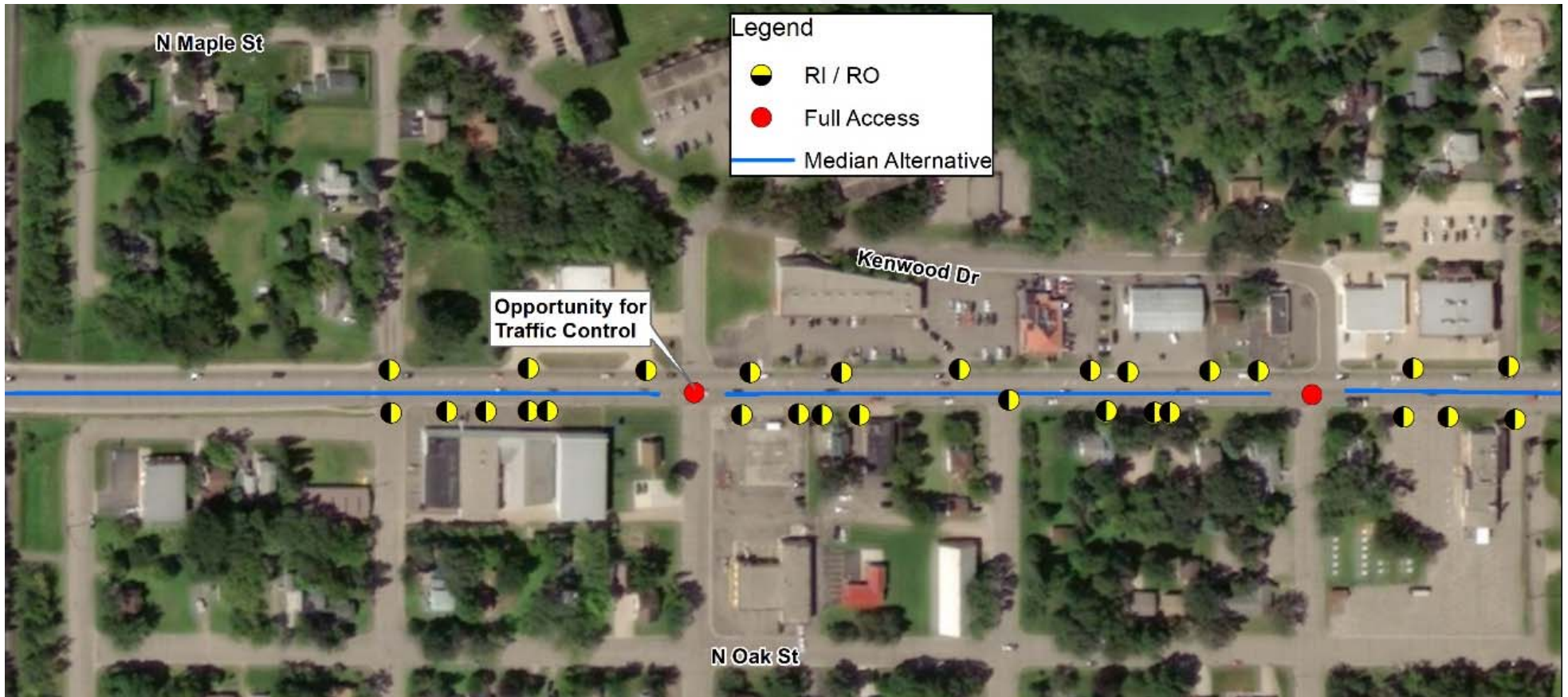


Access Management – Backage Road



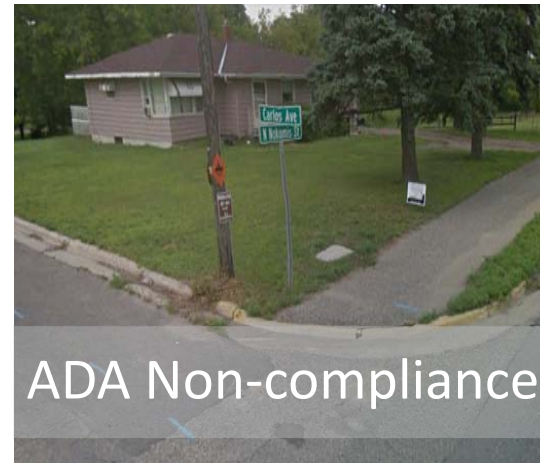
➤ Conflict points reduced by 47%

Access Management – Raised Median

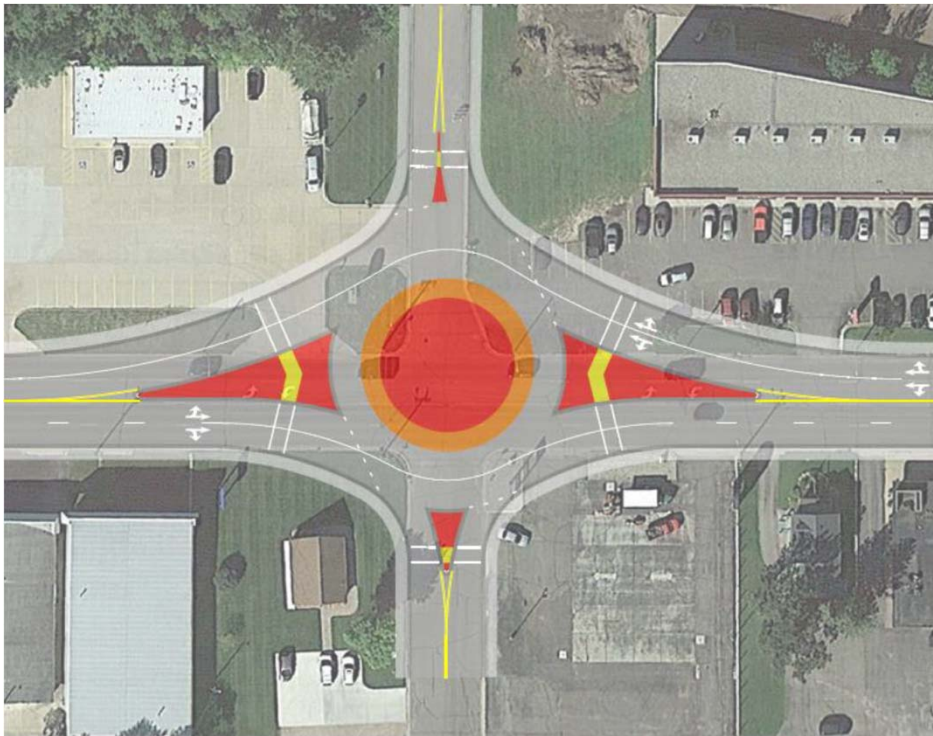


➤ Conflict points reduced by 55%

Barriers



Lakeview Avenue



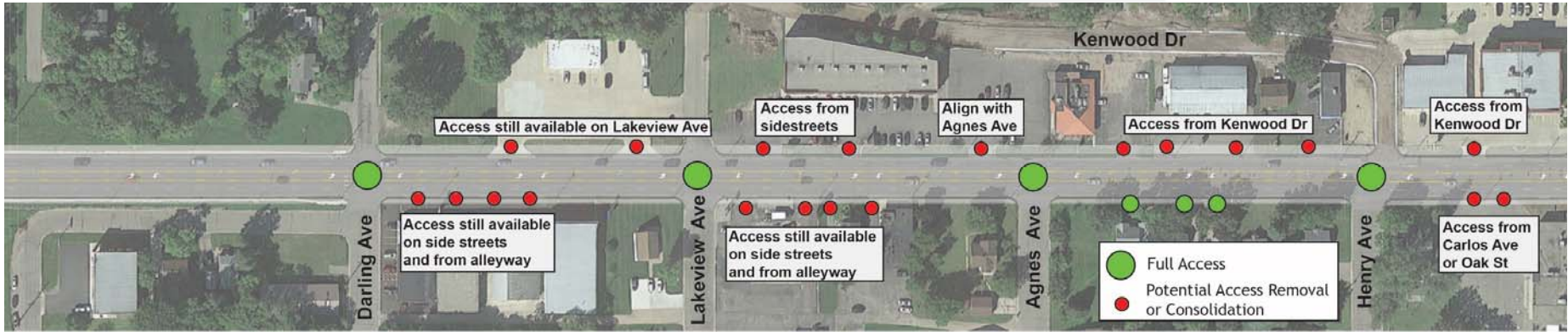
Traffic Control Opportunity

- ½ Between 3rd and Nokomis
- Ped/Bike Crossing Need
- Improved Access to TH 29 from Sidestreets
- Opportunity for Signal or Roundabout

Expanded Bike Network



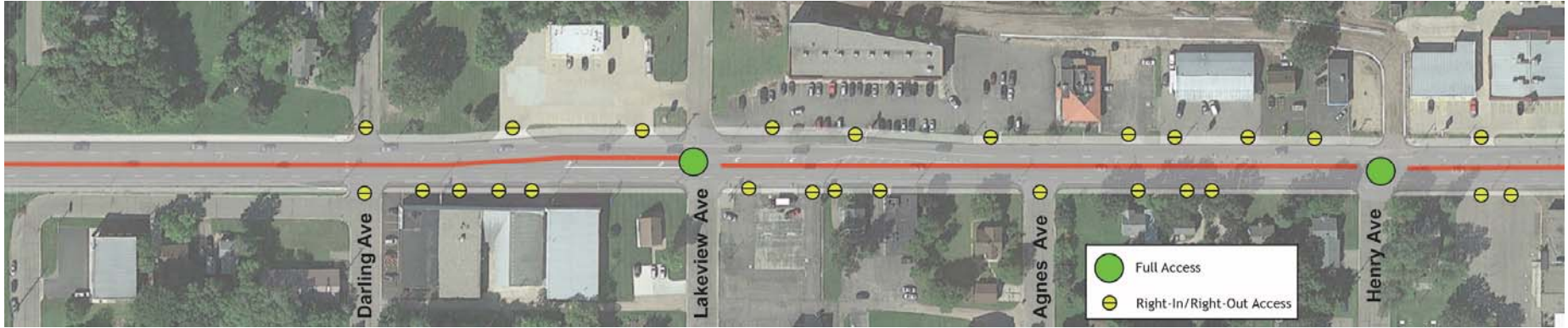
5-Lane Section



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●○○	Increased capacity improves traffic flow and improves gap selection for side street vehicles. Consolidation of redundant accesses will reduce the number of conflict points and improve traffic operations and safety.	●●●●●○○○ (5.8)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●○○	Adds sidewalks and bicycle facilities (north side shared use path). Access management reduces number of conflicts between cars and pedestrians/bikes.	
Property and Environmental Impacts	18	○○○○○○○○	75' typical roadway width would impact business parking on the west side of the corridor and residential yards on the east side of the corridor.	
Cost	16	●●●○○○○○	Estimated project cost: \$715k	



4/5 Lanes with Raised Medians



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●○	Increased capacity improves traffic flow and improves gap selection for side street vehicles. Consolidation of redundant accesses will reduce the number of conflict points and improve traffic operations and safety.	●●●●●○●● (6.3)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○	Adds sidewalks and bicycle facilities (north side shared use path). Access management reduces number of conflicts between cars and pedestrians/bikes.	
Property and Environmental Impacts	18	○○○○○○○○○○	70' typical roadway width would impact business parking on the west side of the corridor and residential yards on the east side of the corridor.	
Cost	16	●●●○○○○○○○	Estimated project cost: \$660k	



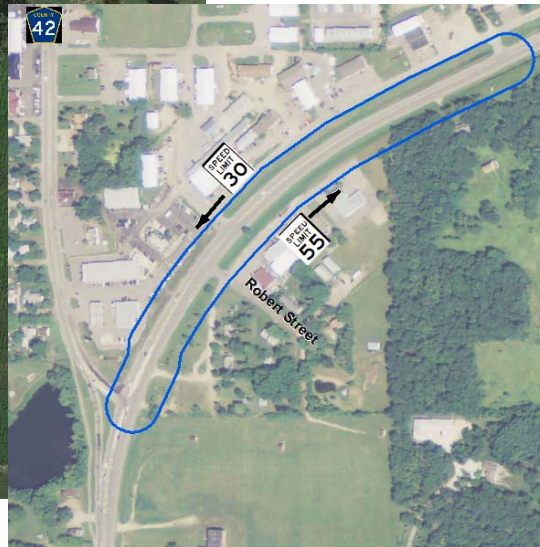
Summary

Alternative	Scoring Category	Category Weight	Category Score	Weighted Score
Do Nothing	Vehicle Efficiency and Safety	43	○○○○○○○○○○	●●●○○○○○○○ (3.4)
	Bicycle and Pedestrian Connectivity and Safety	24	○○○○○○○○○○	
	Property and Environmental Impacts	18	●●●●●●●●●●	
	Cost	16	●●●●●●●●●●	
Five-Lane Section with Access Management	Vehicle Efficiency and Safety	43	●●●●●●●●○○	●●●●●○○○○○ (5.8)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	
	Property and Environmental Impacts	18	○○○○○○○○○○	
	Cost	16	●●●○○○○○○○	
Four/Five-Lane Section With Median	Vehicle Efficiency and Safety	43	●●●●●●●●○○	●●●●●○○○○○ (6.3)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	
	Property and Environmental Impacts	18	○○○○○○○○○○	
	Cost	16	●●●○○○○○○○	

An aerial photograph of a street intersection, likely in a commercial or industrial area. The image is partially obscured by a semi-transparent dark grey overlay. The text "Intersection: Nokomis Street" is centered on this overlay. The background shows a multi-lane road with traffic lights, several buildings, and a large lot filled with stacks of materials, possibly lumber or construction supplies. The ground is partially covered in snow, suggesting a winter or early spring setting.

Intersection: Nokomis
Street

Nokomis Street (CSAH 42) Intersection

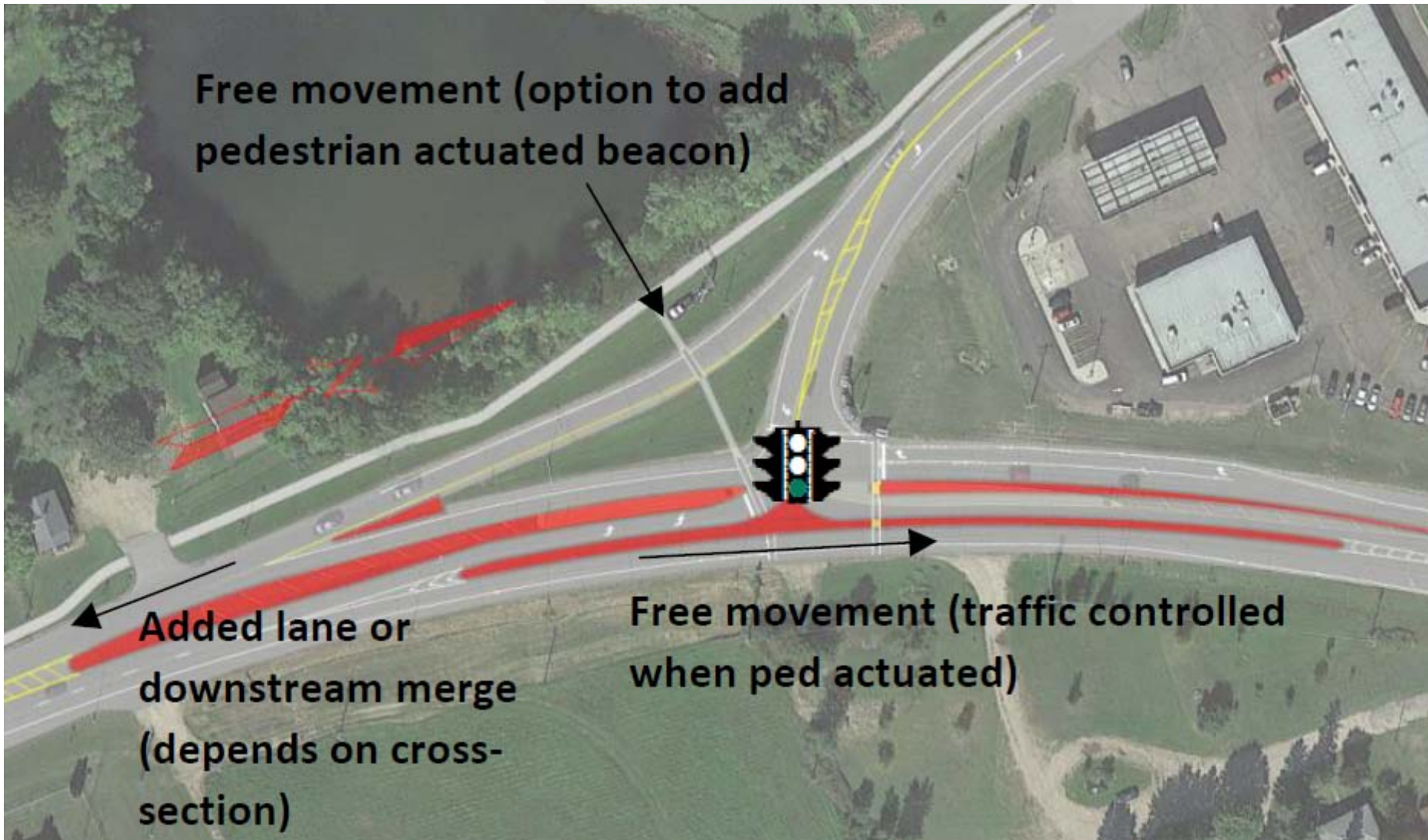


- Critical Crash Area
- Speed Differentials
- Sharp Angled at Merge
- Future Operations – LOS E

- Future NB and EB Queuing
- Signal Warrants Met ~2035

XXX AADT (Represents Year 2045)


Green T-Intersection



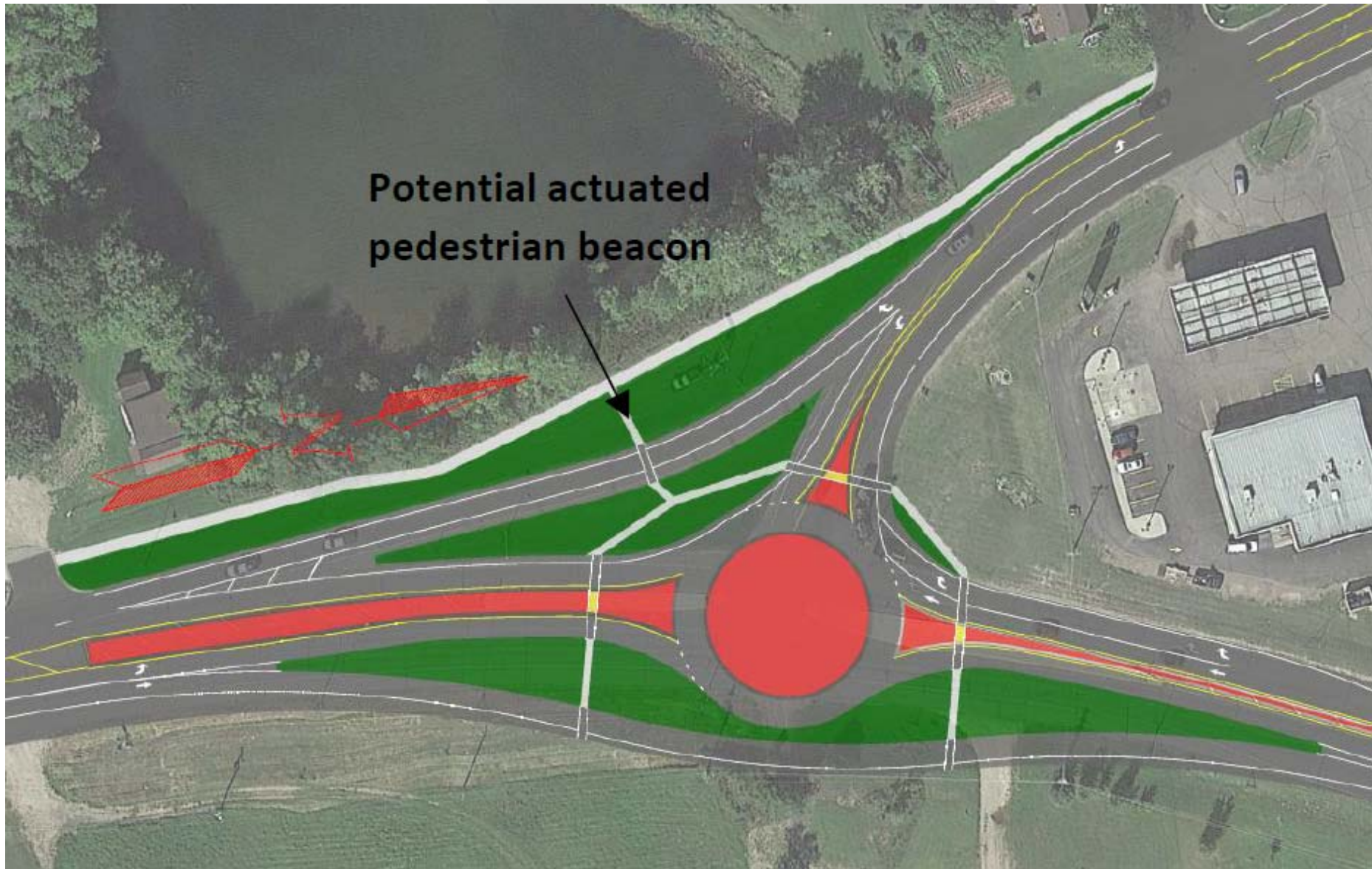
Green T-Intersection

<https://www.youtube.com/watch?v=Tp9cXTAp1o>

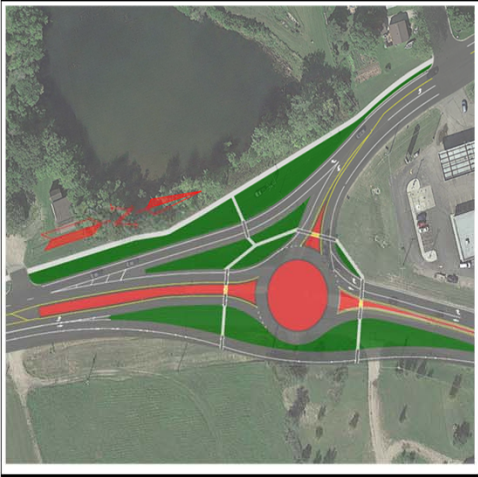
Green T-Intersection

Concept Drawing	Scoring Category	Category Weight	Category Score	Notes	Weighted Score
	Vehicle Efficiency and Safety	43	●●●●●●●○	Significantly improved traffic flow, crash potential reduction.	●●●●●●●○ (8.7)
	Bicycle and Pedestrian Connectivity and Safety	26	●●●●●●●○	Adds pedestrian signal control and refuge islands. Remaining conflicts associated with free flow minor approach right turn movement can be mitigated with pedestrian beacon.	
	Property and Environmental Impacts	17	●●●●●●●●	Fits within existing roadway footprint.	
	Cost	15	●●●●●○○○	Estimated project cost: \$350-400k	

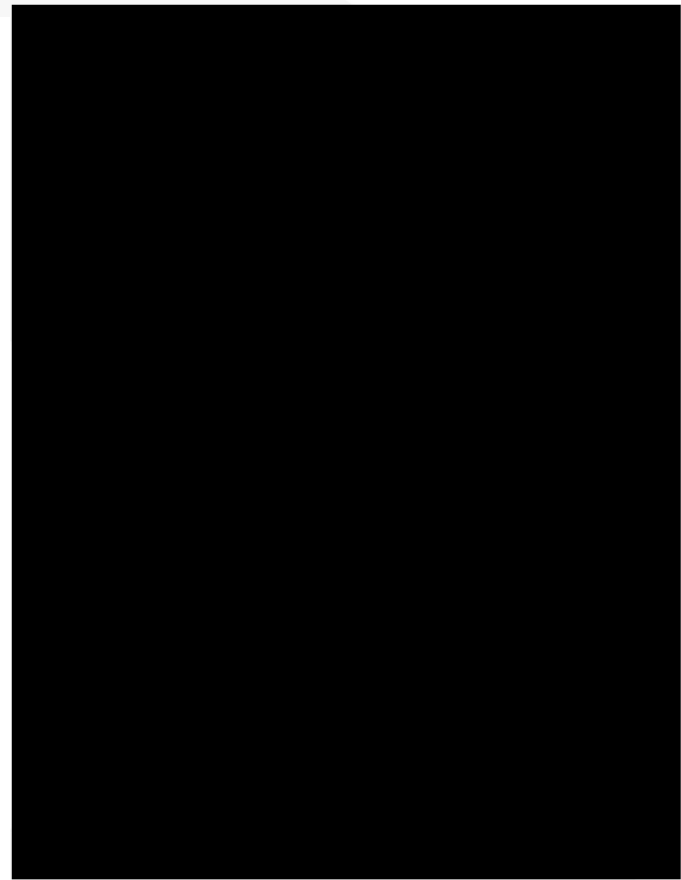
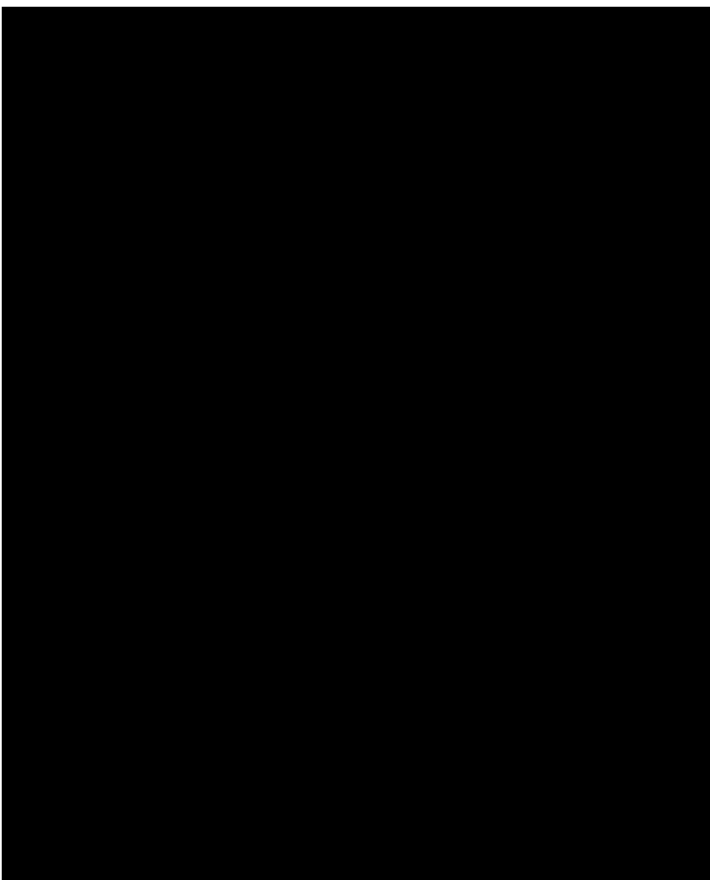
Continuous Roundabout



Continuous Roundabout

Concept Drawing	Scoring Category	Category Weight	Category Score	Notes	Weighted Score
	Vehicle Efficiency and Safety	43	●●●●●●●●	Significantly improved traffic flow and reduced crash potential.	●●●●●●○○○ (6.6)
	Bicycle and Pedestrian Connectivity and Safety	26	●●●○○○○○○○	Northbound through movement and eastbound right turning movement present pedestrian crossing challenges without supplemental beacons.	
	Property and Environmental Impacts	17	●●●●●●●○○	Minor right-of-way acquisition needed, but no building impacts.	
	Cost	15	●○○○○○○○○○	Estimated project cost: \$1 million.	

2045 PM Peak Hour Operations




Existing

Continuous Green-T

Continuous Roundabout

Summary

Alternative	Scoring Category	Category Weight	Category Score	Weighted Score
Do Nothing (Minor Approach Stop Control)	Vehicle Efficiency and Safety	43	●●●○○○○○○○	●●●●●○○○○○ (4.7)
	Bicycle and Pedestrian Connectivity and Safety	26	●○○○○○○○○○	
	Property and Environmental Impacts	17	●●●●●●●●●	
	Cost	15	●●●●●●●●●	
Continuous Green-T	Vehicle Efficiency and Safety	43	●●●●●●●●○	●●●●●●●●○ (8.7)
	Bicycle and Pedestrian Connectivity and Safety	26	●●●●●●●●○	
	Property and Environmental Impacts	17	●●●●●●●●●	
	Cost	15	●●●●●○○○○	
Continuous Roundabout	Vehicle Efficiency and Safety	43	●●●●●●●●●	●●●●●●●●○ (6.6)
	Bicycle and Pedestrian Connectivity and Safety	26	●●●○○○○○○○	
	Property and Environmental Impacts	17	●●●●●●●○○	
	Cost	15	●○○○○○○○○○	

An aerial photograph of an industrial or commercial area, possibly a lumber yard or warehouse district, with various buildings, parking lots, and stacks of materials. A semi-transparent dark grey rectangular overlay is centered over the image, containing the text 'Corridor: Nokomis St to McKay Ave'. The word 'Corridor:' is in red, and the rest of the text is in white.

Corridor: Nokomis St to
McKay Ave

Nokomis Street to McKay Avenue



XXX AADT (Represents Year 2018) XXX AADT (Represents Year 2045)

- Future Growth Area
- Rural Assessment;
 - LOS D/E in 2018
 - LOS F in 2045
- Urban Assessment;
 - LOS B in 2045
 - LOS F at Sidestreets
- Opportunity for turn lanes
- Minimal Ped/Bike Facilities

Trail + Access Management



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●○○○○○	Access Management improvements to improve traffic operations and safety.	●●●●●●○○○ (5.2)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●○○○	Low stress pedestrian and bicycle facility	
Property and Environmental Impacts	18	●●●●●●○○○	No impacts to curb lines, but added trails may have some minor property impacts.	
Cost	16	●●○○○○○○○	Estimated project cost: \$775K	



4-Lane Section + Trail + Access Management



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●●	Lane add coupled with access management improvements will improve traffic operations and safety.	●●●●●●●●○○ (7.1)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○○	Low stress pedestrian and bicycle facility	
Property and Environmental Impacts	18	●●●●○○○○○	Fits within existing ROW, but will require roadway widening with the potential for some minor impacts.	
Cost	16	○○○○○○○○○	Estimated project cost: \$3.2M	



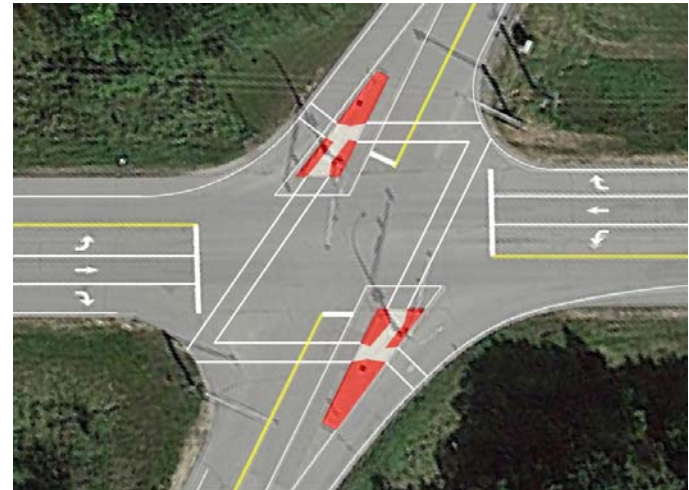
Summary

Alternative	Scoring Category	Category Weight	Category Score	Weighted Score
Do Nothing	Vehicle Efficiency and Safety	43	●●○○○○○○○○	●●●●○○○○○○ (4.3)
	Bicycle and Pedestrian Connectivity and Safety	24	○○○○○○○○○○	
	Property and Environmental Impacts	18	●●●●●●●●	
	Cost	16	●●●●●●●●	
Frontage Roads and Trails	Vehicle Efficiency and Safety	43	●●●●○○○○○○	●●●●●●○○○○ (5.2)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○○○	
	Property and Environmental Impacts	18	●●●●●●○○○○	
	Cost	16	●●○○○○○○○○	
Four-Lane Section, Frontage Roads and Trails	Vehicle Efficiency and Safety	43	●●●●●●●●	●●●●●●●○○○ (7.1)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○○○	
	Property and Environmental Impacts	18	●●●●●○○○○○	
	Cost	16	○○○○○○○○○○	

McKay Avenue (CSAH 46) Intersection



- Acceptable Operations
- Low Crash Rate
- Pedestrian/Bicycle Crossing Opportunity
- Traffic Control Consistency



An aerial photograph of a commercial area, likely a retail or industrial corridor. The image shows several large buildings, parking lots with cars, and a road network. A semi-transparent dark grey rectangular overlay is centered over the image, containing the text 'Corridor: McKay Ave to CR 73'. The word 'Corridor:' is in red, and the rest of the text is in white.

Corridor: McKay Ave to
CR 73

McKay Avenue to CR 73



XXX AADT (Represents Year 2018) XXX AADT (Represents Year 2045)

- Above Statewide Crash Rate
- Crash History Primarily Rear-ends and Sideswipes
- Mix of no turn lanes, turn lanes and bypass lanes
- Rural Assessment;
 - LOS D in 2018
 - LOS F in 2045
- Urban Assessment;
 - LOS B in 2045
 - LOS F at Sidestreets
- Sporadic Ped/Bike Facilities

Trail + Access Management



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●○●●●○	Access Management improvements to improve traffic operations and safety.	●●●●●○ (6)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○	Low stress pedestrian and bicycle facility	
Property and Environmental Impacts	18	●●●●●●○●	No impacts to curb lines, but added trails may have some minor property impacts.	
Cost	16	●●●●●○●○	Estimated project cost: \$125-250K	



4-Lane Section + Trail + Access Management



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●○○○	Lane add coupled with access management improvements will improve traffic operations and safety.	●●●●●○○○ (6.3)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●○○○	Low stress pedestrian and bicycle facility	
Property and Environmental Impacts	18	●●●●○○○○○	Fits within existing ROW, but will require roadway widening with the potential for some minor impacts.	
Cost	16	○○○○○○○○○	Estimated project cost: \$4M	



Summary

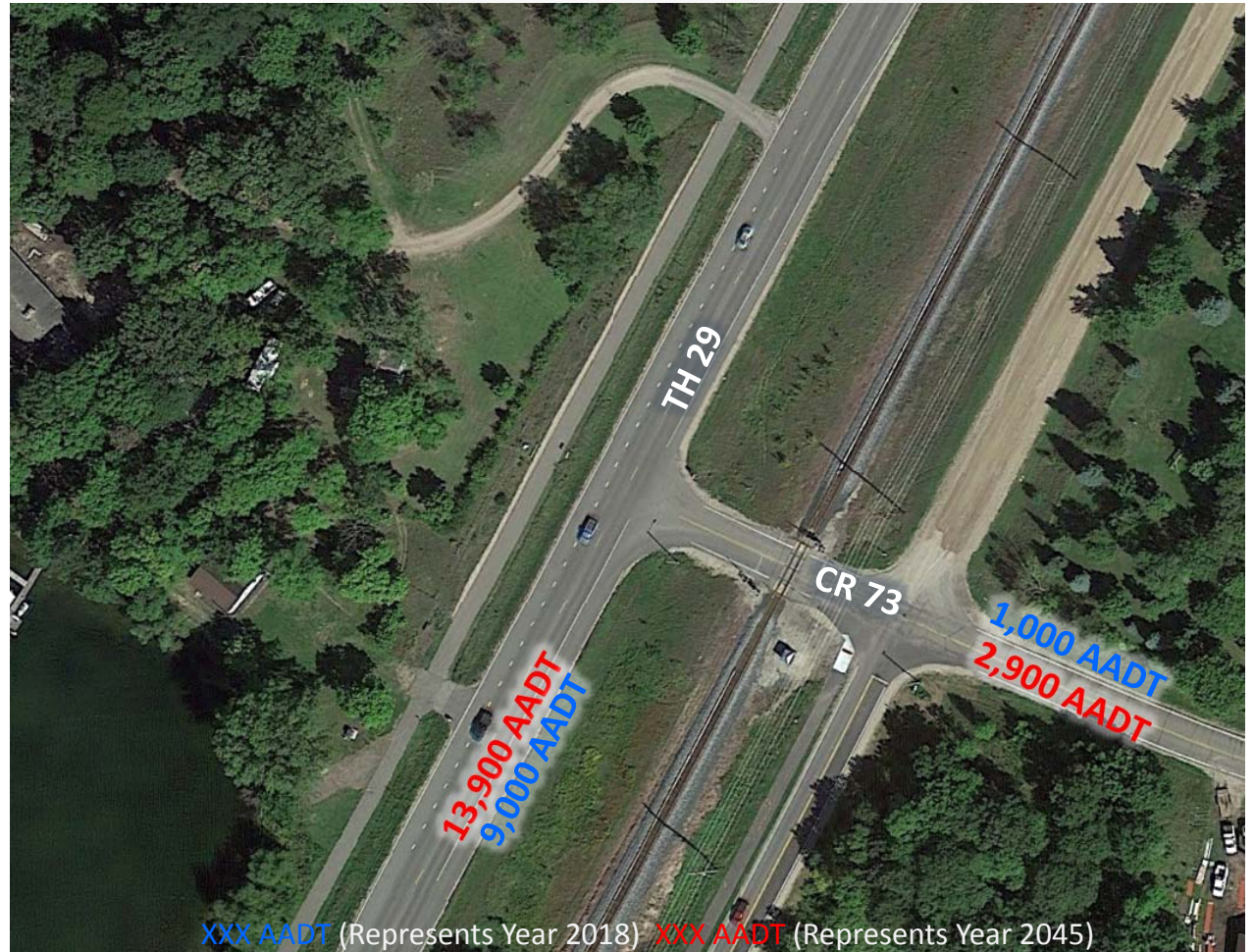
Alternative	Scoring Category	Category Weight	Category Score	Weighted Score
Do Nothing	Vehicle Efficiency and Safety	43	●○○○○○○○○	●●●○○○○○ (4.3)
	Bicycle and Pedestrian Connectivity and Safety	24	○○○○○○○○○○	
	Property and Environmental Impacts	18	●●●●●●●●	
	Cost	16	●●●●●●●●	
Access Management and Trails	Vehicle Efficiency and Safety	43	●●●●○○○○○○	●●●●●○○○○ (6.0)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○○	
	Property and Environmental Impacts	18	●●●●●●○○○	
	Cost	16	●●●●●●○○○	
Four-Lane Section, Access Management and Trails	Vehicle Efficiency and Safety	43	●●●●●●●○○	●●●●●○○○○ (6.3)
	Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○○	
	Property and Environmental Impacts	18	●●●●○○○○○○	
	Cost	16	○○○○○○○○○○	

An aerial photograph of an industrial area, likely a lumber yard or construction site, showing various buildings, parking lots, and stacks of materials. A semi-transparent dark grey rectangular overlay is centered over the image, containing the text 'Intersection: County Road 73'. The text is split into two lines: 'Intersection: County' in red and 'Road 73' in white. The background shows a complex network of roads and industrial structures under a clear sky.

**Intersection: County
Road 73**

CR 73

- Sideswipe and rear-ends at consecutive bypass lanes
- Above statewide average
- 1 crash per year
- Ped/Bike Crossing Challenges
- Minor Approach LOS "F" by 2045

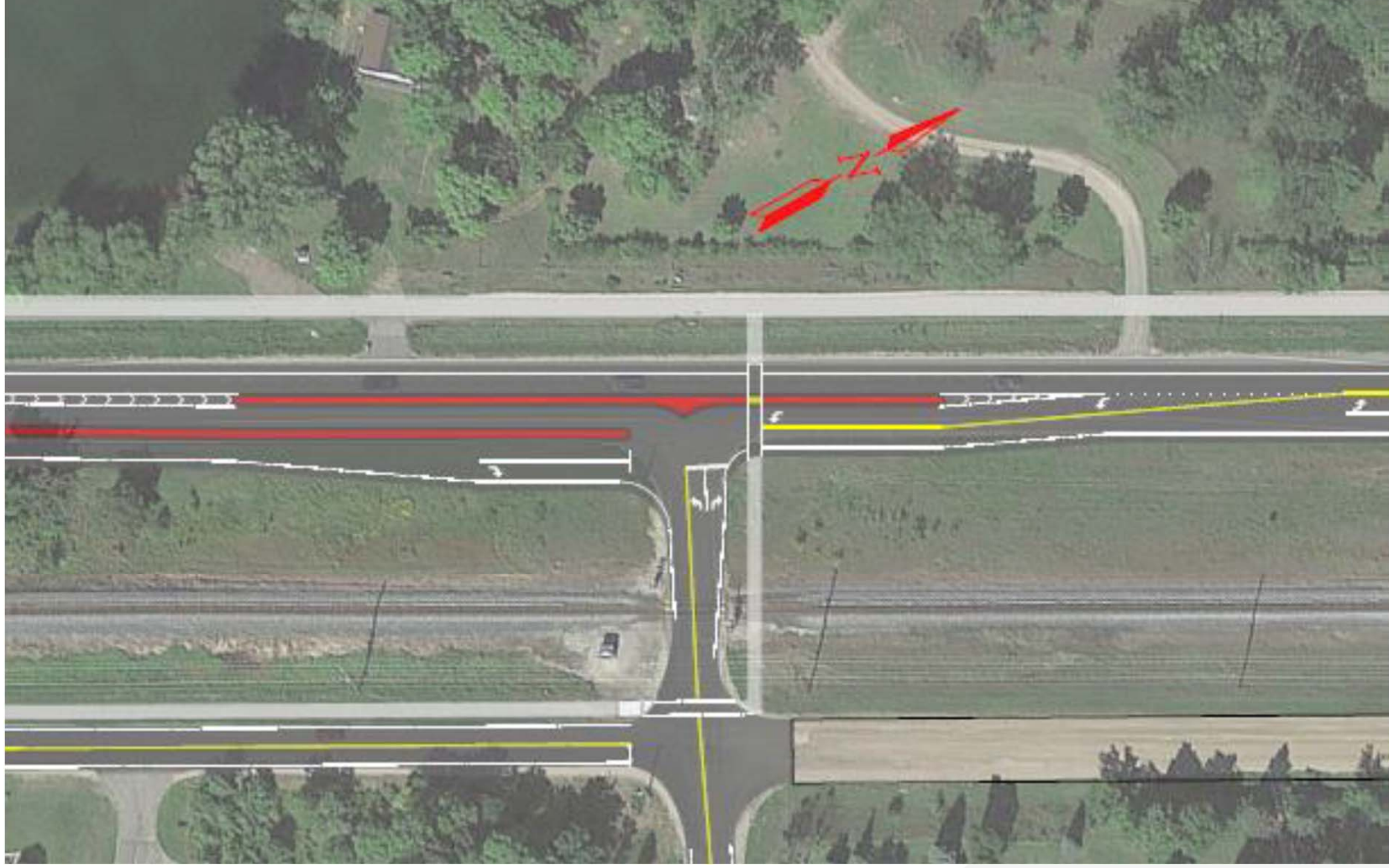


Railroad Crossing

- Forecasted Queueing Issues Across Tracks by 2045
- 6 Trains or More/Day
- Meets Warrant 9 requirements
- No vehicular/train crashes reported



Continuous T-Intersection (Unsignalized)



Continuous T-Intersection (Unsignalized)

Concept Drawing	Category	Category Weight	Category Score	Notes	Weighted Score
	Vehicle Efficiency and Safety	46	●●●●●●○○○	Significant delay improvement for side street vehicles, however potential conflicts with railroad crossing remain due to minor approach stop control.	●●●●●○○○○ (6.4)
	Bicycle and Pedestrian Connectivity and Safety	28	●●●●○○○○○	Medians provide refuge island for crossing non-motorized users.	
	Property and Environmental Impacts	11	●●●●●●○○○	Larger roadway footprint, but no property or right-of-way impacts.	
	Cost	14	●●●●●○○○○	Estimated project cost: \$400k	

Summary

Alternative	Scoring Category	Category Weight	Category Score	Weighted Score
Do Nothing (Minor Approach Stop Control)	Vehicle Efficiency and Safety	46	●○○○○○○○○	(3.0)
	Bicycle and Pedestrian Connectivity and Safety	28	○○○○○○○○	
	Property and Environmental Impacts	11	●●●●●●●●	
	Cost	14	●●●●●●●●	
Continuous T Intersection (Unsignalized)	Vehicle Efficiency and Safety	46	●●●●●○○○	(6.4)
	Bicycle and Pedestrian Connectivity and Safety	28	●●●●○○○○	
	Property and Environmental Impacts	11	●●●●●●○○	
	Cost	14	●●●●●○○○	

An aerial photograph of a commercial district, possibly a shopping center or office park, with a semi-transparent dark grey overlay. The text "Next Steps" is centered in white. The background shows various buildings, parking lots with cars, and a road intersection. In the upper right, there are large stacks of materials, possibly lumber or construction supplies. In the lower right, a sign for "OLLIE'S" is partially visible.

Next Steps

Next Steps

February: Review and Process Public Comments

April: Summarize Findings and Present to City Council and County Commission

March: Review Comments with MnDOT, City and County

How to Provide Feedback

- Informally at the Meeting
- Formally via Comment Card
- Comment Boards
- E-mail:
Mike.Bittner@kljeng.com



Hwy 29 Alexandria

Corridor Study

[Project Home](#) [ADA](#) [Contacts](#)

Study Summary

The Minnesota Department of Transportation is currently conducting a corridor study on Highway 29 in Alexandria. Highway 29 is an important roadway for residents in north Alexandria and also serves as the primary entry point on the north side of the city.

The purpose of this study is to establish a vision for the corridor and to identify future roadway improvements to better serve all travel types (i.e. local versus regional traffic) and travel modes (i.e. cars, bikes, pedestrians).

Get involved

Public Meeting - Feb. 6, 2019

- *Where:* Douglas County Public Works Building, 526 Willow Drive, Alexandria
- *When:* Open forum from 4 to 7 p.m. with formal presentation at 5:30 p.m.

Can't attend the public meeting? We still would like to hear from you. Send written comments by February 22 to:

Mike Bittner, Project Manager

