



County Road 26 (70th Street E.) from Allen Way to Cahill Avenue Improvement Project

WELCOME

to the **OPEN HOUSE**

APRIL 1ST, 2025 // 4:30-7:30pm

FORMAT:

4:30 - 6 p.m: TH 52 to Cahill Avenue

6-7:30 p.m: Allen Way to TH 52

ROADWAY TYPICAL SECTION - ALLEN WAY TO TH 52

EXISTING TYPICAL SECTION



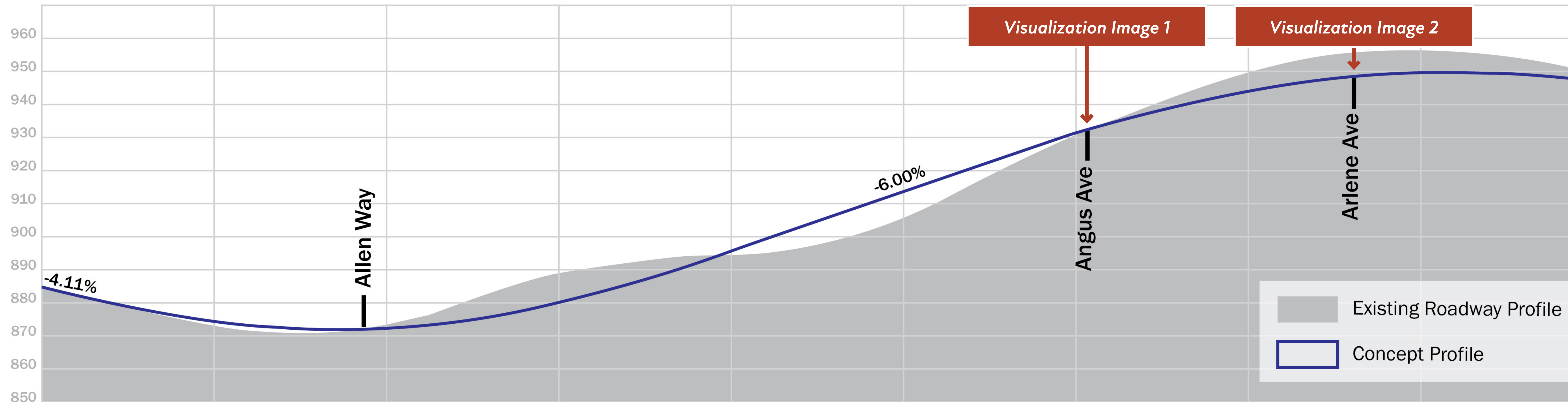
- One through lane in each direction
- Rural Section (no curb and gutter) with narrow gravel shoulder
- Inconsistent turn lanes at side street intersections

PROPOSED ROADWAY TYPICAL SECTION



- One through lane in each direction
- Addition of curb and gutter with shoulders
- Multi-use trail on both sides of roadway
- Right and left turn lanes at City street intersections
- Retaining walls being evaluated

ROADWAY VERTICAL PROFILE



THE PROJECT TEAM EVALUATED 4 CONCEPTS. THIS CONCEPT WAS CHOSEN AS IT:

- Improves sight distance at Arlene Avenue and Angus Avenue
 - Existing Angus Avenue Sight Distance - 419 ft, Proposed Angus Avenue Sight Distance - 607 ft
- Smooths out the existing rolling hills
- Supports constructability of all driveway and street connections
- Considers earthwork removal and infill volumes

County Road 26 (70th Street E.) from Allen Way to Cahill Avenue Improvement Project

CP 26-68: Allen Way to Cahill Avenue Segment

SIGHT DISTANCE VISUALIZATION IMAGES

IMAGE 1 - ANGUS AVENUE

Looking East

Current



Proposed



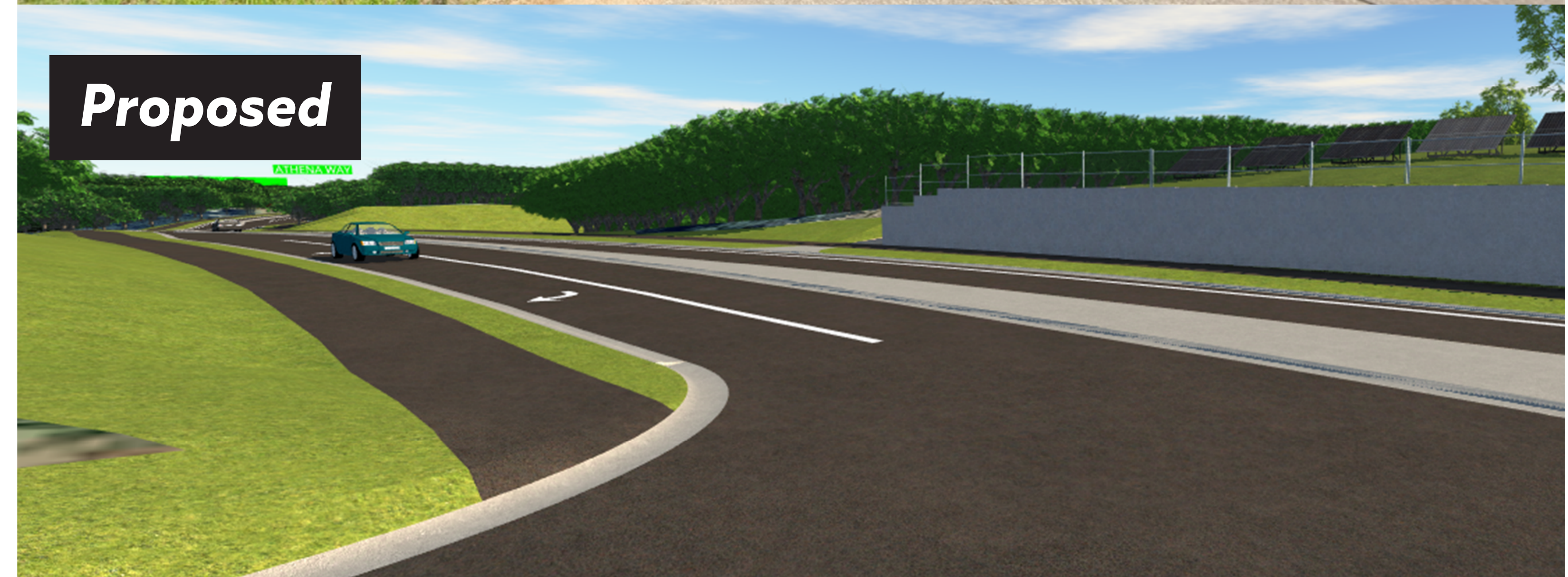
IMAGE 2 - ARLENE AVENUE

Looking East

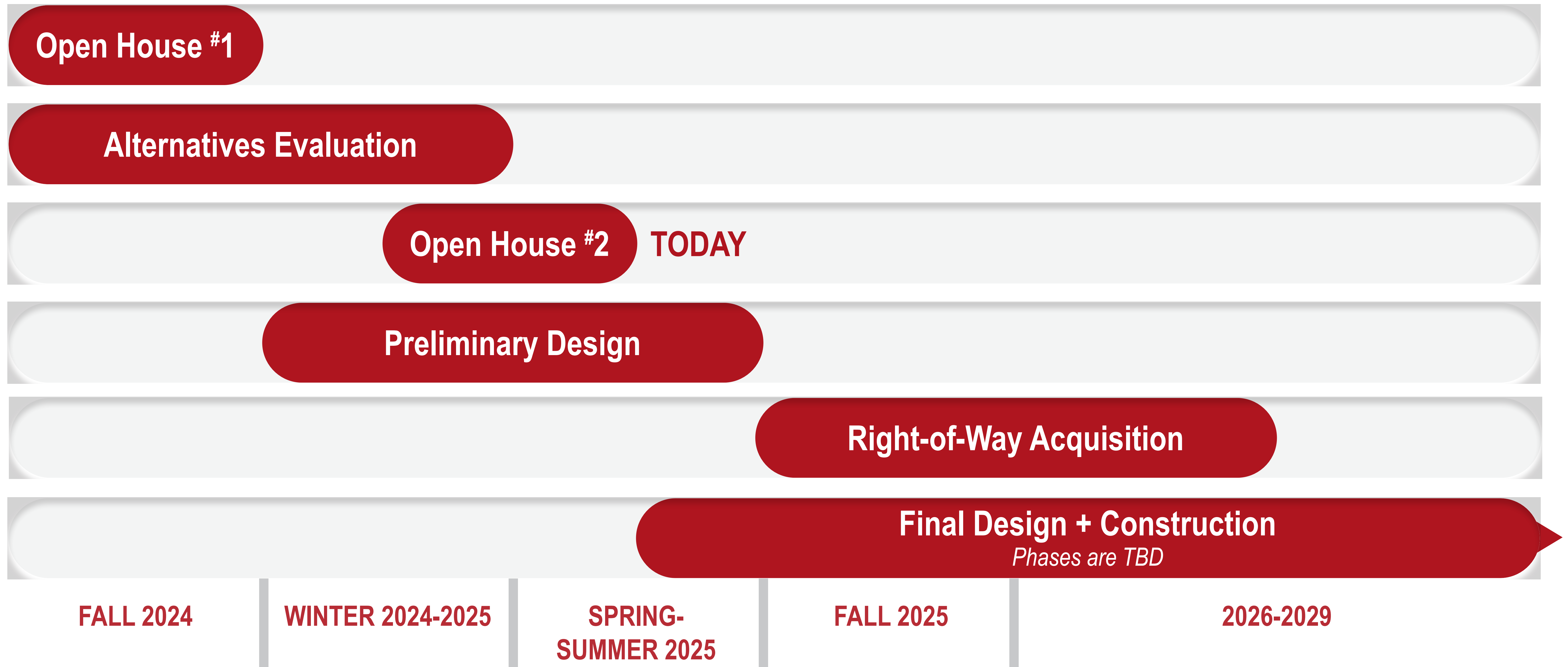
Current



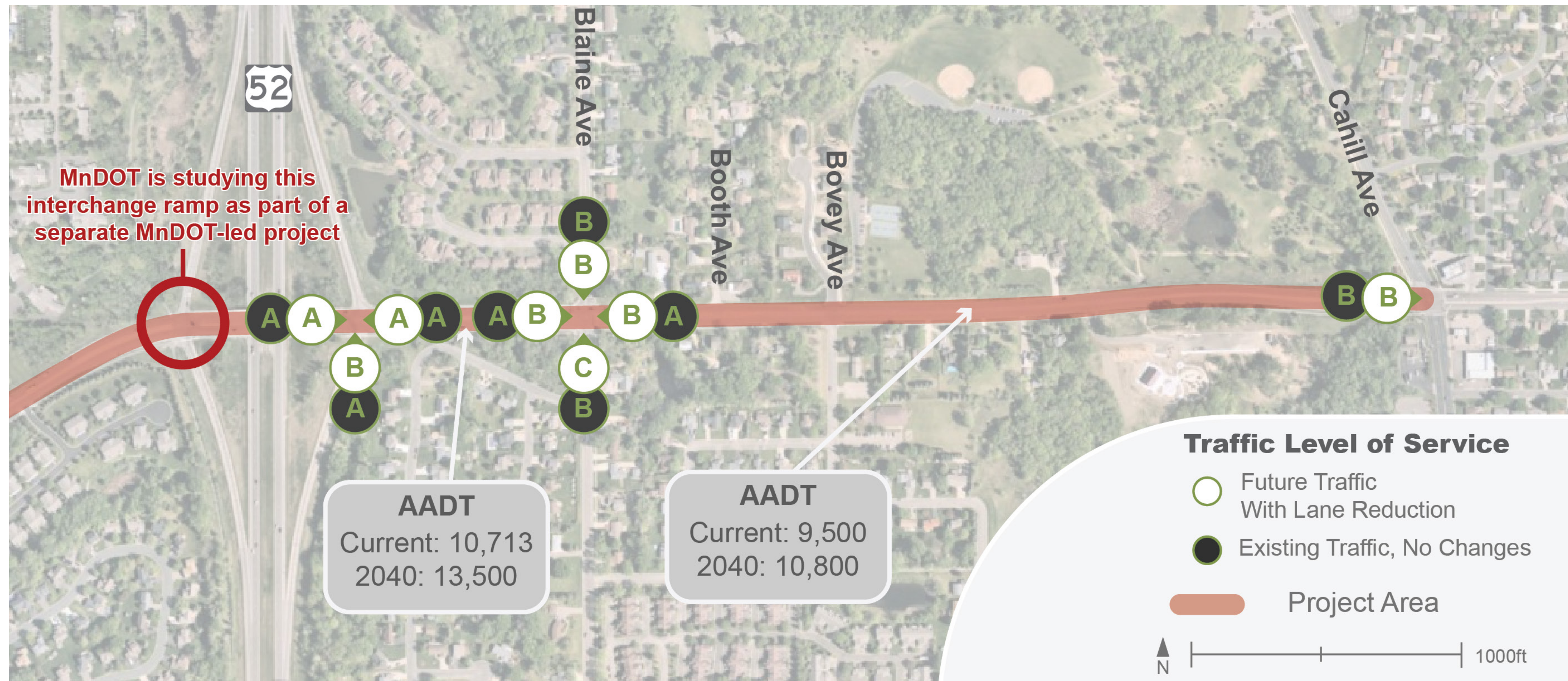
Proposed



PROJECT SCHEDULE/NEXT STEPS



EXISTING TRAFFIC CONDITIONS ANALYSIS



LEVELS OF SERVICE

FREE FLOW LOS **A**
Low volumes and no delays.

STABLE FLOW LOS **B**
Speeds restricted by travel and conditions, minor delays.

STABLE FLOW LOS **C**
Speeds and maneuverability closely controlled because of higher volumes.

STABLE FLOW LOS **D**
Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

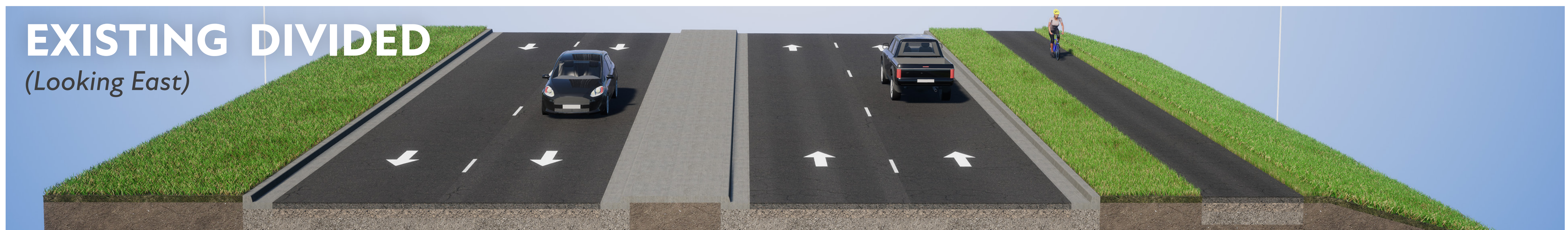
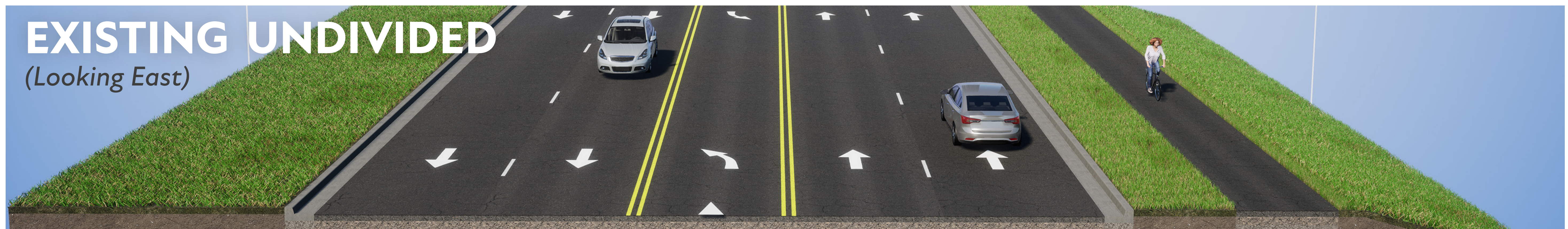
UNSTABLE FLOW LOS **E**
Low speed; considerable delay; volume at or slightly over capacity.

FORCED FLOW LOS **F**
Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

EXISTING LEVEL OF SERVICE (PM PEAK)

- Level of service is a measurement of how efficiently traffic slows at an intersection, with scores ranging from A to F.
- Level of service scores are generally high, showing free traffic flow during the evening peak rush hour.
- A roundabout is being considered by MnDOT at the southbound ramp of TH 52

ROADWAY TYPICAL SECTION



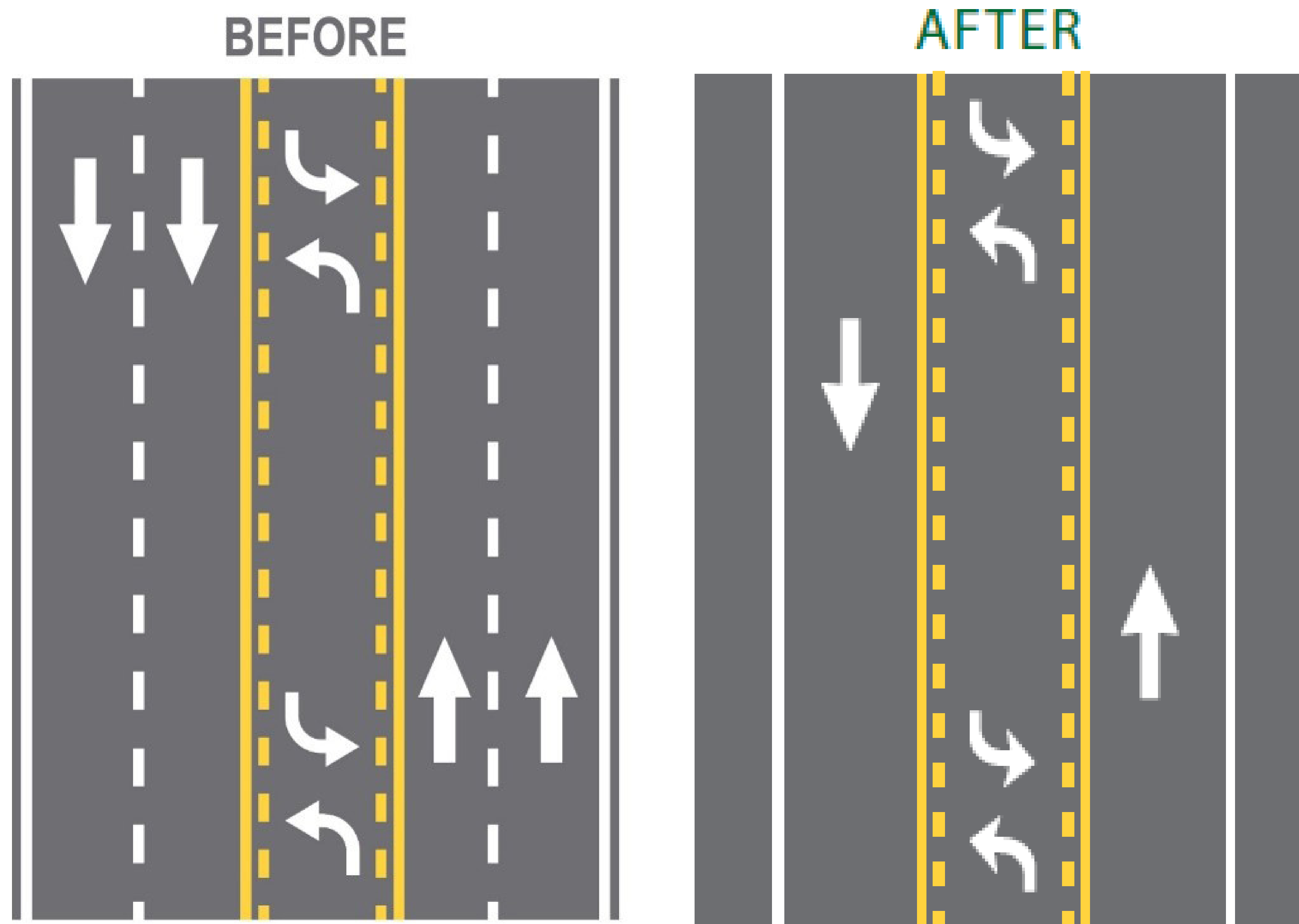
PROPOSED ROADWAY TYPICAL SECTION (Looking East)



PROPOSED IMPROVEMENTS

- Reduction to one through lane in each direction
- Turn lane improvements at City side street intersections
- Multi-use trail facility added to north side of roadway
- Median maintained at TH 52, Blaine Avenue, and Cahill Avenue to match existing conditions
- Maintain Signalized Intersection at Blaine Avenue and Cahill Avenue

THROUGH LANE REDUCTION



BENEFITS OF A THROUGH-LANE REDUCTION

- Would have a minimal impact on traffic operations. A single through-lane with turn lanes at intersections maintains acceptable traffic operations for current and future traffic volumes.
- Shortens side street crossing distances at intersections, compared to a 5-lane roadway
- Provides space for other transportation uses such as trails
- Reduces the number of potential vehicle conflict points, leading to decreased crashes
- Reduces future roadway maintenance and construction costs