

Why Study This Crossing?

PRIMARY NEED:

Safety

The intersection of Highway 47/Ferry Street and the BNSF Railway has safety issues. The proposed options would improve safety for motorists, pedestrians, bicyclists, and trains.

Major property damage crashes occurred in 1972, 1973, 1976, and 1986.



In 2003, a teen driver collided with a train, resulting in four fatalities.

8 of 10 Risk Factors Present



- vehicle traffic
- # of trains per day
- vehicles × trains
- max speed of trains
- # of tracks present
- crossing angle
- next nearest crossing
- line of sight

The Texas Priority Index classified this crossing as being **the worst crossing in the state** because of:

- High traffic volumes (18,300 vehicles/day) + high train volumes (40-80 trains/day)
- High train speed (as high as 75 mph)

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✔ SECONDARY NEEDS:

Secondary needs within the project area will be considered if the opportunity exists while addressing the primary need as long as they don't substantially increase project cost and impact.

Line of Sight



Looking north on Ferry St.

The railroad tracks and the roadway are at a 55 degree skew angle. The railroad tracks are also higher than Ferry St., creating a hump in the roadway as it crosses the tracks.

Crossing Conditions

- **Traffic delays** related to train lengths, mixture of trains (freight, Amtrak, and Northstar), volume, and frequent gate-down times result in back-ups onto Hwy 10, sometimes as far back as Bunker Lake Blvd.
- The nearby **Northstar Station** requires lowering gates when westbound trains approach the station. This results in lowered gates as long as two minutes.
- Frequent **lowered gates** occasionally leads drivers to drive around them which is a safety concern.



Access & Traffic Operations

- **Unmarked business driveways** near this intersection lead to driver confusion and difficult or unsafe turning maneuvers when trains are present or approaching.
- The **number of driveways** and roadways that access Ferry St. compromise safety and add to roadway congestion.
- **Roadway congestion** (due in insufficient capacity) results in high crash rates (mainly rear-ends).





Alternative 1: Build Over Railway



PROS:

- ✓ Removes conflicts between vehicles/pedestrians/bicyclists and trains.
- ✓ Reduces likelihood of traffic back-ups onto Hwy 10.
- ✓ Eliminates gate-down times.
- ✓ Line of Sight no longer an issue.
- ✓ Eliminates access near crossing.

CONS:

- ✗ Closures: Martin St., one ALANO access, one Alter Trading access, and one school access.
- ✗ One property relocation; one access relocation.
- ✗ Visual impact of 30-foot-tall bridge.
- ✗ New stormwater outlet to Rum River.
- ✗ Construction detour for approximately one year.

COST: \$15 - \$19M



Alternative 2: Build Under Railway



PROS:

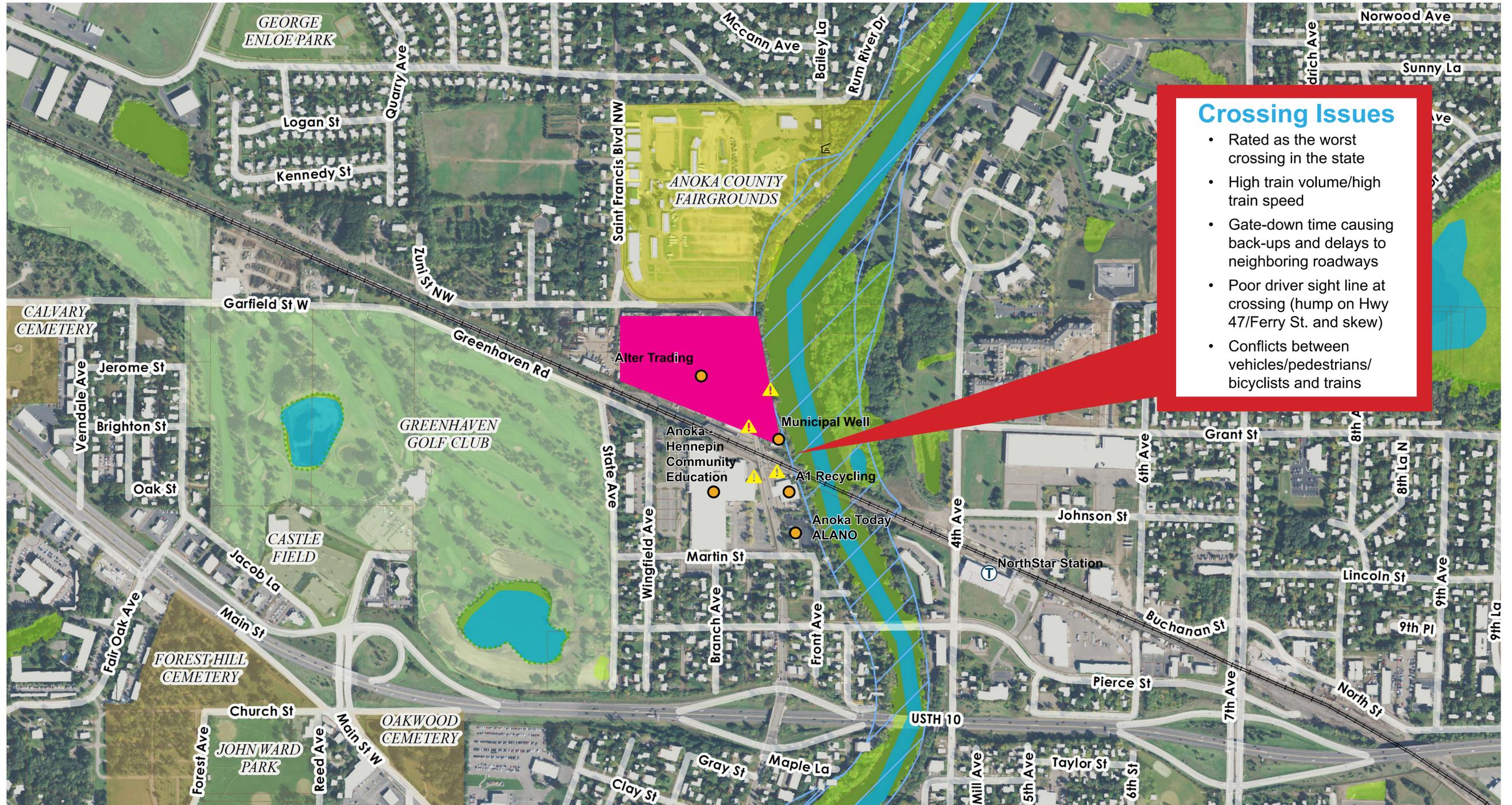
- ✓ Removes conflicts between vehicles/pedestrians/bicyclists and trains.
- ✓ Reduces likelihood of traffic back-ups onto Hwy 10.
- ✓ Eliminates gate-down times.
- ✓ Line of Sight no longer an issue.
- ✓ Eliminates access at crossing.

CONS:

- ✗ Closures: one ALANO access and one school access.
- ✗ One property relocation.
- ✗ A new railroad bridge over Rum River would be required.
- ✗ Substantial impact to train operations and track reconstruction.
- ✗ Substantial impacts to water table which would require a lift station and a new stormwater outlet to the river.
- ✗ Substantial impacts to contaminated soils.
- ✗ Construction detour for approximately two years.

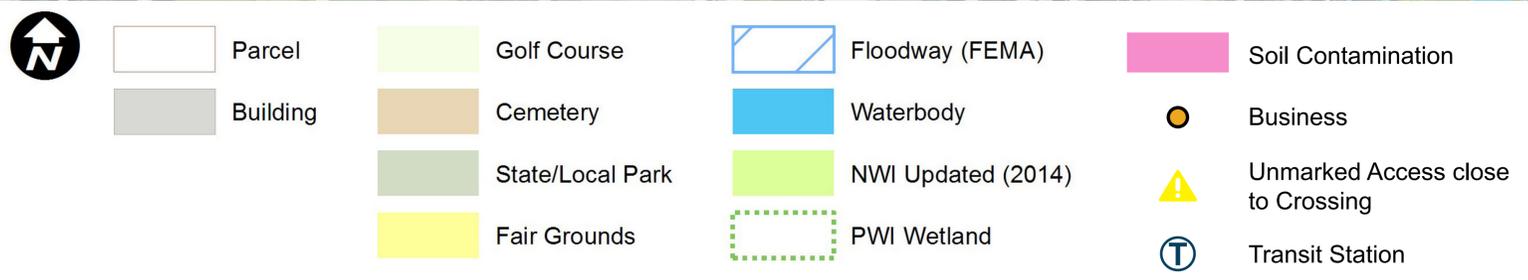


Project Area Issues



Crossing Issues

- Rated as the worst crossing in the state
- High train volume/high train speed
- Gate-down time causing back-ups and delays to neighboring roadways
- Poor driver sight line at crossing (hump on Hwy 47/Ferry St. and skew)
- Conflicts between vehicles/pedestrians/bicyclists and trains





Comments or Questions?

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