



Application

01967 - 2014 Roadway Expansion

02098 - CSAH 610

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted  
Submitted Date: 11/26/2014 12:16 PM

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## Primary Contact

<b>Name:*</b>	Jupe	Hale		
	Salutation	First Name	Middle Name	Last Name
<b>Title:</b>	Transportation Operations Engineer			
<b>Department:</b>	Engineering			
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<b>*</b>	Maple Grove	Minnesota	55311-6180	
	City	State/Province	Postal Code/Zip	
<b>Phone:*</b>	763-494-6364			
	Phone		Ext.	
<b>Fax:</b>				
<b>What Grant Programs are you most interested in?</b>	Regional Solicitation - Roadways Including Multimodal Elements			

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## Organization Information

**Name:** MAPLE GROVE, CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

PO BOX 1180

\*

MAPLE GROVE

Minnesota

55311-6180

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:\*

763-494-6000

Ext.

Fax:

PeopleSoft Vendor Number

0000020964A2

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## Project Information

Project Name

CSAH 610

Primary County where the Project is Located

Hennepin

Jurisdictional Agency (If Different than the Applicant):

Hennepin County

**Brief Project Description (Limit 2,800 characters; approximately 400 words)**

The proposed project includes construction of a new four-lane divided roadway, County State Aid Highway (CSAH) 610, between CSAH 30 and Trunk Highway (TH) 610 in Maple Grove. This roadway will be classified as an A Minor Arterial Expander. As shown in Figure 1, the project will help complete some of the missing movements in the I-94 interchange area, including an interchange loop from westbound I-94 to westbound CSAH 610 & a bridge over I-94 to connect eastbound CSAH 610 to TH 610. CSAH 30 will be realigned to form a new signalized intersection with CSAH 610, and a signalized intersection will be constructed at the intersection of CSAH 610 and the proposed on-ramp to eastbound I-94. The project will construct walkways/trails along both sides of CSAH 610 including curb ramps and accessible pedestrian signals at all crosswalk locations. This project is closely related to the TH 610 project which is being constructed by MnDOT in 2014-2017 with Corridors of Commerce funding. There are additional connections to the MnDOT TH 610 project that are not yet funded (see red lines in Figure 1), but will likely be constructed in tandem with the proposed CSAH 610 project.

The proposed project is a vital east-west link for the growing northern suburbs. CSAH 610 will provide improved regional connections to three important roadway facilities in the northwest Twin Cities Metropolitan Area: I-94, TH 610, and CSAH 30. The CSAH 30 corridor, as it extends to the west, serves a large geographic area between TH 55 and I-94 that currently goes unserved by an arterial roadway system. In addition, CSAH 610 is identified in the Met Councils 2030 Transportation Policy Plan as one of only a few remaining A Minor Arterial Expander roadways that are planned but not yet constructed.

The proposed CSAH 610 regional access to I-94 and TH 610 will help balance traffic flow across the transportation system and relieve congestion at the I-94/Maple Grove Parkway interchange and the intersection of CSAH 30 and Maple Grove Parkway. The project will also help improve safety by reducing the number of regional trips on the local system. Vehicle trips are expected to shift from non-freeway to freeway facilities with the proposed I-94/CSAH 610 interchange improvements. By directing regional trips to I-94 with the proposed interchange, the corresponding reduction in trips on the local system is anticipated to result in safety benefits for these facilities.

The project will help accommodate economic growth in the region by improving connections between areas west of I-94 to other identified job concentration centers in Maple Grove and major manufacturing/distribution centers along TH 610 to the east. The land surrounding CSAH 610 is also identified as an area of future commercial development.

*Include location, road name/functional class, type of improvement, etc.*

**Project Length (Miles)**

1.54

**Connection to Local Planning:**

*Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by MnDOT and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses. List the applicable documents and pages.*

2030 Hennepin County Transportation Systems Plan (2011) Page 5-12

**Connection to Local Planning**

City of Maple Grove Transportation Plan (2009) Page 22

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## Project Funding

Are you applying for funds from another source(s) to implement this project?	No
If yes, please identify the source(s)	
Federal Amount	\$7,000,000.00
Match Amount	\$10,500,000.00
<i>Minimum of 20% of project total</i>	
Project Total	\$17,500,000.00
Match Percentage	60.0%
<i>Minimum of 20%</i>	
<i>Compute the match percentage by dividing the match amount by the project total</i>	
Source of Match Funds	City of Maple Grove, Hennepin County
Preferred Program Year	
Select one:	2019

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## MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	City of Maple Grove
Functional Class of Road	A Minor Arterial Expander
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Name of Road	CSAH 610
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55311
(Approximate) Begin Construction Date	06/01/2019
(Approximate) End Construction Date	12/01/2020
<b>LOCATION</b>	
From: (Intersection or Address)	CSAH 30
<i>Do not include legal description; Include name of roadway if majority of facility runs adjacent to a single corridor.</i>	
To: (Intersection or Address)	TH 610
Type of Work	GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNALS, LIGHTING, BIKE PATH, PED RAMPS, BRIDGE, LANDSCAPING
<i>Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park &amp; Ride, etc.)</i>	

Old Bridge/Culvert?	No
New Bridge/Culvert?	Yes
Structure is Over/Under (Bridge or culvert name):	Over I-94

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## Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$675,000.00
Removals (approx. 5% of total cost)	\$21,000.00
Roadway (grading, borrow, etc.)	\$2,908,000.00
Roadway (aggregates and paving)	\$3,061,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$1,277,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$380,000.00
Traffic Control	\$400,000.00
Striping	\$110,000.00
Signing	\$30,000.00
Lighting	\$77,000.00
Turf - Erosion & Landscaping	\$391,000.00
Bridge	\$4,674,000.00
Retaining Walls	\$240,000.00
Noise Wall	\$0.00
Traffic Signals	\$178,000.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$2,925,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$17,347,000.00</b>

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## Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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Path/Trail Construction	\$63,000.00
Sidewalk Construction	\$90,000.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$0.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$153,000.00</b>

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## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Transit and TDM Contingencies	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Transit Operating Costs

<b>OPERATING COSTS</b>	<b>Cost</b>
Transit Operating Costs	\$0.00
<b>Totals</b>	<b>\$0.00</b>

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## Totals

<b>Total Cost</b>	\$17,500,000.00
<b>Construction Cost Total</b>	\$17,500,000.00

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## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2030 Transportation Policy Plan (amended 2013), the 2030 Regional Parks Policy Plan (amended 2013), and the 2030 Water Resources Management Policy Plan (2005).

**Check the box to indicate that the project meets this requirement. Yes**

2. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement. Yes**

3. Applicants must not submit an application for the same project in more than one funding sub-category.

**Check the box to indicate that the project meets this requirement. Yes**

4. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Expansion, reconstruction/modernization, and bridges must be between \$1,000,000 and \$7,000,000. Roadway system management must be between \$250,000 and \$7,000,000.

**Check the box to indicate that the project meets this requirement. Yes**

5. The project must comply with the Americans with Disabilities Act.

**Check the box to indicate that the project meets this requirement. Yes**

6. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

7. The owner/operator of the facility must operate and maintain the project for the useful life of the improvement.

**Check the box to indicate that the project meets this requirement. Yes**

8. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match. Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement. Yes**

9. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement. Yes**

10. The project applicant must send written notification regarding the proposed project to all affected communities and other levels and units of government prior to submitting the application.

**Check the box to indicate that the project meets this requirement. Yes**

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## Requirements - Roadways Including Multimodal Elements

## Expansion and Reconstruction/Modernization Projects Only

1. The project must be designed to meet 10-ton load limit standards.

**Check the box to indicate that the project meets this requirement. Yes**

2. Federal funds are available for roadway construction and reconstruction on new alignments or within existing right-of-way, including associated construction and excavation, bridges, or installation of traffic signals, signs, utilities, bikeway or walkway components and transit components.

The project must exclude costs for right-of-way, studies, preliminary engineering, design, or construction engineering. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding unless included as part of a larger project, which is otherwise eligible.

**Check the box to indicate that the project meets this requirement. Yes**

## Bridge Projects Only

3. The bridge project must be identified as a Principal Arterial (Non-Freeway facilities only) or A Minor Arterial as shown on the latest TAB approved roadway functional classification map.

**Check the box to indicate that the project meets this requirement.**

4. Bridges selected in previous Bridge Improvement and Replacement solicitations (1994-2011) are not eligible. A previously selected project is not eligible unless it has been withdrawn or sunset prior to the deadline for proposals in this solicitation.

**Check the box to indicate that the project meets this requirement.**

5. Projects requiring a grade-separated crossing of a Principal Arterial of freeway design must be limited to the federal share of those project costs identified as local (non-MnDOT) cost responsibility using MnDOT's Cost Participation for Cooperative Construction Projects and Maintenance Responsibilities manual. In the case of a federally funded trunk highway project, the policy guidelines should be read as if the funded trunk highway route is under local jurisdiction.

**Check the box to indicate that the project meets this requirement.**

6. The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities sub-categories. Rail-only bridges are ineligible for funding.

**Check the box to indicate that the project meets this requirement.**

7. The length of the bridge must equal or exceed 20 feet.

**Check the box to indicate that the project meets this requirement.**

8. Project limits for bridge projects are limited from abutment to abutment.

**Check the box to indicate that the project meets this requirement.**

9. The project must exclude costs for studies, preliminary engineering, design, construction engineering, and right-of-way.

**Check the box to indicate that the project meets this requirement.**

## Bridge Replacement Projects Only

10. The bridge must have a sufficiency rating less than 50. Additionally, it must also be classified as structurally deficient or functionally obsolete.

**Check the box to indicate that the project meets this requirement.**

## Bridge Rehabilitation Projects Only

11. The bridge must have a sufficiency rating less than 80. Additionally, it must also be classified as structurally deficient or functionally obsolete.

**Check the box to indicate that the project meets this requirement.**

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## Other Attachments

File Name	Description	File Size
4270_001.pdf	Letter - Maple Grove to MnDOT	77 KB
8645_Figure 2.pdf	Figure 2 - Trails and Transit Facilities	3.2 MB
CSAH 610_Reg Solic_Support Letter_Hennepin Co.pdf	Letter - Hennepin County	252 KB
Figure 1-Proposed Improvements-110614b.pdf	Figure 1 - Proposed Improvements	1.9 MB

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## Reliever: Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the Congestion Report) 0

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## Reliever: Non-Freeway Facility or

Facility being relieved

Number of hours per day volume exceeds capacity (based on the table below) 0

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## Non-Freeway Facility Volume/Capacity Table

Hour	NB/EB Volume	SB/WB Volume	Capacity	Volume exceeds capacity
12:00am - 1:00am			0	
1:00am - 2:00am			0	
2:00am - 3:00am			0	
3:00am - 4:00am			0	
4:00am - 5:00am			0	
5:00am - 6:00am			0	
6:00am - 7:00am			0	
7:00am - 8:00am			0	
8:00am - 9:00am			0	
9:00am - 10:00am			0	
10:00am - 11:00am			0	
11:00am - 12:00pm			0	
12:00pm - 1:00pm			0	

1:00pm - 2:00pm	0
2:00pm - 3:00pm	0
3:00pm - 4:00pm	0
4:00pm - 5:00pm	0
5:00pm - 6:00pm	0
6:00pm - 7:00pm	0
7:00pm - 8:00pm	0
8:00pm - 9:00pm	0
9:00pm - 10:00pm	0
10:00pm - 11:00pm	0
11:00pm - 12:00am	0

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### Expander/Augmentor/Non-Freeway Principal Arterial

Select one:	Expander
Area	3.925
Project Length	1.544
Average Distance	2.5421
Upload Map	RdwayAreaDef.pdf

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### Measure B: Current Heavy Commercial Traffic

Location	Maple Grove Parkway, between CSAH 30 and I-94 SB (West) Ramps
Current daily heavy commercial traffic volume	500.0

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### Measure C: Project Location Relative to Jobs, Manufacturing, and Education

Select all that apply

Direct connection to or within a mile of a Job Concentration

Direct connection to or within a mile of a  
Manufacturing/Distribution Location

Direct connection to or within a mile of an Educational Institution

Project provides a direct connection to or within a mile of an  
existing local activity center identified in an adopted county or  
city plan Yes

County or City Plan Reference (Limit 700 characters; approximately 100 words)

CSAH 610 provides a connection within one mile to the Maple Grove Hospital/medical office/commercial area, an important local activity center, as identified in the City's 2008 Land Use Plan Update. Additionally, the City has identified the land surrounding CSAH 610 on the west side of I-94 as an area of future mixed-use development.

Upload Map

RgnlEcon.pdf

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### Measure A: Current Daily Person Throughput

Location	Maple Grove Parkway at western I-94 ramps
Current AADT Volume	13000.0
Existing Transit Routes on the Project	781, 785, 787

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### Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	2818.0
Current Daily Person Throughput	19718.0

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### Measure B: 2030 Forecast ADT

Use Metropolitan Council model to determine forecast (2030) ADT volume	No
METC Staff - Forecast (2030) ADT volume	0
OR	
Approved county or city travel demand model to determine forecast (2030) ADT volume	Yes
Forecast (2030) ADT volume	40000.0

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### Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

Project located in Racially Concentrated Area of Poverty

Project located in Concentrated Area of Poverty

Projects census tracts are above the regional average for population in poverty or population of color

Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly. Yes



The proposed CSAH 610 connections to TH 610 and I-94 will help remove regional traffic from local roadways and relieve congestion on Maple Grove Parkway and CSAH 30. These roadways are important access routes for all travel modes to Fernbrook Elementary School, Maple Grove Senior High School, and Maple Grove Hospital (see Figure 1). Decreasing traffic and congestion will improve the safety of these corridors, especially for children walking to school along the busy roads and emergency vehicles accessing the hospital. 31% of residents in the projects census tract are children as compared to only 27% within the seven-county regional area.

Response (Limit 1,400 characters; approximately 200 words)

The project will help promote economic development in the region for low-income residents by improving connections between areas west of I-94 to job concentration centers in Maple Grove and major manufacturing/ distribution centers along TH 610. There are also many retail jobs at The Grove development along Maple Grove Parkway adjacent to the project area.

The proposed trails along CSAH 610 will offer benefits to all trail users, including children and users with disabilities. The proposed trails will be compliant with the Americans with Disabilities Act (ADA). The trails along CSAH 610 will function as transportation corridors for bicyclists and pedestrians accessing future land use developments on the west side of I-94.

Upload Map

SocioEcon.pdf

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## Measure B: Affordable Housing

City/Township

Segment Length (Miles)

City of Maple Grove

1.54

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## Total Project Length

Total Project Length 1.54

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

City/Township	Segment Length (Miles)	Total Length (Miles)	Score	Segment Length/Total Length	Housing Score Multiplied by Segment percent
City of Maple Grove	1.54	1.54	68.0	1.0	68.0
		<b>2</b>	<b>68</b>	<b>1</b>	<b>68</b>

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## Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles) 1.54  
 Total Housing Score 68.0

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## Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
2008.0	1.54	3092.32	2008.0
	<b>2</b>	<b>3092</b>	<b>2008</b>

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## Average Construction Year

Weighted Year 2008.0

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## Total Segment Length (Miles)

Total Segment Length 1.54

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## Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	\$17,500,000.00
Total Peak Hour Vehicle Delay Without The Project	113709.0
Total Peak Hour Vehicle Delay With The Project	79464.0
Total Peak Hour Vehicle Delay Reduced by Project	34245.0
Cost Effectiveness	\$511.02
Synchro or HCM Reports	Maple Grove Pkwy_HCM.pdf

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## Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	\$17,500,000.00
Total Peak Hour Kilograms Reduced by Project	1.42
Cost Effectiveness	\$12,323,943.66
Synchro or HCM Reports	Maple Grove Pkwy_HCM.pdf

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## Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.09
Worksheet Attachment	CSAH 30 Completed Analysis.pdf

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## Measure A: Transit Connections

Existing Routes Directly Connected to the Project	781, 785, 787
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	N/A
Upload Map	Transit.pdf

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## Response

*Met Council Staff Data Entry Only*

Route Ridership	640649.0
Transitway Ridership	0

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## Measure B: Bicycle and Pedestrian Connections

The projects walkways/trails will connect to existing local walkways/trails along CSAH 30 and Maple Grove Parkway that begin at CSAH 101 and continue to 101st Avenue, a distance of approximately five miles. This includes a direct connection to The Grove commercial development along Maple Grove Parkway, a high pedestrian/traffic area as shown in the Maple Grove 2030 Comprehensive Plan. These trails provide access for bicyclists and pedestrians between residential neighborhoods and businesses on either side of I-94. The trails along CSAH 30 also connect to the Medicine Lake Regional Trail (see blue line in Figure 2), which provides pedestrian/bicycle access to residential, educational, and commercial facilities in Maple Grove.

Response (Limit 1,400 characters; approximately 200 words)

Three Rivers Park District (TRPD) is planning to extend the Rush Creek Regional Trail west from Elm Creek Park Reserve to Crow-Hassan Park Reserve. This planned trail will cross I-94 over the 105th Avenue bridge being constructed as part of the TH 610 project (see Figure 1). The project is identified in the Rush Creek Regional Trail Master Plan and does not yet have a construction date.

The City of Maple Groves future land use plan (2030) identifies a planned trail along the east side of Rush Creek between 101st Avenue and CSAH 30 (see Figure 2). The proposed project would provide an additional connection to this planned trail.

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## Measure C: Multimodal Facilities

The project includes walkways/trails along both sides of the proposed CSAH 610 roadway. Trails would be designed to follow ADA requirements and curb ramps/ accessible pedestrian signals would be installed at all crosswalk locations. These elements will provide a safe and secure travel experience for all pedestrian and bicycle users along CSAH 610.

CSAH 610 provides access and congestion relief to Maple Grove Parkway, a roadway with existing transit service. A Park and Ride facility, Parkway Station, is located adjacent to the project area on the east side of Maple Grove Parkway, across from The Grove commercial development. The project would provide improved access to this transit station for all modes of travel by reducing regional traffic and congestion on Maple Grove Parkway. Three Maple Grove Transit service routes run along Maple Grove Parkway and connect to TH 610/CSAH 81 or I-94 (see Figure 2). Currently, the eastbound and westbound I-94 ramps and Maple Grove Parkway experience congestion and poor operations during the p.m. peak hour. The proposed project will help alleviate this congestion for buses and all users accessing this interchange.

Additionally, the project will provide direct access to I-94 which is identified as a future express bus corridor with transit advantages and future bus shoulders in the Met Councils Regional 2030 Transportation Policy Plan.

**Response (Limit 1,400 characters; approximately 200 words)**

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## **Transit Projects Not Requiring Construction**

*If the applicant is completing a transit or TDM application, only Park-and-Ride and other construction projects require completion of the Risk Assessment below. Check the box below if the project does not require the Risk Assessment fields, and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.*

**Check Here if Your Transit Project Does Not Require Construction**

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## Measure A: Risk Assessment

### 1) Project Scope (5 Percent of Points)

Meetings or contacts with stakeholders have occurred Yes

100%

Stakeholders have been identified

40%

Stakeholders have not been identified or contacted

0%

### 2) Layout or Preliminary Plan (5 Percent of Points)

Layout or Preliminary Plan completed Yes

100%

Layout or Preliminary Plan started

50%

Layout or Preliminary Plan has not been started

0%

Anticipated date or date of completion 10/01/2012

### 3) Environmental Documentation (10 Percent of Points)

EIS

EA Yes

PM

Document Status:

Document approved (include copy of signed cover sheet) Yes

100%

CSAH 610 EAW Signature  
Page.pdf

Document submitted to State Aid for review

75%

Document in progress; environmental impacts identified

50%

Document not started

0%

Anticipated date or date of completion/approval 05/06/2013

### 4) Review of Section 106 Historic Resources (15 Percent of Points)

No known potential for archaeological resources, no historic resources known to be eligible for/listed on the National Register of Historic Places located in the project area, and project is not located on an identified historic bridge Yes

100%

**Historic/archeological review under way; determination of no historic properties affected or no adverse effect anticipated**

80%

**Historic/archeological review under way; determination of adverse effect anticipated**

40%

**Unknown impacts to historic/archaeological resources**

0%

**Anticipated date or date of completion of historic/archeological review:** 03/01/2012

**Project is located on an identified historic bridge**

### **5)Review of Section 4f/6f Resources (15 Percent of Points)**

*(4f is publicly owned parks, recreation areas, historic sites, wildlife or waterfowl refuges; 6f is outdoor recreation lands where Land and Water Conservation Funds were used for planning, acquisition, or development of the property)*

**No Section 4f/6f resources located in the project area** Yes

100%

**Project is an independent bikeway/walkway project covered by the bikeway/walkway Negative Declaration statement; letter of support received**

100%

**Section 4f resources present within the project area, but no known adverse effects**

80%

**Adverse effects (land conversion) to Section 4f/6f resources likely**

30%

**Unknown impacts to Section 4f/6f resources in the project area**

0%

### **6)Right-of-Way (15 Percent of Points)**

**Right-of-way or easements not required**

100%

**Right-of-way or easements has/have been acquired**

100%

**Right-of-way or easements required, offers made** Yes

75%

**Right-of-way or easements required, appraisals made**

50%

**Right-of-way or easements required, parcels identified**

25%

**Right-of-way or easements required, parcels not identified**

0%

**Right-of-way or easements identification has not been completed**

0%

**Anticipated date or date of acquisition** 10/01/2018

**7)Railroad Involvement (25 Percent of Points)**

**No railroad involvement on project** Yes

100%

**Railroad Right-of-Way Agreement is executed (include signature page)** 100%

**Railroad Right-of-Way Agreement required; Agreement has been initiated**

60%

**Railroad Right-of-Way Agreement required; negotiations have begun**

40%

**Railroad Right-of-Way Agreement required; negotiations not begun**

0%

**Anticipated date or date of executed Agreement**

**8)Construction Documents/Plan (10 Percent of Points)**

**Construction plans completed/approved (include signed title sheet)**

100%

**Construction plans submitted to State Aid for review**

75%

**Construction plans in progress; at least 30% completion** Yes

50%

**Construction plans have not been started**

0%

**Anticipated date or date of completion** 12/01/2018

**9)Letting**

**Anticipated Letting Date** 03/01/2019





# City of Maple Grove

12800 Arbor Lakes Parkway, P.O. Box 1180, Maple Grove, MN 55311-6180 763-494-6000

November 24, 2014

Scott McBride  
Minnesota Department of Transportation  
1500 W County Road B2  
Roseville, MN 55113

Dear Mr. McBride:

The City of Maple Grove is currently preparing a Regional Solicitation funding application for the CSAH 610 project from CSAH 30 to I-94. As you know, MnDOT, the City of Maple Grove, and Hennepin County have been collaborating on the development and design of both the TH 610 Extension project and the CSAH 610 project for many years. We believe this project is a strong competitor for Metropolitan Council funding because it is a vital regional connection to transportation facilities and job centers in the north central and northwest Twin Cities Metropolitan Area.

The elements of the CSAH 610 project that the City of Maple Grove will be proposing as part of the Regional Solicitation funding application consists of a new roadway connecting CSAH 30 to TH 610 via a bridge over I-94, an exit loop from westbound I-94 to the westbound CSAH 610, and realignment of CSAH 30 to form a new signalized intersection with CSAH 610. These elements are shown in yellow in the attached figure. It is the City's understanding that MnDOT will be funding and constructing the remaining portion of the TH 610 project (shown in red) in the future. The City of Maple Grove would like to request that this remaining portion of the TH 610 project be added to MnDOT's next version of the State Transportation Improvement Program (STIP) to ensure that the two projects can be constructed simultaneously. The City of Maple Grove will select 2019 as the preferred program year in the Regional Solicitation application for the CSAH 610 project.

Thank you for your continued collaboration and support on this important project.

Sincerely,

Jupe Hale, P.E.

Transportation Operations Engineer

JH:rkg

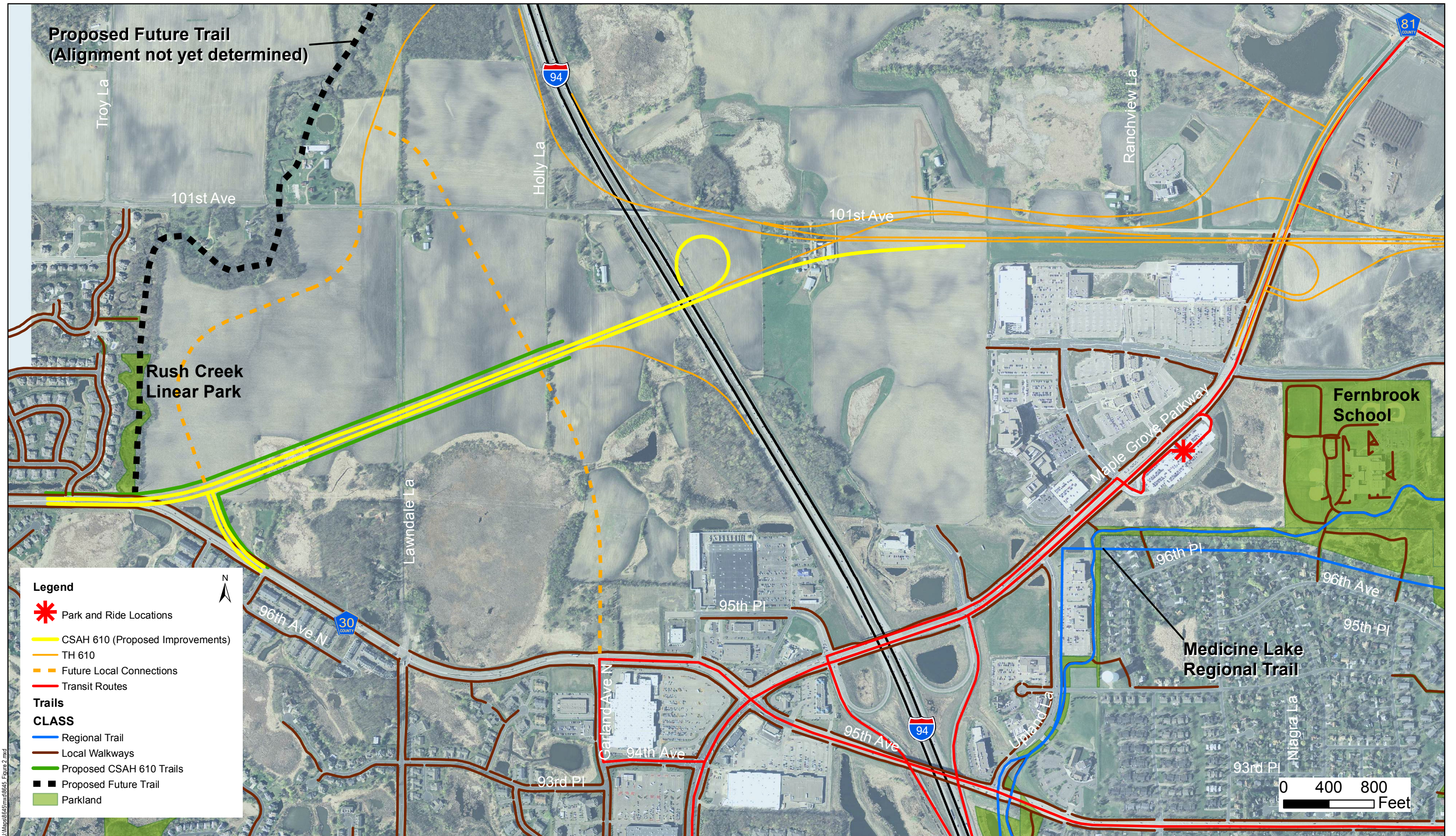
Attachment – TH 610/CSAH 610 Funding Figure

cc: John Griffith, MnDOT  
April Crockett, MnDOT  
Ken Ashfeld, P.E., Public Works Director/City Engineer, City of Maple Grove

**“Serving Today, Shaping Tomorrow”**

AN EQUAL OPPORTUNITY EMPLOYER





**Trails and Transit Facilities**

CSAH 610  
Maple Grove Regional Solicitation Roadway Expansion Application

**Figure 2**





**Hennepin County**

Public Works

**Transportation Department**

James N. Grube P.E., Director  
1600 Prairie Drive  
Medina, Minnesota 55340

612-596-0300, Phone

612-321-3410, Fax

[www.hennepin.us/transportation](http://www.hennepin.us/transportation)

November 25, 2014

Ken Ashfeld, PE  
City Engineer/Director of Public Works  
City of Maple Grove  
12800 Arbor Lakes Parkway North  
PO Box 1180  
Maple Grove, Minnesota 55311

Re: CSAH 610 – CSAH 30 to TH 610  
Regional Solicitation Funding Submittal

Dear Mr. Ashfeld:

Hennepin County is a key partner in the City of Maple Grove's CSAH 610 project application for the Regional Solicitation. Hennepin County supports this funding application and acknowledges that the county will have jurisdictional authority over the CSAH 610 roadway. Hennepin County will operate and maintain the CSAH 610 roadway for the useful life of the improvement.

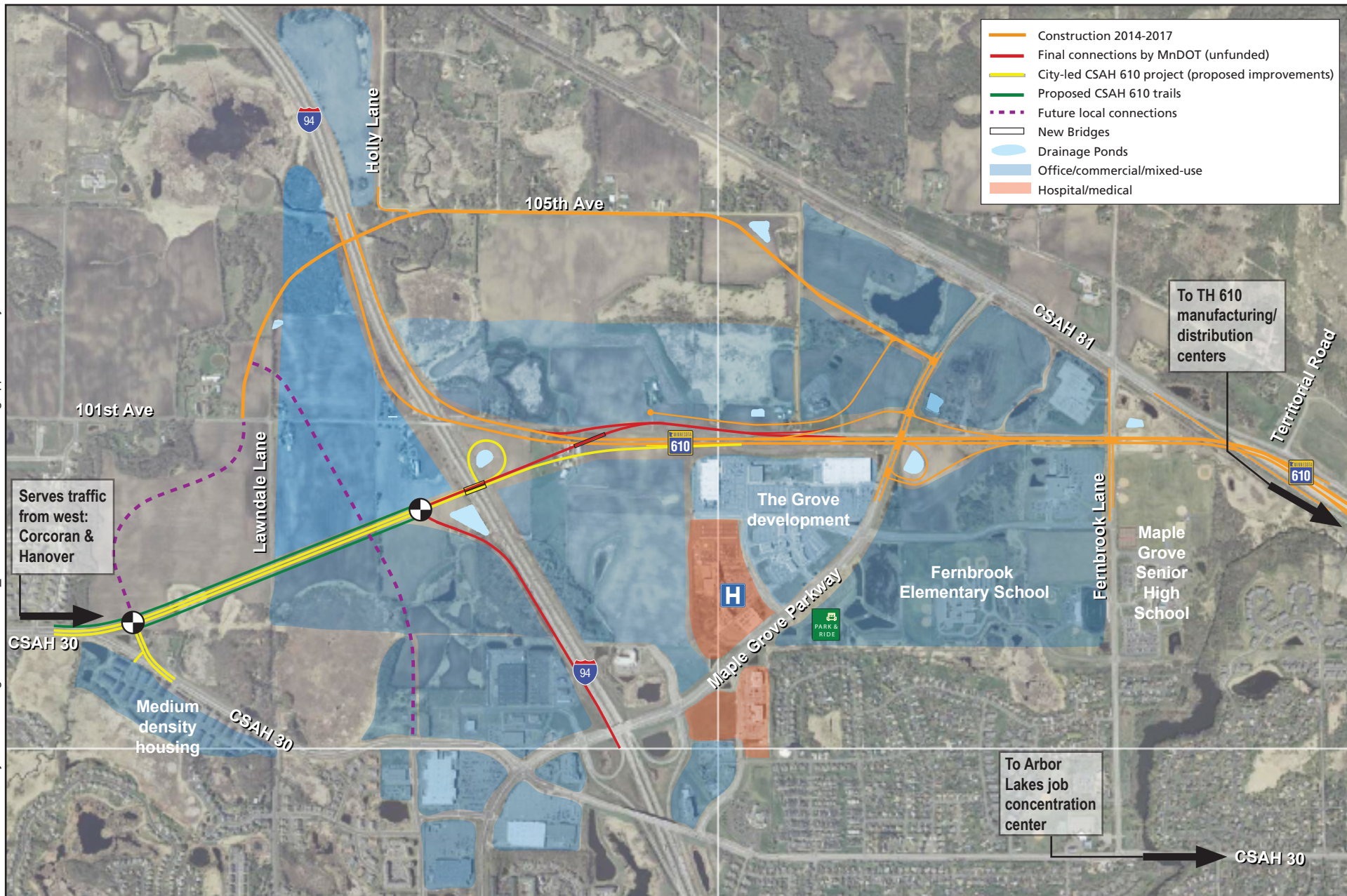
Hennepin County will consider providing a portion of the local match funds for this project if the city is successful in securing Regional Solicitation funding from the Metropolitan Council.

Sincerely,

A handwritten signature in blue ink that reads 'James N. Grube'.

James N. Grube, P.E.  
Director of Transportation and County Engineer

JNG/JRP



### Proposed Improvements

CSAH 610  
Maple Grove Regional Solicitation Roadway Expansion Application

Figure 1



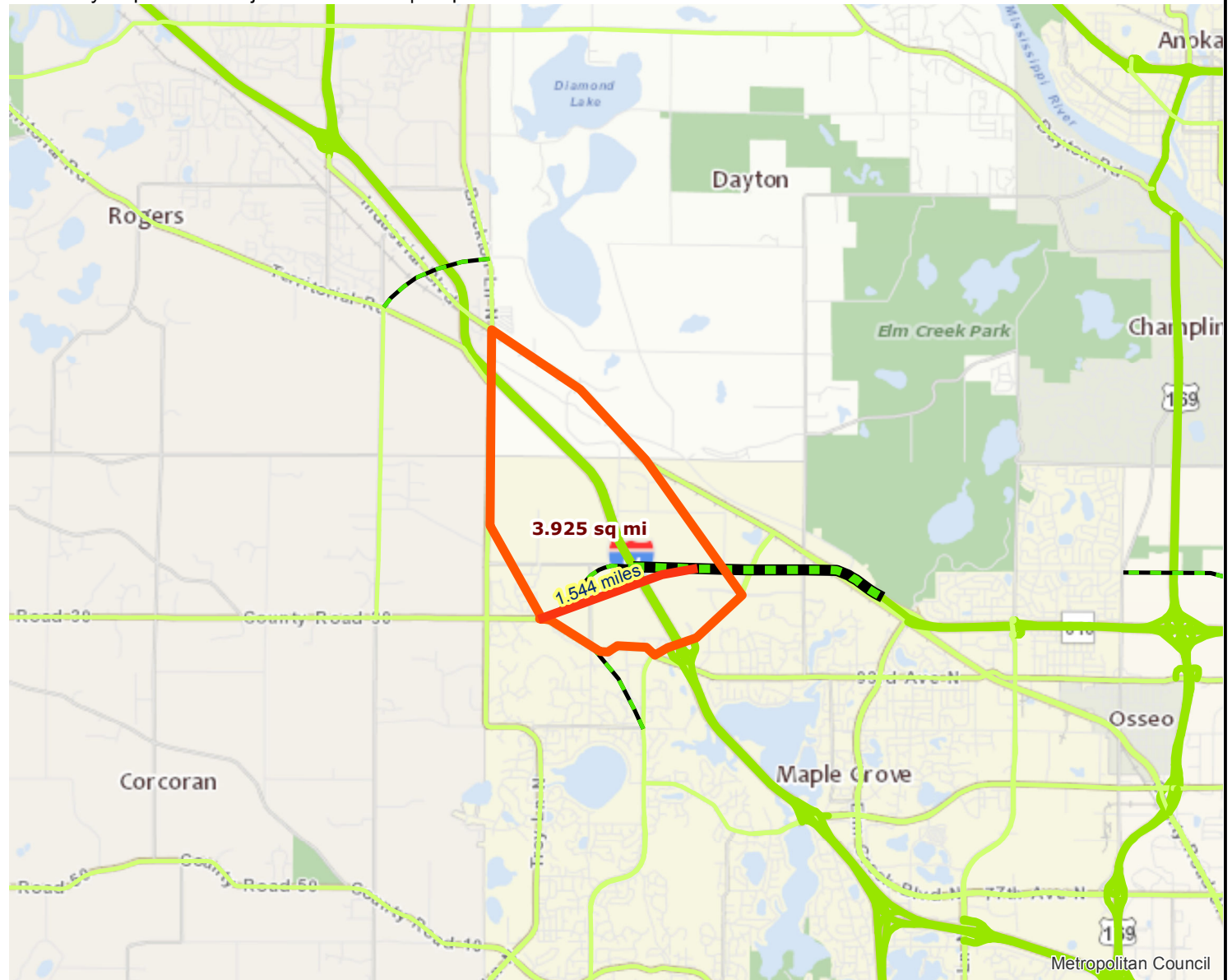
# Roadway Area Definition

Roadway Expansion Project: CSAH 610 | Map ID: 1415382541795

## Results

Project Length: 1.544 miles

Project Area: 3.925 sq mi



- Project
- Project Area
- Principal Arterials
- A Minor Arterials
- Principal Arterials Planned
- A Minor Arterials Planned



Created: 11/7/2014  
LandscapeRSA1



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



# Regional Economy

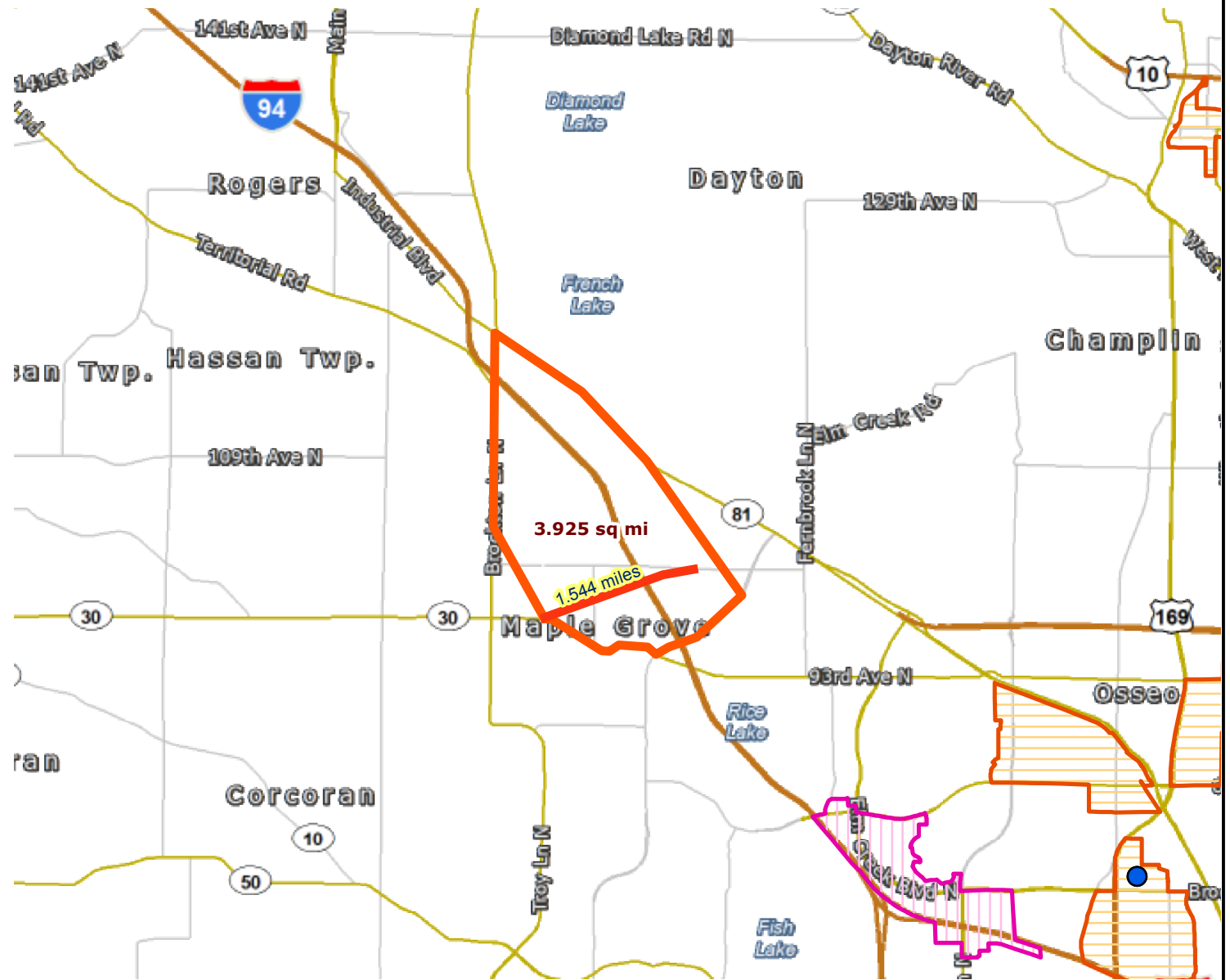
Roadway Expansion Project: CSAH 610 | Map ID: 1415382541795

## Results

Project **NOT IN** area of Job Concentration.

Project **NOT IN** to area of Manufacturing and Distribution.

Project **NOT CONNECTED** to area of Education Institutions.



- Project
- Project Area
- PostSecondary Education Centers
- Manufacturing/Distribution Centers
- Job Concentration Centers



Created: 11/7/2014  
LandscapeRSA5

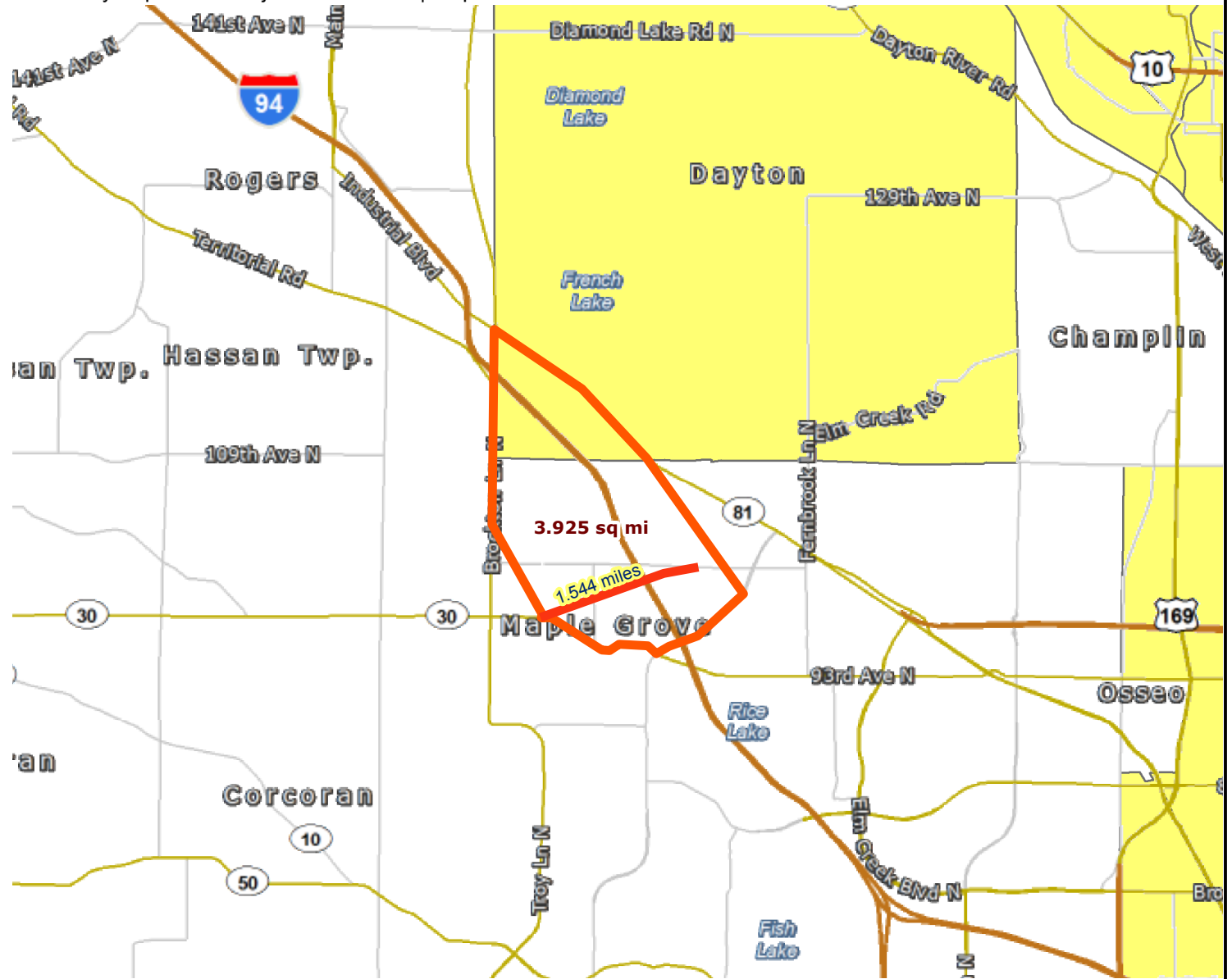


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

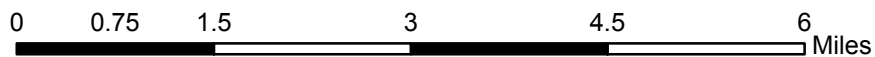


Results

Project **NOT IN** any area of concentrated poverty.



- Project
- Project Area
- Racially concentrated area of poverty
- Concentrated area of poverty
- Above reg'l avg conc of race/poverty



Created: 11/7/2014  
LandscapeRSA2



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



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401: Dunkirk Ln/Maple Grove Parkway & CR 30

---

Direction	All
Volume (vph)	3921
Total Delay / Veh (s/v)	29
CO Emissions (kg)	4.59
NOx Emissions (kg)	0.89
VOC Emissions (kg)	1.06



---

401: Dunkirk Ln/Maple Grove Parkway & CR 30

---

Direction	All
Volume (vph)	3311
Total Delay / Veh (s/v)	24
CO Emissions (kg)	3.59
NOx Emissions (kg)	0.70
VOC Emissions (kg)	0.83

---

401: Dunkirk Ln/Maple Grove Parkway & CR 30

---

Direction	All
Volume (vph)	3921
Total Delay / Veh (s/v)	29
CO Emissions (kg)	4.59
NOx Emissions (kg)	0.89
VOC Emissions (kg)	1.06






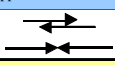
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401: Dunkirk Ln/Maple Grove Parkway & CR 30

---

Direction	All
Volume (vph)	3311
Total Delay / Veh (s/v)	24
CO Emissions (kg)	3.59
NOx Emissions (kg)	0.70
VOC Emissions (kg)	0.83

# HSIP worksheet

Control Section		T.H. / Roadway	Location				Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
		CSAH 30/Maple Grove Pkwy	From Queensland Rd to Maple Grove Parkway, and MGP/94 Ramps (Both)						Maple Grove	1/1/2011	12/31/2013
Description of Proposed Work		CSAH 610 Extension (reducing number of vehicles/day on roadway)									
Accident Diagram Codes	1 Rear End	2 Sideswipe Same Direction	3 Left Turn Main Line	5 Right Angle	4,7 Ran off Road	8, 9 Head On/ Sideswipe - Opposite Direction			6, 90, 99		
									Pedestrian	Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A	1								1
		B								1	1
		C	10		1	1				1	13
Property Damage	PD	30	7	1	4	3	1			46	
% Change in Crashes	Fatal	F									
	PI	A	-13%								
		B								-13%	
		C	-13%		-13%	-13%				-13%	
Property Damage	PD	-13%	-13%	-13%	-13%	-13%	-13%				
Change in Crashes = No. of crashes X % change in crashes	Fatal	F									
	PI	A	-0.13								-0.13
		B								-0.13	-0.13
		C	-1.30		-0.13	-0.13				-0.13	-1.69
Property Damage	PD	-3.90	-0.91	-0.13	-0.52	-0.39	-0.13			-5.98	
Year (Safety Improvement Construction)		2019									
Project Cost (exclude Right of Way)		\$ 17,500,000		Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> <b>B/C= 0.09</b> </div> <p>Using present worth values.</p> <p><b>B= \$ 1,594,524</b></p> <p><b>C= \$ 17,500,000</b></p> <p>See "Calculations" sheet for amortization.</p> <p>Office of Traffic, Safety and Technology September 2014</p>		
Right of Way Costs (optional)				F			\$ 1,100,000				
Traffic Growth Factor		3%		A	-0.13	-0.04	\$ 550,000	\$ 23,833			
Capital Recovery				B	-0.13	-0.04	\$ 160,000	\$ 6,933			
1. Discount Rate		4.5%		C	-1.69	-0.56	\$ 81,000	\$ 45,630			
2. Project Service Life (n)		20		PD	-5.98	-1.99	\$ 7,400	\$ 14,751			
				Total			\$ 91,147				

CSAH 30 - created on 11-03-2014 by imsd1jac

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	Location	Type	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	PERSON1										PERSON2	
															VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE
05	24300106	004+00.505	Dunkirk/MGP	RE	1	1	1	2	1	1	2	6	5	113440022	1	2	5	1	1	1	N	4	1	16	M	1
05	24300106	004+00.506	Dunkirk/MGP	RE	1	1	1	2	1	0	1	1	5	122490017	1	3	1	1	0	1	C	4	1	43	M	4
05	24300106	004+00.506	Dunkirk/MGP	RE	1	1	1	2	1	1	1	1	5	111150029	1	1	5	15	4	1	N	4	1	23	F	1
05	24300106	004+00.506	Dunkirk/MGP	RE	1	1	1	1	1	1	1	5	5	121500099	1	2	5	15	4	1	N	4	1	23	M	1
05	24300106	004+00.506	Dunkirk/MGP	RE	1	1	1	2	1	1	5	1	5	130750199	1	1	5	4	1	1	N	4	1	50	F	3
05	24300106	004+00.506	Dunkirk/MGP	RE	1	1	1	1	2	0	1	1	3	131000049	1	7	5	1	0	1	N	99	1	29	F	
05	24300106	004+00.506	Dunkirk/MGP	LT	3	1	4	1	1	0	1	1	8	132030122	4	5	6	2	15	1	N	4	1	25	M	1
04	27000030	005+00.560	101	RE	1	1	1	1	1	0	1	1	8	111830065	1	1	1	1	0	1	N	4	1	51	M	4
04	27000030	005+00.560	101	RE	1	1	5	6	1	0	1	5	8	112760277	3	1	11	1	0	1	N	4	1	47	F	3
04	27000030	005+00.560	101	RE	1	1	1	1	1	0	1	1	5	121540072	2	1	3	1	0	1	N	4	1	53	M	3
04	27000030	005+00.560	101	RE	1	1	5	1	1	0	1	5	8	132320215	2	1	5	1	0	1	N	4	1	53	M	3
04	27000030	005+00.560	101	SSS	2	1	1	4	2	0	1	1	5	120170140	1	7	1	8	0	1	N	4	1	50	F	2
04	27000030	005+00.560	101	ROR	4	3	1	4	4	0	3	1	3	123430050	1	7	5	61	46	1	C	4	1	26	F	
04	27000030	005+00.560	101	RA	5	1	1	1	1	0	1	1	8	131370095	2	7	1	5	0	1	C	4	1	60	F	1
04	27000030	005+00.560	101	RA	5	1	1	1	1	0	1	1	6	110080064	1	7	1	1	0	1	N	4	1	55	F	1
04	27000030	005+00.560	101	HQ	8	1	1	4	3	2	2	1	5	131490168	1	7	1	5	0	1	N	4	1	22	M	1
04	27000030	005+00.578		RE	1	1	1	1	1	0	1	1	8	133290043	1	3	1	1	0	1	N	4	1	50	F	1
04	27000030	005+00.616		LT	3	1	98	4	2	2	1	1	8	133060011	1	5	1	1	1	1	C	3	1	34	M	1
04	27000030	005+00.991		RE	1	1	1	1	1	0	1	2	3	131690140	38	7	1	15	4	1	N	99	1	27	M	2
04	27000030	005+00.995		RE	1	1	1	4	4	0	5	1	3	123420280	4	7	1	1	0	1	N	4	1	40	F	3
04	27000030	005+00.995		RE	1	1	1	1	1	0	1	1	5	132260128	3	7	11	1	0	1	N	4	99	29	F	3
04	27000030	005+00.995		HQ	8	1	1	4	1	0	1	1	5	112440023	4	3	2	18	0	1	N	4	2	54	M	3
04	27000030	006+00.060		Other	90	1	98	1	2	0	2	1	3	132920041	3	3	1	1	0	1	N	4	1	36	F	
04	27000030	006+00.089		RE	1	1	98	6	1	0	1	5	5	120110136	3	7	1	90	0	1	N	4	1	39	F	1
04	27000030	006+00.111		RA	5	1	98	1	1	0	1	1	3	120540137	4	2	6	2	0	1	N	4	1	73	M	1
04	27000030	006+00.195		Other	90	1	98	1	1	1	1	1	90	122670109	11	7	1	16	1	1	B	12	1	18	F	
04	27000030	006+00.360	Peony	LT	3	1	4	3	2	1	1	1	90	131620251	1	6	6	2	2	1	C	4	1	20	F	1
04	27000030	006+00.360	Peony	ROR	7	90	4	4	2	4	3	2	3	133380443	2	3	1	61	15	1	N	99	1	28	M	
04	27000030	006+00.581		RE	1	1	1	1	1	0	1	1	3	122270044	1	3	11	1	0	1	N	4	1	35	F	1
04	27000030	006+00.598	Lawndale	RE	1	1	1	1	1	1	1	1	5	120730097	3	3	1	15	0	1	N	4	1	62	F	3
04	27000030	006+00.600	Lawndale	RE	1	1	1	1	2	2	3	1	5	113380153	1	3	11	1	1	1	N	4	1	46	F	1
04	27000030	006+00.600	Lawndale	RE	1	1	1	1	2	2	1	5	5	131200024	3	3	11	1	1	1	N	4	1	34	F	1
04	27000030	006+00.600	Lawndale	RA	5	1	1	1	2	0	1	1	3	121160095	1	1	1	1	0	1	N	4	1	57	F	1
04	27000030	006+00.600	Lawndale	Other	90	1	4	1	1	1	1	5	3	111930064	3	6	1	1	1	1	B	4	1	47	F	3
04	27000030	006+00.606		RA	5	1	1	1	1	0	1	1	3	122600057	1	3	1	1	0	1	N	4	1	50	M	1
04	27000030	006+00.946		RE	1	1	1	1	2	2	1	1	3	133100217	1	3	11	1	1	1	C	4	1	56	F	2
04	27000030	006+00.950	Garland	RE	1	1	1	4	1	0	1	1	3	113140199	1	7	11	1	0	1	N	4	1	54	M	1
04	27000030	006+00.950	Garland	RE	1	1	1	1	1	0	1	1	5	122260138	2	1	6	15	0	1	N	4	1	33	M	3
04	27000030	007+00.100	Everest	SSS	2	1	4	1	4	5	4	1	5	131010199	3	1	1	61	0	1	N	4	1	60	F	
04	27000030	007+00.111		RT	6	1	1	1	1	0	1	5	8	120920082	53	3	4	10	2	25	C	98	1	15	M	1
04	27000030	007+00.113		ROR	7	4	98	1	1	0	1	1	5	132440036	1	3	1	90	0	1	N	99	90	41	M	
04	27000030	007+00.146	Dunkirk/MGP	RE	1	1	1	1	1	1	1	1	5	130670065	4	3	11	15	1	1	N	4	98	41	F	4
04	27000030	007+00.147	Dunkirk/MGP	RE	1	1	1	1	2	0	5	1	5	123460140	3	3	11	1	0	1	N	4	1	29	M	1
04	27000030	007+00.147	Dunkirk/MGP	RE	1	1	1	1	2	0	5	1	3	123470249	3	3	11	1	0	1	N	4	1	58	F	3
04	27000030	007+00.150	Dunkirk/MGP	RE	1	1	1	1	1	1	1	1	3	122570158	1	3	6	41	0	1	N	4	1	33	F	1
04	27000030	007+00.151	Dunkirk/MGP	RE	1	1	1	1	3	2	2	1	3	131410119	1	3	1	4	0	1	N	4	1	32	F	4
04	27000030	007+00.151	Dunkirk/MGP	RE	1	1	1	1	3	0	2	1	90	131600094	3	1	5	1	0	1	N	4	1	49	M	3
04	27000030	007+00.151	Dunkirk/MGP	RE	1	1	1	1	2	2	1	1	90	131680108	3	3	11	1	1	1	N	4	1	19	F	1
04	27000030	007+00.151	Dunkirk/MGP	RE	1	1	1	1	2	0	1	1	90	133310128	2	1	5	4	90	1	N	4	1	58	M	1
04	27000030	007+00.151	Dunkirk/MGP	RE	1	1	1	4	1	0	5	1	5	133460030	1	3	1	4	46	1	N	4	1	36	M	1
04	27000030	007+00.151	Dunkirk/MGP	RE	1	1	4	1	2	4	2	1	3	133540169	1	7	1	1	0	1	N	4	1	34	F	1
04	27000030	007+00.151	Dunkirk/MGP	SSS	2	1	1	4	2	0	5	2	3	133470193	2	3	14	8	15	1	N	99	1	49	M	1
04	27000030	007+00.158	Dunkirk/MGP	RE	1	3	1	1	1	0	1	1	3	120190098	1	3	11	1	0	1	N	4	1	16	M	1
04	27000030	007+00.158	Dunkirk/MGP	SSS	2	1	1	1	1	0	1	1	3	122620111	2	3	1	1	0	1	N	4	1	21	M	4
04	27000030	007+00.160	Dunkirk/MGP	RE	1	1	1	4	1	1	2	5	90	110460174	3	3	5	15	15	1	N	4	1	68	F	1
04	27000030	007+00.160	Dunkirk/MGP	RE	1	1	1	1	1	0	1	5	5	111520181	4	3	3	15	0	1	N	4	1	41	F	3
04	27000030	007+00.160	Dunkirk/MGP	RE	1	1	4	1	1	0	1	5	5	111830083	1	6	5	15	0	1	N	4	1	17	M	1
04	27000030	007+00.160	Dunkirk/MGP	RE	1	1	98	1	99	0	1	5	3	113240195	1	3	11	1	0	1	N	4	1	57	F	2
04	27000030	007+00.160	Dunkirk/MGP	RE	1	1	1	4	1	0	1	5	5	120280118	1	1	3	1	0	1	N	4	1	56	F	1
04	27000030	007+00.160	Dunkirk/MGP	SSS	2	1	1	1	3	0	2	1	5	121190061	1	2	1	1	0	1	N	4	1	27	M	1
04	27000030	007+00.160	Dunkirk/MGP	SSS	2	1	4	1	1	0	1	5	3	121920025	2	7	5	2	0	1	N	4	1	40	M	4
04	27000030	007+00.160	Dunkirk/MGP	RA	5	1	1	4	2	0	1	5	5	110360033	1	3	11	15								



AGE SEX

**MSAS 106 (Maple Grove Pkwy) from CSAH 30 to CSAH 81 (including intersection @ CSAH 81) 2011 - 2013 - created on 11-21-2014 by r1e1che**

Crash data is managed by the Mn/DOT Office of Traffic, Safety, and Operations.

SYS	NUM	REF_POINT	GIS_ROUTE	GIS_TM	RD_DIR	ELEM	RELY	INV	R_U	ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV
05	24300106	004+00.505	0524300106	4.505	E	—	±	3	U	DRIVER #1 WAS MAKING RIGHT TURN FROM NORTHBOUND DUNKIRK LANE TO GO EASTBOUND COUNTY ROAD 30. DRIVE	27	2430	6-Fri	12	9	2011	0727	N
05	24300106	004+00.506	0524300106	4.506	N	—	±	3	U	BOTH VEHICLES NB DUNKIRK LN TO GO EB COUNTY RD 30. AS THEY WERE MAKING THE RIGHT TURN VEHICLE #1 STR	27	2430	2-Mon	4	25	2011	0726	N
05	24300106	004+00.506	0524300106	4.506	N	—	±	3	U	DRIVER #1 WAS MAKING A RIGHT TURN FROM WESTBOUND 93RD AVENUE TO GO NORTH ON MAPLE GROVE PARKWAY. D	27	2430	3-Tue	5	29	2012	0656	N
05	24300106	004+00.506	0524300106	4.506	Z	—	±	3	U	DRIVER 1 WAS EB CO 30, APPROACHING THE INTERSECTION WITH DUNKIRK LN, IN THE LEFT LANE. HE SAID VEH	27	2430	4-Wed	9	5	2012	0535	C
05	24300106	004+00.506	0524300106	4.506	Z	—	±	3	U	VEHICLE 2 WAS EASTBOUND AND STOPPED AT THE TRAFFIC SIGNAL AT COUNTY RD 30/MAPLE GROVE PARKWAY IN TH	27	2430	7-Sat	3	16	2013	0829	N
05	24300106	004+00.506	0524300106	4.506	Z	—	±	3	U	DRIVER 1 WAS TURNING RIGHT FROM WB CO 30 ONTO MAPLE GROVE PKWY. A BLACK SUBURBAN WAS IN FRONT OF HER	27	2430	4-Wed	4	10	2013	0801	N
05	24300106	004+00.506	0524300106	4.506	N	—	±	3	U	BUT STATED HE WAS NOT INJURED & DID NOT WANT MEDICAL ATTENTION. I OBSERVED HEAVY FRONT END DAMAG	27	2430	2-Mon	7	22	2013	1540	N
05	24300106	004+00.539	0524300106	4.539	W	—	±	3	U	UNIT #1 HAD STOPPED, YIELDING TO NB TRAFFIC ON DUNKIRK LN. DRIVER OF UNIT #1 STATED HE HAD BEEN ST	27	2430	6-Fri	12	21	2012	1418	N
05	24300106	004+00.626	0524300106	4.626	N	—	±	3	U	VEHICLE 1 WAS APPROACHING THE ON RAMP TO I94 E/B FROM MAPLE GROVE PARKWAY. HE CAME TO A STOP OR WA	27	2430	3-Tue	8	9	2011	0644	C
05	24300106	004+00.626	0524300106	4.626	E	352	±	3	U	DRIVER #1 WAS TRAVELING NORTHEAST ON MAPLE GROVE PARKWAY APPROACHING INTERSECTION WITH 96TH AVENUE.	27	2430	6-Fri	3	2	2012	0858	B
05	24300106	004+00.633	0524300106	4.633	Z	—	±	3	U	#1 WAS SLOWING IN TRAFFIC WHEN STRUCK BY #2. #2 SAID TRAFFIC WAS MOVING OK SO SHE LOOKED AWAY FOR	27	2430	7-Sat	5	12	2012	1210	N
05	24300106	004+00.637	0524300106	4.637	Z	—	±	3	U	VEHICLE #2 WAS SLOWING IN TRAFFIC FOR A STALLED AUTO IN FRONT OF HIM WHEN STRUCK FROM BEHIND BY VEH	27	2430	7-Sat	3	12	2011	0924	N
05	24300106	004+00.637	0524300106	4.637	W	352	±	3	U	VEHICLE 2 WAS FOLLOWING VEH 1. A CAR PULLED OUT OF THE LEFT TURN ONLY LANE AND THE CAR IN FRONT OF	27	2430	6-Fri	11	8	2013	1415	N
05	24300106	004+00.648	0524300106	4.648	E	—	±	3	U	MY #1 WAS MAKING A RIGHT TURN ON EB I94 FROM MAPLE GROVE PKWY. DRIVER STARTED TO MAKE TURN AND SAW	27	2430	5-Thu	7	14	2011	1923	N
05	24300106	004+00.648	0524300106	4.648	Z	—	±	3	U	#1 WAS TURNING WITH A GREEN ARROW AS CONFIRMED BY UNINVOLVED WITNESS. #2 SAID SHE LOOKED TOO LATE A	27	2430	1-Sun	1	22	2012	0827	C
05	24300106	004+00.677	0524300106	4.677	Z	—	±	3	U	VEHICLE WAS WEST BOUND ON MAPLE GROVE PKWY WEST OF 96TH AVE. DRIVER STATED WHILE DRIVING ON MAPLE	27	2430	3-Tue	10	16	2012	1438	N
05	24300106	004+00.696	0524300106	4.696	Z	—	1	3	U	ALL THREE VEHICLES WERE WEST BOUND ON MAPLE GROVE PKWY ON THE BRIDGE OVER I94. THE VEHICLES WERE I	27	2430	7-Sat	8	25	2012	1508	N
05	24300106	004+00.696	0524300106	4.696	W	—	1	3	U	BOTH VEHICLE #1 AND VEHICLE #2 STOPPED AT THE RED TRAFFIC LIGHT IN THE RIGHT LANE WESTBOUND MAPLE	27	2430	1-Sun	11	24	2013	0813	C
05	24300106	004+00.705	0524300106	4.705	Z	—	1	3	U	#REF!	27	2430	2-Mon	7	22	2013	2037	N
05	24300106	004+00.707	0524300106	4.707	Z	352	1	3	U	VEH #1 WAS TRAVELING IN THE WRONG LANE WB ON 96TH AVE. FROM THE ON RAMP TO EB I-94. VEH #2 WAS TRAV	27	2430	2-Mon	11	19	2012	2016	N
05	24300106	004+00.718	0524300106	4.718	N	409	1	3	U	VEH 1 2 AND 3 WERE WAITING AT A RED LIGHT TO TAKE A LEFT FROM SB MAPLE GROVE PKWY TO GET ONTO RAMP	27	2430	3-Tue	2	12	2013	1950	N
05	24300106	004+00.736	0524300106	4.736	W	—	1	3	U	. NO CITATIONS ISSUED STEMMING FROM THIS ACCIDENT.	27	2430	3-Tue	1	29	2013	1340	C
05	24300106	004+00.805	0524300106	4.805	Z	409	1	3	U	BOTH VEHICLES IN THE RIGHT HAND LANE OF WEST BOUND MAPLE GROVE PKWY. VEHICLE 2 WAS STOPPED IN TRAF	27	2430	7-Sat	12	22	2012	1200	N
05	24300106	004+00.807	0524300106	4.807	S	351	1	3	U	BOTH DRIVERS CLAIMED THEY HAD A GREEN LIGHT. UNIT #2 WAS SB MAPLE GROVE PKWY WHEN UNIT #1 MADE A	27	2430	2-Mon	11	4	2013	1514	N
05	24300106	004+00.940	0524300106	4.940	N	—	1	3	U	UNIT #2 HAD STARTED BUT THEN STOPPED IN TRAFFIC, YIELDING TO TRAFFIC THAT HAD THAT RIGHT-OF-WAY. D	27	2430	4-Wed	2	13	2013	1400	C
05	24300106	004+00.940	0524300106	4.940	S	—	1	3	U	***FILED EARLY ON ACCIDENT*** UNIT 1 AND 2 WERE APPROACHING HEAVY TRAFFIC AND COMING TO A STOP.	27	2430	6-Fri	2	15	2013	1654	C
05	24300106	004+00.954	0524300106	4.954	Z	351	1	3	U	VEH 1 WAS EB ON MAPLE GROVE PKWY, AND HAD JUST CROSSED OVER I94. DRIVER 1 SAID HE HAD A GREEN LIGHT	27	2430	6-Fri	2	1	2013	2330	N
05	24300106	004+00.954	0524300106	4.954	W	—	1	3	U	-VEHICLE 2 STOPPED IN TRAFFIC ON WB MAPLE GROVE PKWY ON BRIDGE OVER I-94. - VEHICLE 1 APPROACHING V	27	2430	5-Thu	2	7	2013	1602	C
05	24300106	004+00.954	0524300106	4.954	S	—	1	3	U	I RECEIVED A PHONE CALL FROM THE OWNER OF UNIT 1. HE SAID HE HAD BEEN AT THE ABOVE INTERSECTION W	27	2430	5-Thu	6	20	2013	1600	N
05	24300106	005+00.025	0524300106	5.025	Z	—	1	3	U	UNIT 2 WAS STOPPED IN TRAFFIC FOR A RED LIGHT. UNIT 1 WAS BEHIND UNIT 2. DR 1 SAID HER FOOT SLIPPE	27	2430	2-Mon	11	21	2011	1722	N
05	24300106	005+00.027	0524300106	5.027	W	—	1	3	U	DRIVER VEHICLE #1 WAS INCAPACITATED AT THE SCENE INITIALLY BUT LATER IN THE AMBULANCE TOLD OFFICER	27	2430	5-Thu	1	19	2012	0650	A
05	24300106	005+00.027	0524300106	5.027	E	—	1	3	U	#1 SAID HE HAD SLOWED TO ABOUT 5 MPH FOR A TRAFFIC LIGHT THAT HAD TURNED RED WHEN #2 STRUCK THE REA	27	2430	2-Mon	4	16	2012	0701	N
05	24300106	005+00.097	0524300106	5.097	W	—	±	3	U	VEHICLE #1 WAS TURNING LEFT ONTO MAPLE GROVE PARKWAY, FROM UPLAND LANE, THE SEMAPHORE WAS GREEN. D	27	2430	7-Sat	6	22	2013	1714	B
05	24300106	005+00.097	0524300106	5.097	W	—	±	3	U	UNIT #1 HAD BEEN STOPPED IN THE LEFT TURN LANE, WHEN DRIVER DECIDED SHE NEEDED TO GO TO THE NEXT IN	27	2430	4-Wed	10	16	2013	1300	N
05	24300106	005+00.490	0524300106	5.490	N	—	±	3	U	ON 11/10/2012N AT 1538 HOURS I RESPONDED TO THE INTERSECTION OF MAPLE GROVE PARKWAY AND 99TH AVENUE	27	2430	7-Sat	11	10	2012	1538	N
05	24300106	005+00.490	0524300106	5.490	E	—	±	3	U	D2 WAS DRIVING V2 EB ON MAPLE GROVE PKWY. D1 WAS DRIVING WB ON MAPLE GROVE PKWY TRYING TO MAKE A LE	27	2430	3-Tue	6	4	2013	2030	N
05	24300106	005+00.529	0524300106	5.529	W	—	±	3	U	VEH 1 WAS WAITING TO TAKE A LEFT TURN OUT OF THE TARGET PARKING LOT TO GO EB MAPLE GROVE PKWY. VEH	27	2430	7-Sat	2	26	2011	1100	C
05	24300106	005+00.600	0524300106	5.600	Z	—	±	3	U	-UNIT #1 WAS IN THE EXIT LANE OF THE TARGET LOT WAITING FOR BOTH SOUTHBOUND LANES OF TRAFFIC TO PA	27	2430	4-Wed	11	14	2012	1740	N
05	24300106	005+00.648	0524300106	5.648	Z	—	±	3	U	-UNIT #1 WAS STOPPED AT THE STOP SIGN FOR EASTBOUND 101ST AVE/MAPLE GROVE PARKWAY. UNIT #2 WAS SG	27	2430	4-Wed	11	9	2011	1750	N
05	24300106	005+00.648	0524300106	5.648	Z	—	±	3	U	VEH #1 WAS WB 101ST AVENUE STOPPED AT THE STOP SIGN. VEH #1 LOOKED FOR TRAFFIC AND OBSERVED VEH #2	27	2430	1-Sun	11	20	2011	1206	N
05	24300106	005+00.836	0524300106	5.836	N	—	±	3	U	DRIVER VEHICLE #1 SAID SHE WAS NORTHBOUND MAPLE GROVE PKWY IN THE RIGHT LANE. SUDDENLY VEHICLE #2-	27	2430	4-Wed	12	4	2013	0933	N
05	24300106	006+00.122	0524300106	6.122	W	—	±	3	U	DRV 1 STD SHE WAS TRYING TO MAKE A RIGHT HAND TURN FROM SB CO 81 TO WB MAPLE GROVE PKWY. SHE STD HE	27	2430	4-Wed	3	21	2012	0920	N
05	24300106	006+00.139	0524300106	6.139	Z	—	±	3	U	BOTH VEHICLES WERE NB MAPLE GROVE PKWY AND STOPPED FOR A RED SEMAPHORE AT CO RD 81. WAITING TO MAKE	27	2430	6-Fri	5	4	2012	1259	N
05	24300106	006+00.139	0524300106	6.139	Z	—	±	3	U	BOTH VEHICLES WERE NB MAPLE GROVE PARKWAY IN THE RIGHT TURN LANE TO GO EB COUNTY 81. VEH #2 WAS STOPPE	27	2430	2-Mon	5	21	2012	1400	N
05	24300106	006+00.200	0524300106	6.200	Z	—	±	3	U	BOTH VEHICLES NORTH ON MAPLE GROVE PKWY TO EASTBOUND CO 81. VEHICLE ONE WAS BEHIND VEHICLE TWO IN	27	2430	4-Wed	12	25	2013	1304	B
05	24300106	006+00.207	0524300106	6.207	E	—	±	3	U	UNIT #1 AND #2 WERE STOPPED AT A RED LIGHT FACING NB ON MAPLE GROVE PKWY IN THE RIGHT HAND TURN LANE	27	2430	4-Wed	12	26	2012	1749	N
05	24300106	006+00.211	0524300106	6.211	N	—	±	3	U	UNIT #2 WAS STOPPED AT RED LIGHT WAITING TO MAKE A RIGHT TURN FROM NB MAPLE GROVE PKWY TO EB CO RD	27	2430	1-Sun	11	25	2012	1157	C
05	24300106	006+00.211	0524300106	6.211	Z	—	±	3	U	VEH 1 WAS STOPPED AT THE TRAFFIC LIGHT TO GO FROM EB MAPLE GROVE PKWY TO SB CO RD 81. SHE BEGAN TO	27	2430	6-Fri	11	8	2013	1740	C
04	27000081	014+00.110	0427000081	14.110	Z	—	±	3	U	VEHICLES 1, 2 AND 3 WERE SE/B OON CO RD 81 IN THE LEFT LANE HEAVY TRAFFIC. V1 SLOWED THEN STOPPED I	27	2430	4-Wed	9	26	2012	0743	C
04	27000081	014+00.125	0427000081	14.125	Z	—	±	3	U	VEHICLE #1 STOPPED IN TRAFFIC TO HEAD SOUTH ON MAPLE GROVE PARKWAY FROM WESTBOUND COUNTY ROAD 81-	27	2430	6-Fri	12	6	2013	1920	N
04	27000081	014+00.153	0427000081	14.153	Z	—	±	3	U	VEHICLE #1 WAS IN THE LEFT TURN LANE ON CO. RD. 81 TO GO SB MAPLE GROVE PARKWAY. WITNESS STATED SHE	27	2430	3-Tue	2	22	2011	1021	N
04	27000081	014+00.153	0427000081	14.153	W	—	±	3	U	BOTH VEHICLES WERE WB COUNTY 81. VEH #2 STATED HE OBSERVED VEH #1 SPEEDING ON COUNTY 81 WHEN HE WAS ST	27	2430	7-Sat	3	24	2012	1533	N
04	27000081	014+00.153	0427000081	14.153	Z	—	±	2	U	UNIT #1 WAS TRAVELING NW ON COUNTY ROAD 81. UNIT #1 HIT A DEER.	27	2430	4-Wed	5	2	2012	2225	N
04	27000081	014+00.153	0427000081	14.153	Z	—	±	3	U	12-32028 BOTH DRIVERS AND PASSENGER SAID THE FOLLOWING OCCURRED. BOTH V1 AND V2 WERE NB ON MAPLE	27	2430	7-Sat	9	29	2012	1729	N
04	27000081	014+00.153	0427000081	14.153	Z	—	±	3	U	VEHICLE #1 WAS PREPARING TO TURN EASTBOUND ONTO CO 81 FROM MAPLE GROVE PARKWAY, BUT STOPPED FOR ONC	27	2430	6-Fri	4	26	2013	1747	N
04	27000081	014+00.153	0427000081	14.153	Z	—	±	3	U	UNIT 2 STRUCK UNIT 1. THE DRIVER OF UNIT 2 THOUGHT THEY WERE MOVING AND REAR ENDED THEM. NO INJURI	27	2430	2-Mon	5	27	2013	1632	N
04	27000081	014+00.153	0427000081	14.153	N	—	±	3	U</									



NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	PERSON1										PERSON2			
															VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE	DIR	ACT
0	2	4	40	1	1	1	1	2	1	1	2	6	5	113440022	1	2	5	1	1	1	N	4	1	16	M	1	2	5
0	2	4	45	1	1	1	1	2	1	0	1	1	5	111150029	1	1	5	15	4	1	N	4	1	23	F	1	1	5
0	2	4	40	1	1	1	1	1	1	1	1	5	5	121500099	1	2	5	15	4	1	N	4	1	23	M	1	2	5
0	2	4	40	1	1	1	1	2	1	0	1	1	5	122400017	1	3	1	1	0	1	C	4	1	43	M	4	3	14
0	2	4	40	1	1	1	1	2	1	1	5	1	5	130750199	1	1	5	4	1	1	N	4	1	50	F	3	1	5
0	1	4	40	1	1	1	1	1	1	0	1	1	3	131000049	1	7	5	1	0	1	N	99	1	29	F	1	1	1
0	2	4	40	1	3	1	4	1	1	0	1	1	8	132030122	4	5	6	2	15	1	N	4	1	25	M	1	1	1
0	2	7	45	1	1	1	1	1	1	0	1	1	3	123570064	2	8	9	15	0	1	N	4	1	36	M	3	8	1
0	2	4	45	1	1	1	1	2	1	1	1	1	3	112210061	2	1	3	1	1	1	C	4	1	31	M	3	1	5
0	2	4	40	1	5	1	1	1	2	2	5	2	5	120620070	1	2	1	5	15	1	C	4	1	20	F	4	4	1
0	2	1	45	1	1	1	98	1	1	1	1	1	5	121330055	1	7	1	15	1	1	N	4	1	51	F	1	7	10
0	2	4	40	1	1	1	1	1	4	0	5	1	5	110740065	3	3	10	4	61	1	N	4	1	31	M	2	3	11
0	2	4	40	1	1	1	1	1	2	0	1	2	5	133120108	1	7	1	4	15	1	N	4	1	48	F	3	7	10
0	2	4	40	1	1	1	1	1	2	0	1	2	5	111950128	1	3	5	90	0	1	N	4	1	17	F	1	3	5
0	2	4	40	1	5	1	1	1	2	1	1	1	3	120220101	1	6	6	1	1	1	N	4	1	22	M	3	2	1
0	1	1	40	8	5	1	98	1	1	0	1	1	5	122900106	1	7	1	1	0	1	N	4	1	29	F	1	1	1
0	3	1	40	1	1	1	98	1	1	0	1	1	5	122390088	2	7	10	1	0	1	N	4	1	38	M	2	7	10
0	3	4	40	1	1	1	1	1	1	0	1	2	3	133280029	1	7	1	15	5	1	C	4	90	72	F	3	7	11
0	2	1	40	1	2	1	1	1	2	0	1	2	5	132030136	4	6	1	8	0	1	N	4	1	41	F	3	6	1
0	2	7	40	1	5	1	1	4	1	0	1	1	5	123240134	3	7	2	5	8	1	N	4	1	25	F	1	5	1
0	3	4	40	1	1	1	1	4	2	0	1	2	5	130430206	1	5	9	1	0	1	N	4	1	28	M	1	5	9
0	2	7	40	1	1	1	1	1	1	0	2	1	3	130290289	2	7	11	1	0	1	C	4	1	52	M	2	7	1
0	2	1	40	1	1	1	98	1	1	0	1	1	5	123570088	3	7	11	1	0	1	N	4	1	39	M	1	7	1
0	2	7	40	1	2	1	1	1	1	0	1	1	3	133080104	3	5	1	2	0	1	N	4	1	38	F	4	5	1
0	2	7	30	1	1	1	1	1	1	0	1	1	3	130440129	1	1	9	15	0	1	N	4	1	43	F	4	1	11
0	3	4	45	1	1	1	1	3	1	1	1	2	3	130470112	3	5	10	1	1	1	N	4	1	41	F	1	5	10
0	2	4	40	1	5	1	1	4	4	7	3	1	2	130350023	4	3	1	0	0	1	N	4	1	39	M	1	1	10
0	2	1	40	1	1	1	98	1	2	0	2	1	3	130380141	1	6	11	1	0	1	C	4	1	49	M	1	6	1
0	2	4	45	1	1	1	1	1	1	1	1	1	3	131710137	3	5	11	1	1	1	N	4	1	34	M	2	5	9
0	2	2	40	1	1	1	1	4	2	0	1	1	3	113250238	1	1	1	21	0	1	N	4	1	62	F	1	1	11
0	2	2	40	1	1	1	1	4	1	0	1	1	3	120190096	3	7	9	99	0	1	A	4	99	48	F	1	7	1
0	2	2	40	1	1	1	1	1	5	5	2	1	3	121070048	2	3	10	1	1	1	N	4	1	57	M	1	3	1
0	1	4	40	6	5	1	1	1	1	0	1	1	5	131720287	3	8	6	2	0	1	N	98	1	56	F	53	5	35
0	2	7	40	1	2	1	1	1	1	0	1	1	3	132890085	35	7	1	1	0	1	N	4	1	49	M	4	7	14
0	3	4	40	1	5	1	1	1	1	0	2	1	5	123150102	1	3	1	2	15	1	N	4	1	18	F	1	5	1
0	2	4	40	1	5	1	1	4	2	3	2	1	1	131550165	1	3	4	5	3	1	N	4	1	23	F	1	3	1
0	2	2	40	1	5	1	98	1	4	4	3	2	5	110570054	4	5	6	2	0	1	N	4	1	38	M	1	7	1
0	2	4	40	1	5	1	4	4	1	1	1	1	90	123190149	1	3	9	2	2	1	N	4	1	45	M	1	5	1
0	2	4	40	1	5	1	4	4	1	1	1	1	3	113130150	1	3	9	15	2	1	N	4	1	58	M	4	6	1
0	2	4	45	1	5	1	4	1	1	0	2	1	5	113240350	1	7	1	2	0	1	N	4	1	20	M	1	1	1
0	2	4	40	1	5	1	4	1	4	0	3	1	3	133380148	1	1	1	1	0	1	N	4	1	38	F	3	3	10
0	1	2	45	26	4	3	1	4	3	2	2	2	3	120810023	1	7	5	3	46	1	N	4	1	25	F	1	1	1
0	2	2	45	1	1	1	1	1	1	0	1	1	5	121250069	2	1	5	4	0	1	N	4	1	62	M	1	1	5
0	2	4	55	1	1	1	1	1	1	0	1	1	5	121420139	3	2	5	4	0	1	N	4	1	24	F	3	2	5
0	2	2	45	1	1	1	1	1	2	0	3	1	5	133590089	1	1	1	15	0	1	N	4	1	60	F	1	1	5
0	2	2	45	1	1	1	1	4	1	1	1	1	90	123610147	1	98	1	1	0	1	N	4	1	28	M	1	3	1
0	2	7	45	1	1	1	1	1	1	0	1	1	3	123300052	1	1	9	15	0	1	N	4	1	29	F	3	1	11
0	2	2	45	1	1	1	1	4	2	0	1	6	5	133120136	3	3	3	90	0	1	N	4	1	44	M	3	3	3
0	3	1	55	1	1	1	98	1	1	0	1	1	3	122700048	3	4	10	1	0	1	N	4	1	54	F	4	4	1
0	2	2	55	1	1	1	1	4	2	2	5	1	5	133400390	3	8	11	1	0	1	N	99	1	48	F	1	8	10
0	2	2	55	1	2	1	1	1	2	0	2	1	5	110530189	1	8	14	2	8	1	N	4	1	50	F	1	8	1
0	2	1	55	1	1	1	98	1	1	0	1	1	5	120840089	3	7	1	4	15	1	N	4	1	20	M	2	7	1
0	1	1	55	8	98	1	98	6	2	0	1	1	8	121240011	90	8	1	1	0	1	N	4	1	29	F	1	1	1
0	2	4	55	1	1	1	5	1	1	0	1	5	5	122730166	3	2	5	4	0	1	N	4	1	29	F	1	2	5
0	2	2	55	1	1	1	1	1	1	1	1	1	3	131160129	3	2	5	1	1	1	N	99	1	53	F	4	2	5
0	2	2	45	1	1	1	1	1	2	2	1	5	3	131470077	3	1	5	4	1	1	N	4	1	29	F	1	1	5
0	2	2	45	1	1	1	1	1	1	1	1	5	5	132800064	1	3	5	1	1	1	N	4	1	41	F	3	3	5
0	2	1	55	1	1	1	1	4	1	0	1	1	3	132970039	3	8	1	15	0	1	N	4	1	36	M	3	8	1
0	2	1	55	1	8	1	98	1	4	0	5	1	8	113240310	1	1	1	61	0	1	C	4	1	36	F	1	1	1
0	2	2	55	1	1	1	1	1	3	3	2	1	3	122830066	3	7	11	1	1	1	N	4	1	19	F	1	7	10
0	2	1	55	1	1	1	1	1	2	0	1	1	5	112910214	1	7	1	16	0	1	N	4	1	18	F	4	7	11
0	1	1	55	8	5	1	98	4	2	2	1	1	3	122830014	1	8	1	1	1	1	N	4	1	17	F	1	1	1
0	2	7	55	1	1	1	1	1	3	0	2	1	3	123110168	4	3	10	46	0	1	N	4	1	36	M	3	2	10
0	2	1	50	1	1	1	98	1	1	0	1	2	3	132610093	1	7	10	2	0	1	N	4	1	17	F	2		



CSAH 30/Maple Grove Parkway  
Crash Analysis  
November 2014

	Intersections	Total Number of Accidents	Years of Data	ADT*	Calculated Crash Rate (Million Entering Vehicles)	Type of Intersection: Vol < 15K ADT; Speed < 45 mph	Average Crash Rate for Similar Intersections, Ra	Vehicle Exposure During Study Period, m
Existing	Maple Grove Parkway/CSAH 30	30	3	28000	0.98	Signalized; High Volume, Low Speed	0.7	30.66
Future	Maple Grove Parkway/CSAH 30	23	3	21950	0.96	Signalized; High Volume, Low Speed	0.7	24.04
Existing	Maple Grove Parkway/West 94 Ramp	8	3	22850	0.32	Signalized; High Volume, Low Speed	0.7	25.02
Future	Maple Grove Parkway/West 94 Ramp	6	3	17850	0.31	Signalized; High Volume, Low Speed	0.7	19.55
Existing	Maple Grove Parkway/East 94 Ramp	8	3	19100	0.39	Signalized; High Volume, Low Speed	0.7	20.91
Future	Maple Grove Parkway/East 94 Ramp	7	3	16600	0.39	Signalized; High Volume, Low Speed	0.7	18.18

	Segments	Total Number of Accidents	Years of Data	ADT	Segment Length (Miles)	Calculated Crash Rate (Million Entering Vehicles)	Type of Segment: 2-, 3-, 4-, or 5-Lane; Urban vs Rural; Divided vs Undivided	Average Crash Rate for Similar Segments, Ra
Existing	CSAH 30 from Queensland Dr to Maple Grove Parkway	10	3	12100	1.0	0.75	4-Lane Divided Conventional	3.4
Future	CSAH 30 from Queensland Dr to Maple Grove Parkway	5	3	6000	1.0	0.75	4-Lane Divided Conventional	3.4
Future New Road	610 Volume from CSAH 30	10	3	6000	1.0	1.52	4-Lane Expressway	1.5

Notes:

\* ADT: used the total volume at each leg of the intersection divided by two (to only account for the vehicles entering the intersection)

A total of 15 crashes will be reduced from this project, however, 10 additional crashes will occur along CSAH 610, thus reducing the crashes reduced to 5 crashes.

Represents the Minnesota Average Crash Rates for the Metro Areasimilar roadway segments or intersections.

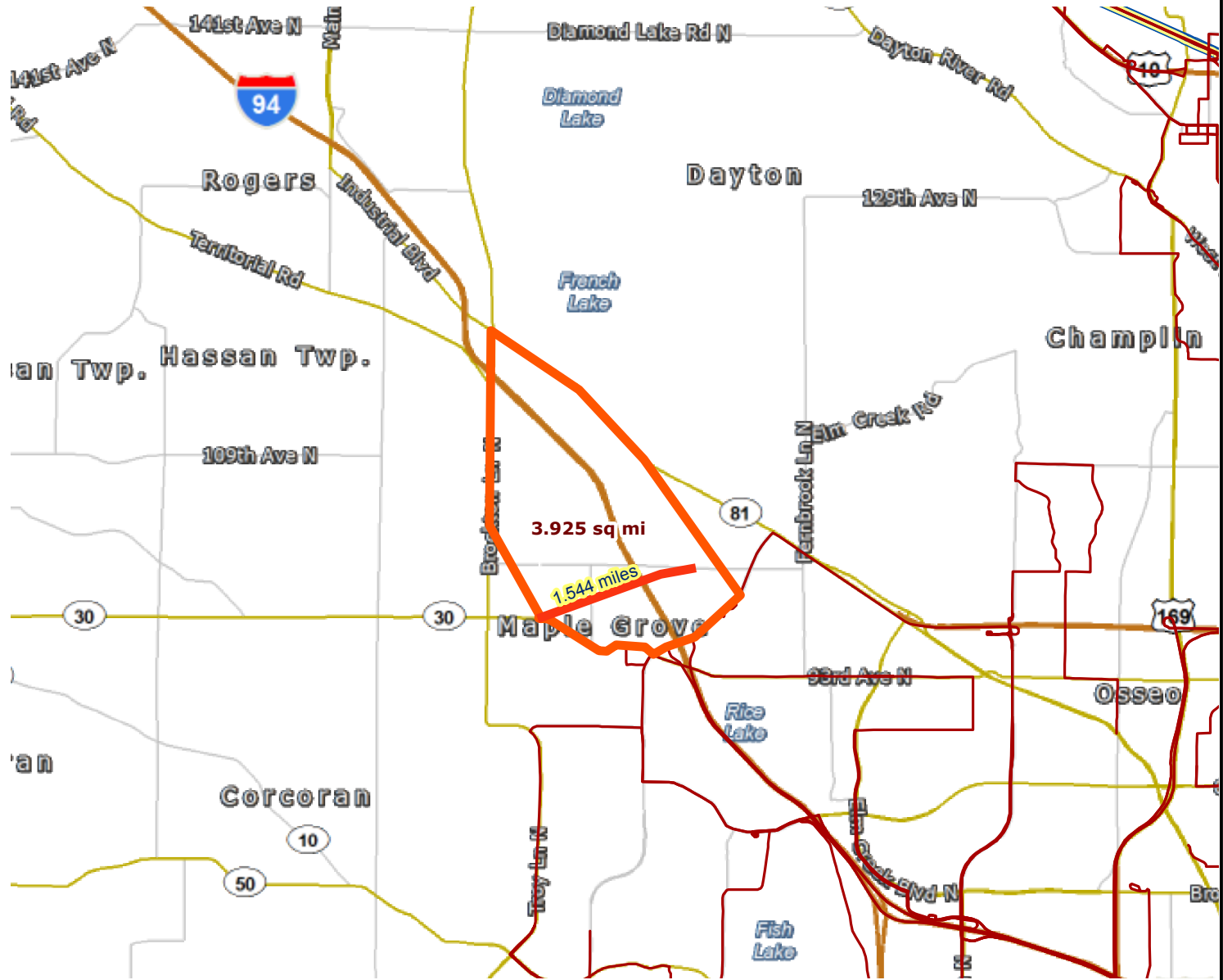
## Crash Reduction Methodology

### East Bush Lake Road – **Methodology in Red**

**Question:** For the Roadway Expansion application, how do I complete the Safety measure for a project that involves the construction of a new roadway? More specifically, there isn't a crash modification factor that can be used for the construction of a new roadway in the HSIP methodology.

**Answer:** With the construction of a new roadway, an analysis should be conducted to determine the parallel routes that will be affected by the project. The crash reduction factor can be calculated using the following methodology:

- Identify the parallel roadway(s) that will be affected by the project.
  - **CSAH 30 from Queensland Rd to Maple Grove Parkway and the Maple Grove Parkway I-94 Ramps will be most affected by the CSAH 610 extension.**
- Using the crash data for the most recent three years, calculate the existing crash rate for the parallel roadway(s).
  - **Existing crash rate was calculated for the segment of CSAH 30 from Queensland to Maple Grove Parkway (excluding the Maple Grove Parkway intersection) This was 0.75. The Maple Grove Parkway/CSAH 30 intersection crash rate is 0.98**
- Identify the daily traffic volume that will be relocated from the parallel roadway(s) to the new roadway.
  - **Approximately 6000 vehicles (based on year 2014 volumes)**
- Calculate the number of crashes related to the relocated traffic volume using the existing crash rate for the parallel roadway(s). For instance, if 5,000 vehicles are expected to relocate from the existing parallel roadway to the new roadway, calculate the number of crashes related to the 5,000 vehicles.
  - **It was calculated that 7 crashes will be eliminated by reducing the volume by 6000 vpd at the Maple Grove Parkway/CSAH 30 intersection. For the segment, it is expected that there will be 5 crashes reduced by the reduced volume.**
- Identify the average crash rate for the new roadway using MnDOT's crash rates by roadway type. Using the average crash rate for the new roadway, calculate the number of crashes related to the relocated traffic (such as the 5,000 vehicles).
  - **The additional 6000 vpd on CSAH 610 are expected to add 10 crashes to the segment.**
- Calculate the crash reduction factor using the existing number of crashes on the existing parallel roadway compared to the new roadway, due to the relocated traffic volume (such as the 5,000 vehicles).
  - **It is estimated that a total of 15 crashes will be reduced, however 10 new crashes are estimated to occur along the extension of CSAH 610, thus a reduced crash total of 5 crashes. The crash reduction factor is  $5/40 = 13\%$**
- The calculated crash reduction factor should be used in the HSIP B/C worksheet.



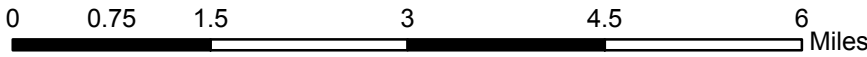
Results

Transit with a Direct Connection to project:  
-- NONE --

\*indicates Planned Alignments

CSAH 610 is a new roadway, therefore it does not have any transit connections. However, as discussed with Met Council, CSAH 610 is providing congestion relief for the I-94/Maple Grove Parkway intersection to the south. Transit from this roadway is being included in analysis. Maple Grove Pkwy transit routes = 781, 785, and 787

— Project     
 — Transit Routes     
 — Transitway  
  Project Area     
 — — — Northstar Line



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For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>



**S.P. 2771-37D Environmental Assessment Worksheet**

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**RGU CERTIFICATION.** *(The Environmental Quality Board will only accept **SIGNED** Environmental Assessment Worksheets for public notice in the EQB Monitor.)*

**I hereby certify that:**

- The information contained in this document is accurate and complete to the best of my knowledge.
- The EAW describes the complete project; there are no other projects, stages or components other than those described in this document, which are related to the project as connected actions or phased actions, as defined at Minnesota Rules, parts 4410.0200, subparts 9b and 60, respectively.
- Copies of this EAW are being sent to the entire EQB distribution list.

  
Signature

May 6, 2013  
Date

Chief Environmental Officer, MnDOT  
Title

**Environmental Assessment Worksheet** was prepared by the staff of the Environmental Quality Board at the Minnesota Department of Administration, Office of Geographic and Demographic Analysis. For additional information, worksheets or for *EAW Guidelines*, contact: Environmental Quality Board, 658 Cedar St., St. Paul, MN 55155, 651-201-2492, or <http://www.eqb.state.mn.us>

City of Maple Grove (Proposer) and MnDOT (RGU) completed an EAW with additional analysis of federal issues in May 2013.