Application

01967 - 2014 Roadway Expansion

02286 - East Bush Lake Road I-494 Westbound Entrance Ramp

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	11/25/2014 4:40 PM

Primary Contact

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	City	State/Province	Postal Code/Zip	
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	Phone		Ext.	
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What Grant Programs are you most interested in?	Regional Solicitation - Bicycle and Pedestrian Facilities			

Organization Information

Name:	BLOOMINGTON,CITY OF
Jurisdictional Agency (if different):	

Organization Type:	City
Organization Website:	
Address:	1700 W 98TH STREET

*	BLOOMINGTON	Minnesota	55431
	City	State/Province	Postal Code/Zip

County:	Hennepin
Phone:*	952-563-8700 Ext.
Fax:	
PeopleSoft Vendor Number	0000026809A5

Project Information

Project Name	East Bush Lake Road I-494 Westbound Entrance Ramp
Primary County where the Project is Located	Hennepin
Jurisdictional Agency (If Different than the Applicant):	MnDOT, Hennepin County

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

The East Bush Lake Road (CSAH 28) westbound entrance ramp project will construct an inverted loop ramp that provides access to westbound I-494 at the existing East Bush Lake Road interchange. East Bush Lake Road (CSAH 28) is a four-lane A minor arterial reliever route with a partial access interchange (three of the four movements are provided) to I-494. The project will improve traffic operations on westbound I-494 at TH 100 and local road intersections north and south of I-494 (84th Street/Normandale Boulevard and 77th Street/TH 100 west ramps). The lack of the entrance ramp contributes to the traffic issues shown in Figure 1. The project improvements are shown in Figure 2.

Land uses adjacent to the project include commercial, business/office, and industrial uses as part of a regional Job Concentration center. The Normandale Lake District is immediately southeast of the project and is a major regional traffic generator for traffic bound for westbound I-494. Currently this traffic uses the Normandale Blvd/84th Street intersection to access westbound I-494 via the TH 100/I-494 interchange. This circuitous route adds approximately two miles to every westbound I-494 bound trip compared to the proposed project access. The project removes these trips from the already congested intersection and interchange.

Improving traffic surrounding the Normandale Lake District would benefit transit users through better travel times and reliability. The westbound I-494 access may benefit transit routing, particularly for the planned American Boulevard Arterial Bus Rapid Transit.

As part of the project, the median on the East Bush Lake Road (CSAH 28) bridge over I-494 would be removed and the left turn lane from southbound East Bush Lake Road reconstructed to provide access to the westbound ramp. The northbound

right turn lanes on East Bush Lake Road would also be reconstructed to provide access to the entrance ramp. An acceleration lane approximately 1,600 feet long would be added to the westbound I-494 entrance ramp. Approximately 1,200 feet of the eastbound I-494 entrance ramp would be reconstructed to match grades. An existing stormwater treatment pond would be expanded as part of the project for water quality improvements.

An existing trail runs along the east side of East Bush Lake Road through the interchange area. The new ADA-compliant trail ramps would improve multimodal access to the Normandale Lake District and a regional park. The bicycle and pedestrian network is shown in Figure 3.

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

Project Length (Miles) 0.5

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.

City of Bloomington Comprehensive Plan, 2008 (pages 4.53, 4.59)

Connection to Local Planning

Normandale Lake District Plan, 2008 (page 3.10)

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 $8,280,100.00

Minimum of 20% of project total

Project Total $15,280,100.00

Match Percentage *Minimum of 20%* *Compute the match percentage by dividing the match amount by the project total*	54.19%
Source of Match Funds	City of Bloomington
Preferred Program Year	
Select one:	2017 (Roadway Projects Only)

MnDOT State Aid Project Information: Roadway Projects

County, City, or Lead Agency	City of Bloomington
Functional Class of Road	A Minor Arterial
Road System *TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET*	CSAH
Name of Road *Example; 1st ST., MAIN AVE*	East Bush Lake Road (CSAH 28)
Zip Code where Majority of Work is Being Performed	55439
(Approximate) Begin Construction Date	04/01/2017
(Approximate) End Construction Date	11/30/2017
LOCATION	
From: **(Intersection or Address)** *Do not include legal description;* *Include name of roadway if majority of facility runs adjacent to a single corridor.*	1,800 feet west of East Bush Lake Road (CSAH 28)
To: **(Intersection or Address)**	1,000 feet east of East Bush Lake Road (CSAH 28)
Type of Work *Examples: grading, aggregate base, bituminous base, bituminous surface, sidewalk, signals, lighting, guardrail, bicycle path, ped ramps, bridge, Park & Ride, etc.)*	Grading, pavement, bridge, bike path, pedestrian ramps, retaining walls, signals, lighting
Old Bridge/Culvert?	No
New Bridge/Culvert?	No
Structure is Over/Under **(Bridge or culvert name):**	

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	$540,000.00

Removals (approx. 5% of total cost)	$48,800.00
Roadway (grading, borrow, etc.)	$484,700.00
Roadway (aggregates and paving)	$420,600.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$500,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$98,750.00
Traffic Control	$324,000.00
Striping	$4,000.00
Signing	$90,000.00
Lighting	$160,000.00
Turf - Erosion & Landscaping	$126,000.00
Bridge	$6,793,000.00
Retaining Walls	$1,862,250.00
Noise Wall	$0.00
Traffic Signals	$200,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00
Roadway Contingencies	$1,079,000.00
Other Roadway Elements	$2,547,000.00
Totals	**$15,278,100.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	**Cost**
Path/Trail Construction	$0.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$2,000.00
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
Totals	**$2,000.00**

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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
Totals	**$0.00**

Transit Operating Costs

OPERATING COSTS	Cost
Transit Operating Costs	$0.00
Totals	**$0.00**

Totals

Total Cost	$15,280,100.00
Construction Cost Total	$15,280,100.00
Transit Operating Cost Total	$0.00

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 projected 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

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 MnDOTs 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 sufficienty 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 Rehabilitiation Projects Only

11.The bridge must have a sufficienty 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.

Other Attachments

File Name	Description	File Size
CSAH 28 WB I 494 Ramp_RegSolic_SupportLetter_HennepinCo.pdf	Hennepin County Support Letter	306 KB
Figure1_I494_BLR.pdf	Figure 1	734 KB
Figure2_EBLR Layout Figure.pdf	Layout Figure	383 KB
Figure3_I494_BLR.pdf	Parks and Trails	1.2 MB
MnDOT_Letter of Support_East Bush Lake Road Westbound I-494 Ramp.pdf	MnDOT Support Letter	38 KB
RdwayAreaDef.pdf	Roadway Area Definition	683 KB
RegionalEcon.pdf	Regional Economy	868 KB
Resolution 2014-127.pdf	City resolution	109 KB
SocioEcon.pdf	Socio Economic	862 KB
TransitCon.pdf	Transit Connections	926 KB

Reliever: Freeway Facility or

Facility being relieved	TH 169
Number of hours per day volume exceeds capacity (based on the Congestion Report)	2.0

Reliever: Non-Freeway Facility or

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

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

Expander/Augmentor/Non-Freeway Principal Arterial

Select one:

Area	0.443
Project Length	0.464
Average Distance	0.9547
Upload Map	Roadway Area Definition.pdf

Measure B: Current Heavy Commercial Traffic

Location	Normandale Blvd north of 84th Street
Current daily heavy commercial traffic volume	1034.0

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

Direct connection to or within a mile of an Educational Institution	Yes
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)	The Normandale Lake District is identified in the City of Bloomington Comprehensive Plan (2008) as an existing local activity center with residential, hotel, office, and retail uses, including 1.7 million square feet of office space.
Upload Map	Regional Economy.pdf

Measure A: Current Daily Person Throughput

Location	East Bush Lake Road north of I-494
Current AADT Volume	12800.0
Existing Transit Routes on the Project	540, 542, 565, 588, 694

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	104.0
Current Daily Person Throughput	16744.0

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	22200.0

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
Response (Limit 1,400 characters; approximately 200 words)	The project is in a census tract with a high percentage of elderly residents (35 percent compared to 11 percent for the region). The project will benefit seniors traveling to the Social Security service center immediately adjacent to the project (see Figure 2). The Social Security service center has a regional draw since there are only four offices in the entire Metro area (Bloomington, Brooklyn Center, Minneapolis, and St. Paul) and is the preferred location for many residents in the southern and western Metro area. Besides elderly populations, this center also provides services for low income and disabled residents. The project will reduce driver confusion for seniors, disabled, and low income populations given the lack of a full interchange at East Bush Lake Road since people are coming to the facility from all over the region. Better access to and from I-494 will also benefit seniors, disabled, and low income populations who wish to access regional destinations such as Hyland Park Reserve. The project will specifically benefit low wage employees by improving travel times for accessing jobs at the Normandale Lake District and service jobs at hotels north of I-494. Improved traffic operations benefit all transit-dependent populations by improving travel times. The project will improve access for the future planned American Boulevard Arterial Bus Rapid Transit project.
Upload Map	SocioEconomic.pdf

Measure B: Affordable Housing

City/Township	Segment Length (Miles)

Bloomington	0.5
	1

Total Project Length

Total Project Length	0.5

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
Bloomington	0.5	0.5	79.0	1.0	79.0
		1	**79**	**1**	**79**

Affordable Housing Scoring - To Be Completed By Metropolitan Council Staff

Total Project Length (Miles)	0.5
Total Housing Score	79.0

Measure A: Year of Roadway Construction

Year of Original Roadway Construction or Most Recent Reconstruction	Roadway Segment Length (Miles)	Calculation	Calculation 2
1961.0	0.5	980.5	1961.0
	1	**981**	**1961**

Average Construction Year

Weighted Year	1961.0

Total Segment Length (Miles)

Total Segment Length	0.5

Measure A: Cost Effectiveness of Vehicle Delay Reduction

Total Project Cost from Cost Sheet	$15,280,100.00
Total Peak Hour Vehicle Delay Without The Project	542022.0
Total Peak Hour Vehicle Delay With The Project	419202.0
Total Peak Hour Vehicle Delay Reduced by Project	122820.0
Cost Effectiveness	$124.41
Synchro or HCM Reports	Synchro.pdf

Measure B: Cost Effectiveness of Emissions Reduction

Total Project Cost from Cost Sheet	$15,280,100.00
Total Peak Hour Kilograms Reduced by Project	2.94
Cost Effectiveness	$5,197,312.93
Synchro or HCM Reports	Synchro.pdf

Measure A: Benefit/Cost of Crash Reduction

Project Benefit/Cost Ratio	0.04
Worksheet Attachment	EBLR Completed Safety Analysis_rev.pdf

Measure A: Transit Connections

Existing Routes Directly Connected to the Project	540, 542, 565, 588, 694
Planned Transitways directly connected to the project (alignment and mode determined and identified in the 2030 TPP)	American Boulevard Arterial BRT
Upload Map	Transit Connections.pdf

Response

Met Council Staff Data Entry Only

Route Ridership	331905.0
Transitway Ridership	1324800.0

Measure B: Bicycle and Pedestrian Connections

An existing City of Bloomington trail along the east side of East Bush Lake Road (identified by the City as a Core Linking Trail) provides connections between residential areas north of I-494, the Normandale Lake District, and recreational destinations. The trail and sidewalk network within the Normandale Lake District provides non-motorized access to a major retail and office park. Mount Normandale Lake Park and Hyland Lake Park Reserve, a regional park, are located 0.5 miles south of the project area. The trail also connects to the trail system in Edina.

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

As identified in the 2008 City of Bloomington Comprehensive Plan and Alternative Transportation Plan, additional trail and sidewalk connections are planned near the project which would enhance the projects multimodal connections. Additional sidewalks within the Normandale Lake District are planned as a Core Pedestrian Way to provide east-west access through the district with enhanced sidewalks. A future regional trail is planned for the Canadian Pacific Railway which runs on the west side of East Bush Lake Road through the project area. When built, this new regional trail will provide regional bicycle/pedestrian travel including connection to the Nine Mile Creek Regional Trail just north of the project area.

Measure C: Multimodal Facilities

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

The project would help to safely integrate all modes of transportation by reconstructing and improving the curb ramps at the new I-494 access ramp to comply with Americans with Disabilities Act (ADA) standards, including countdown timers and an accessible pedestrian signal for a multi-use trail which runs along the east side of East Bush Lake Road, providing one of the few crossings of I-494 for multimodal traffic.

The project improvements would improve transit access for existing and future planned transit routes. Routes serving the Normandale Lake District would be benefitted by improved traffic operations in the project area due to removing westbound I-494 trips from other roadways currently used for access. Additionally, transit routes will likely be rerouted through the proposed new entrance ramp since it will save time and distance versus using other interchanges.

The project also supports planned transitways. The future American Boulevard Arterial Bus Rapid Transit is planned to run along I-494 and Normandale Lakes Boulevard. By improving traffic congestion at the Normandale Boulevard/84th Street intersection, the project would improve transit travel times and reliability.

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

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	01/02/2015	

3)Environmental Documentation (10 Percent of Points)

EIS

EA

PM	Yes	

Document Status:

Document approved (include copy of signed cover sheet)	100%	
Document submitted to State Aid for review	Yes 75%	06/30/2014

Document in progress; environmental impacts identified

50%

Document not started

0%

Anticipated date or date of completion/approval	01/30/2015	

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/archaeological 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: 05/31/2014

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

75%

Right-of-way or easements required, appraisals made

50%

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

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 03/31/2016

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

50%

Construction plans have not been started

Yes

0%

Anticipated date or date of completion

03/31/2014

9)Letting

Anticipated Letting Date

01/31/2017

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

November 21, 2014

Elaine Koutsoukos, TAB Coordinator
Metropolitan Council
390 North Robert Street
St. Paul, MN 55101

Re: CSAH 28 (East Bush Lake Road) Westbound I-494 Ramp
Regional Solicitation Funding Submittal

Dear Ms. Koutsoukos:

Hennepin County has been notified that the City of Bloomington is submitting an application for regional solicitation funding for the CSAH 28 (East Bush Lake Road) Westbound I-494 Ramp. The county is supportive of the project, which includes the installation of an inverted loop ramp that will provide access to westbound I-494 at the existing East Bush Lake Road interchange. This project will improve operations on westbound I-494 and relieve local intersections; specifically TH 100/West 77th Street and CSAH 34 (Normandale Boulevard)/West 84th Street.

At this time, Hennepin County has not allocated any funding to be included as cost participation for the project. However, it has been added to the 2015-2019 Capital Improvement Program, which is anticipated for approval by the County Board of Commissioners in December 2014.

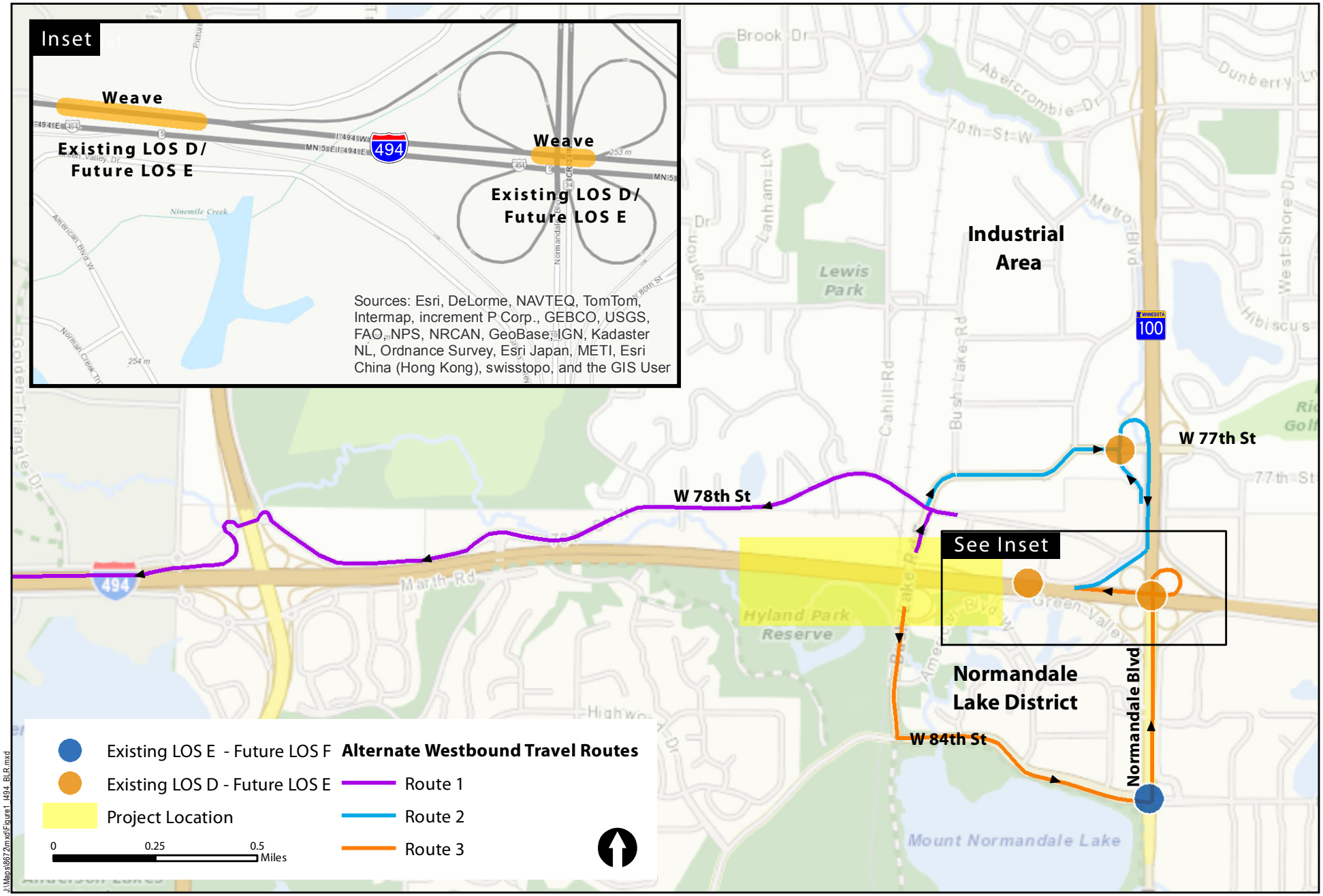
Hennepin County looks forward to working with the City of Bloomington on this project, if the city is successful in securing regional solicitation funding.

Sincerely,

James N. Grube

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

JNG/JRP

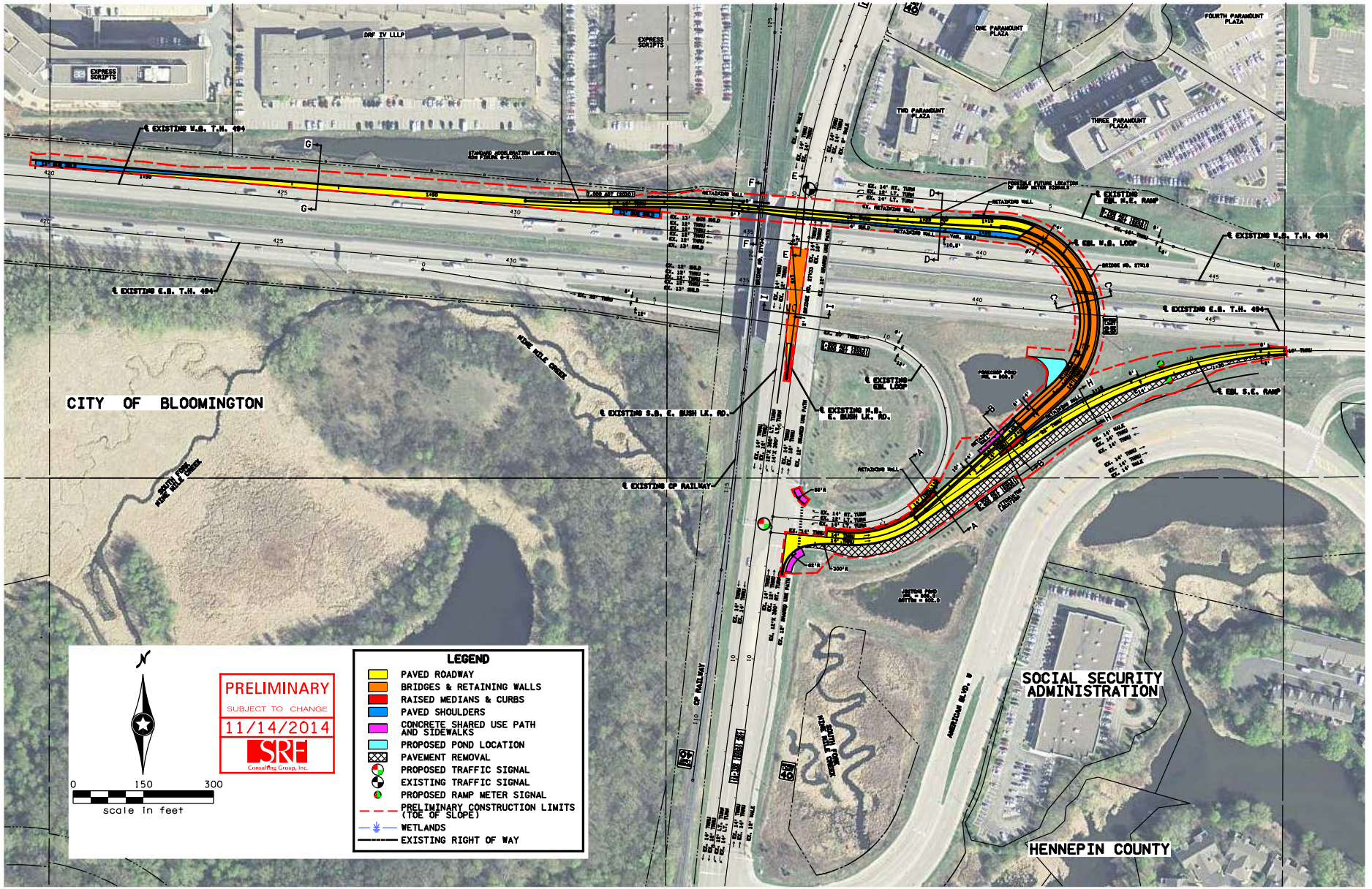


Project Area Traffic Issues - Existing and Future No Build

Figure 1

I-494 and East Bush Lake Road Regional Solicitation Application

City of Bloomington, MN

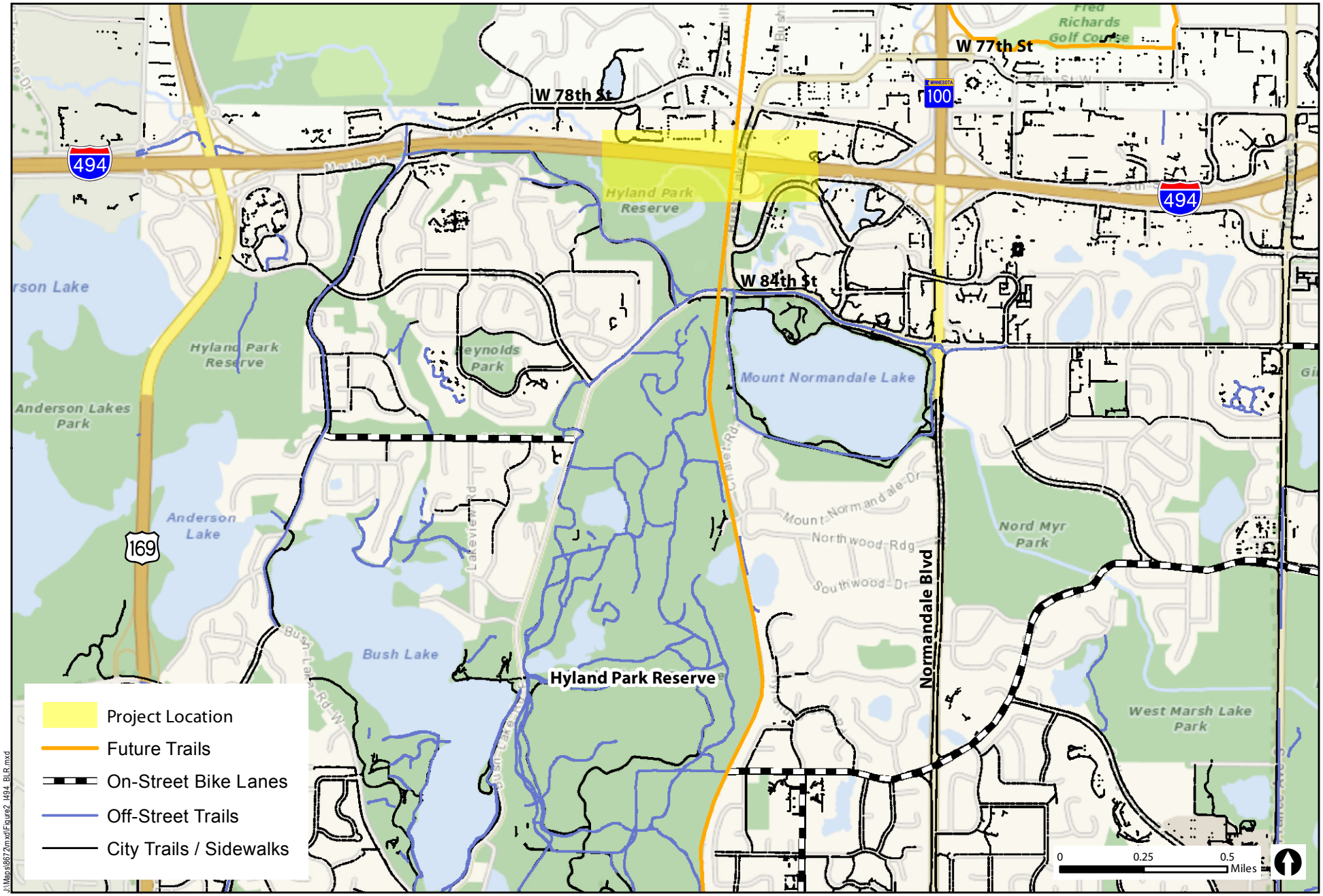


H:\Projects\8189\CAD_BIM\Graphics\8189_loa_funding application_8x11.dgn

Project Overview

I-494 and East Bush Lake Road Regional Funding Application
City of Bloomington

Figure 2



Bloomington Parks and Trails

Figure 3

I-494 and East Bush Lake Road Regional Solicitation Application

City of Bloomington, MN

Minnesota Department of Transportation
Metro District
1500 West County Road B-2
Roseville, MN 5511

November 25, 2014

Amy Marohn
Civil Engineer
City of Bloomington
1700 West 98th Street
Bloomington, MN 55431

RE: Regional Solicitation Application for East Bush Lake Road Westbound I-494 Ramp

Dear Ms. Marohn:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council's 2014 Regional Solicitation. Your application for the East Bush Lake Road Westbound I-494 Ramp project impacts MnDOT right of way on I-494.

MnDOT, as the agency with jurisdiction over I-494, supports this city project to construct an inverted loop ramp that provides access to westbound I-494 at the existing East Bush Lake Road interchange. Details of a future maintenance agreement with the city will be determined during project development to define how the project will be maintained for the project's useful life.

This project currently has no funding from MnDOT.

Sincerely,

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustsoukos, Metropolitan Council
April Crockett, MnDOT Metro District – West Area Manager

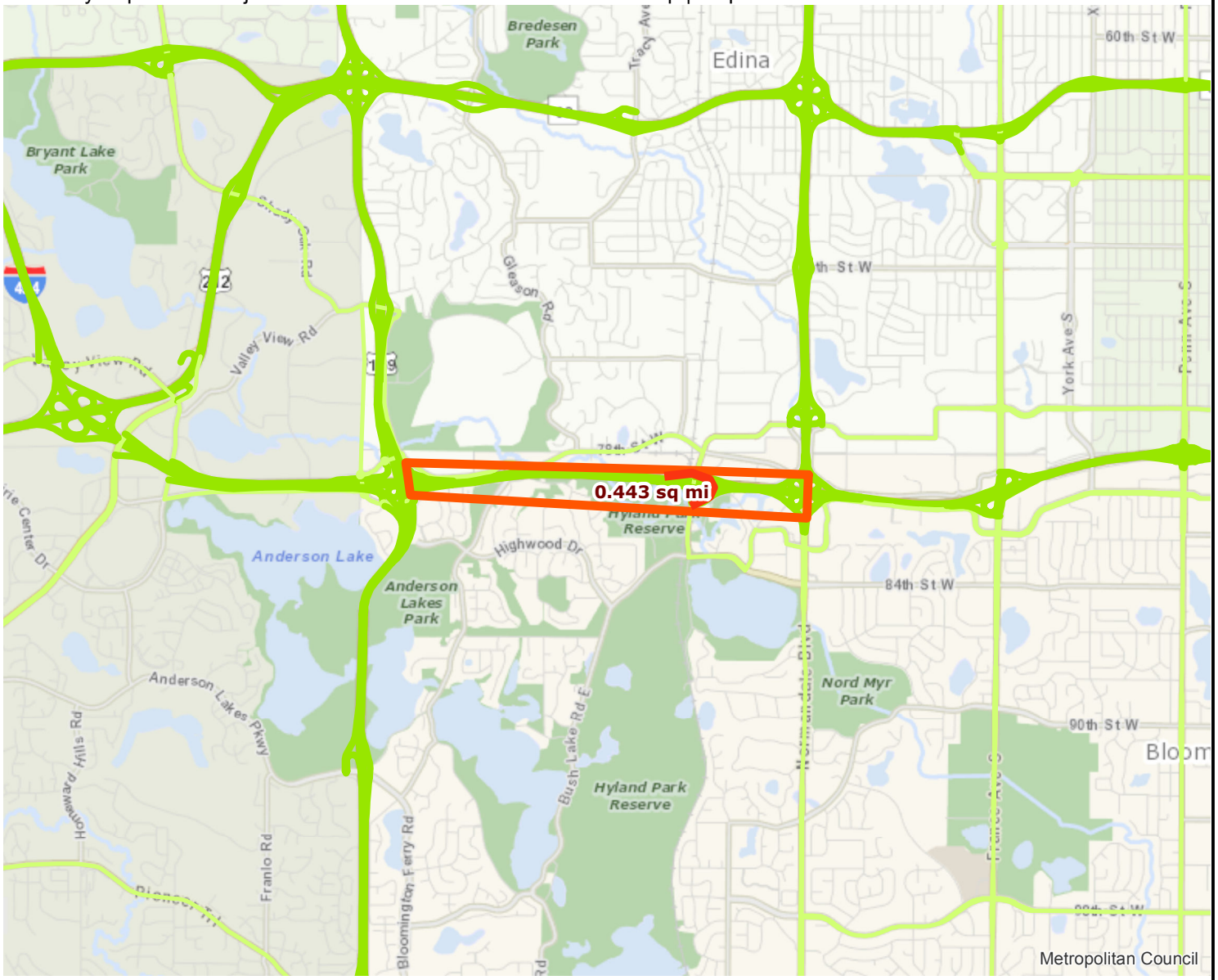
Roadway Area Definition

Roadway Expansion Project: East Bush Lake road 494 Access Ramp | Map ID: 1419948392967

Results

Project Length: 0.464 miles

Project Area: 0.443 sq mi



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

0 0.5 1 2 3 4 Miles

Created: 12/30/2014
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

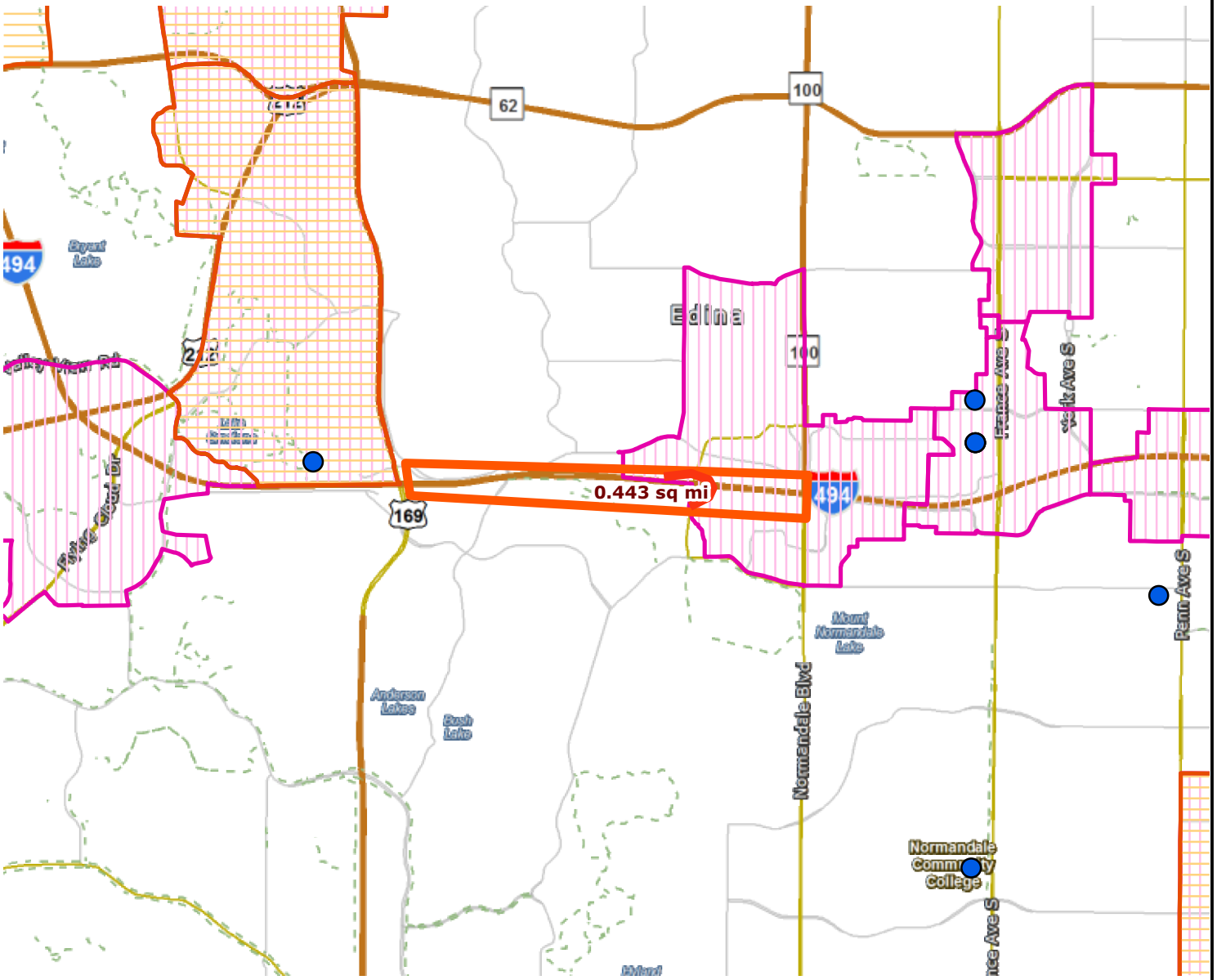
Roadway Expansion Project: East Bush Lake road 494 Access Ramp | Map ID: 1419948392967

Results

Project **IN** area of Job Concentration.

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

Project **WITHIN ONE MI** of area of Education Institutions.



Project
Project Area
PostSecondary Education Centers
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.5 1 2 3 4 Miles

Created: 12/30/2014
LandscapeRSA5

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

METROPOLITAN COUNCIL

RESOLUTION NO. 2014-127

RESOLUTION OF SUPPORT OF PROJECT NO. 2017-1, A ROADWAY PROJECT
WEST BUSH LAKE ROAD ACCESS RAMP TO WESTBOUND I-494,
BLOOMINGTON, MINNESOTA

WHEREAS, the City Council of the City of Bloomington is the official governing body of the City of Bloomington; and

WHEREAS, the City, in conjunction with Hennepin County and the Minnesota Department of Transportation, document its acceptance of the responsibility for operation and maintenance of the project throughout its useful life; and

WHEREAS, there is great demand for access to westbound I-494 as there is currently a 2.2 mile stretch between TH 169 and TH 100 with no westbound local access; and

WHEREAS, the westbound ramp was not constructed with the remainder of the interstate interchange due to FHWA limitations and the proximity to the railroad tracks, but a new design has been developed that would accommodate this move without crossing the railroad tracks; and

WHEREAS, the ramp would improve traffic flow on TH 100/Normandale Boulevard to access westbound I-494 and for trips that use West 78th Street to access at TH 169; and

WHEREAS, this ramp has the potential to reduce the magnitude of roadway improvements needed at the Normandale Boulevard (CSAH 34) at 84th Street intersection; and

WHEREAS, the ramp will improve accessibility to both the Normandale Lakes District in Bloomington and the Industrial Park area near W. 77th Street in Edina; and

WHEREAS, the City of Bloomington accepts responsibility for an amount equal to or greater than 20% of the eligible project construction costs, including design, administration, rights-of-way, and peripheral project costs, and when the roadway abutting property jurisdictional or ownership responsibility is shared with Hennepin County and/or others; and

WHEREAS, the City of Bloomington will anticipate sharing of local costs through subsequent cooperative agreements, where applicable.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Bloomington in regular meeting assembled to adopt this Resolution in support of the request for federal funds under the Roadway category of the federal surface transportation funding act, Moving Ahead for Progress in the 21st Century (MAP-21) extension, for the Bloomington Surface Transportation Project No. 2017-1.

BE IT FURTHER RESOLVED, that a copy of this Resolution be provided to Metropolitan Council Transportation Advisory Board with the Bloomington Project 2017-1 submittal.

Passed and adopted this 17th day of November 2014.

Mayor

ATTEST:

Secretary to the Council

H:\Traffic\FundApps\Regional Solicitation_Fed Trans Projects\2014\Federal Solicitation\Agenda_CC & Planning\CC_11_17_14_Resolutions of Support\2017-1\Resolution_2017-1 EBLR WB 494 RAMP.docx

CITY OF
BLOOMINGTON
MINNESOTA

Resolution Number 2014-127

The attached resolution was adopted by the City Council of the City of Bloomington on November 17, 2014.

The question was on the adoption of the resolution, and there were 7 YEAS and 0 NAYS as follows:

COUNCILMEMBERS:	YEA	NAY	OTHER
Gene Winstead	✓		
Cynthia Bemis Abrams	✓		
Jack Baloga	✓		
Tim Busse	✓		
Andrew Carlson	✓		
Dwayne Lowman	✓		
Jon Oleson	✓		

RESOLUTION ADOPTED.

ATTEST: Barbara A. Clausen

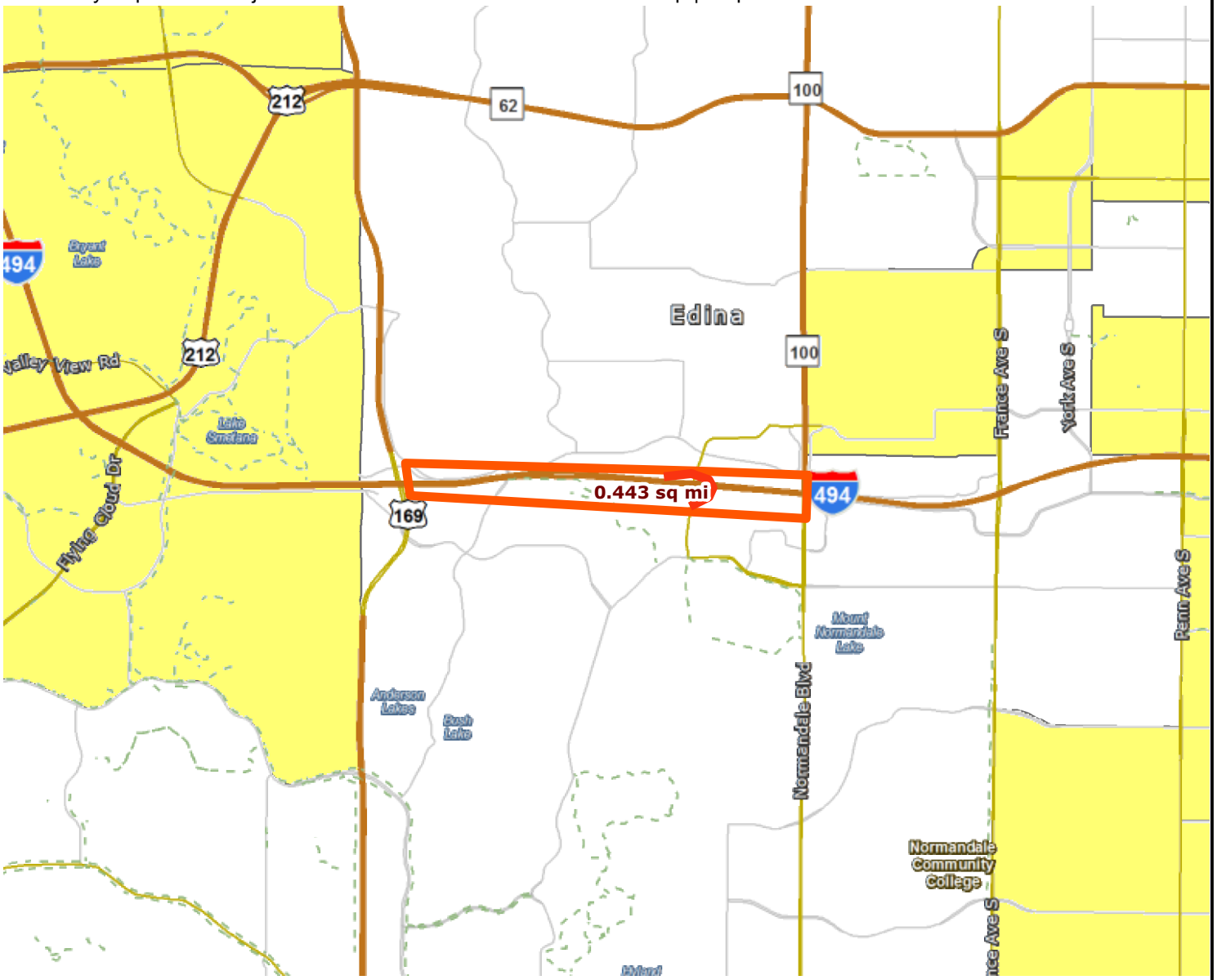
Secretary to the Council

Socio-Economic Conditions

Roadway Expansion Project: East Bush Lake road 494 Access Ramp | Map ID: 1419948392967

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

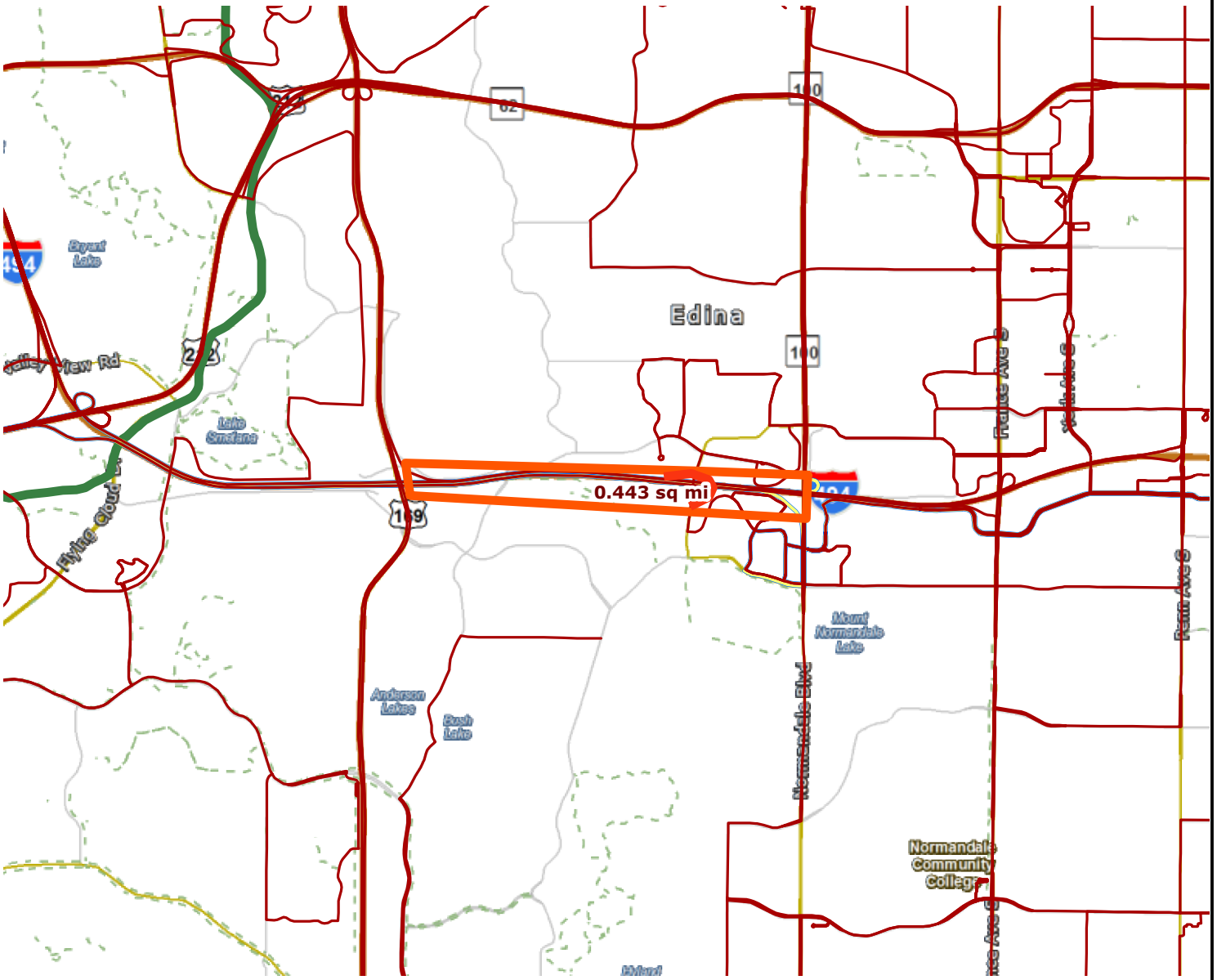
0 0.5 1 2 3 4 Miles

Created: 12/30/2014
LandscapeRSA2

METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion Project: East Bush Lake road 494 Access Ramp | Map ID: 1419948392967



Results

Transit with a Direct Connection to project:
540 542 565 588 694
*American

**indicates Planned Alignments*

Project
Project Area
Transit Routes
Planned Alignments
Arterial BRT
Light Rail, Green Line Extension

0 0.5 1 2 3 4 Miles

Created: 12/30/2014
LandscapeRSA3

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

METROPOLITAN COUNCIL

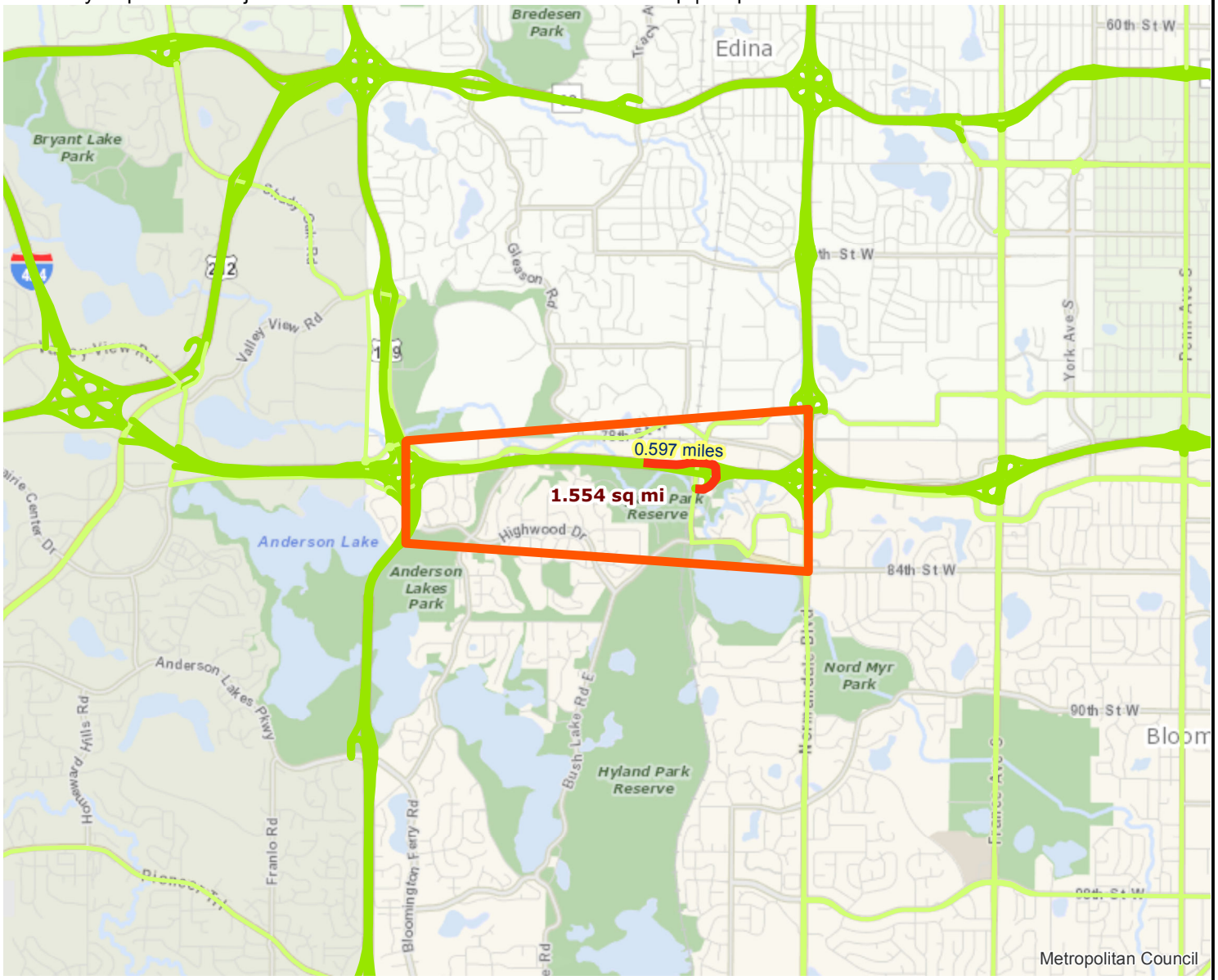
Roadway Area Definition

Roadway Expansion Project: East Bush Lake Road 494 Access Ramp | Map ID: 1415657975038

Results

Project Length: 0.597 miles

Project Area: 1.554 sq mi



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

0 0.5 1 2 3 4 Miles

Created: 11/10/2014
LandscapeRSA1

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

METROPOLITAN COUNCIL

Regional Economy

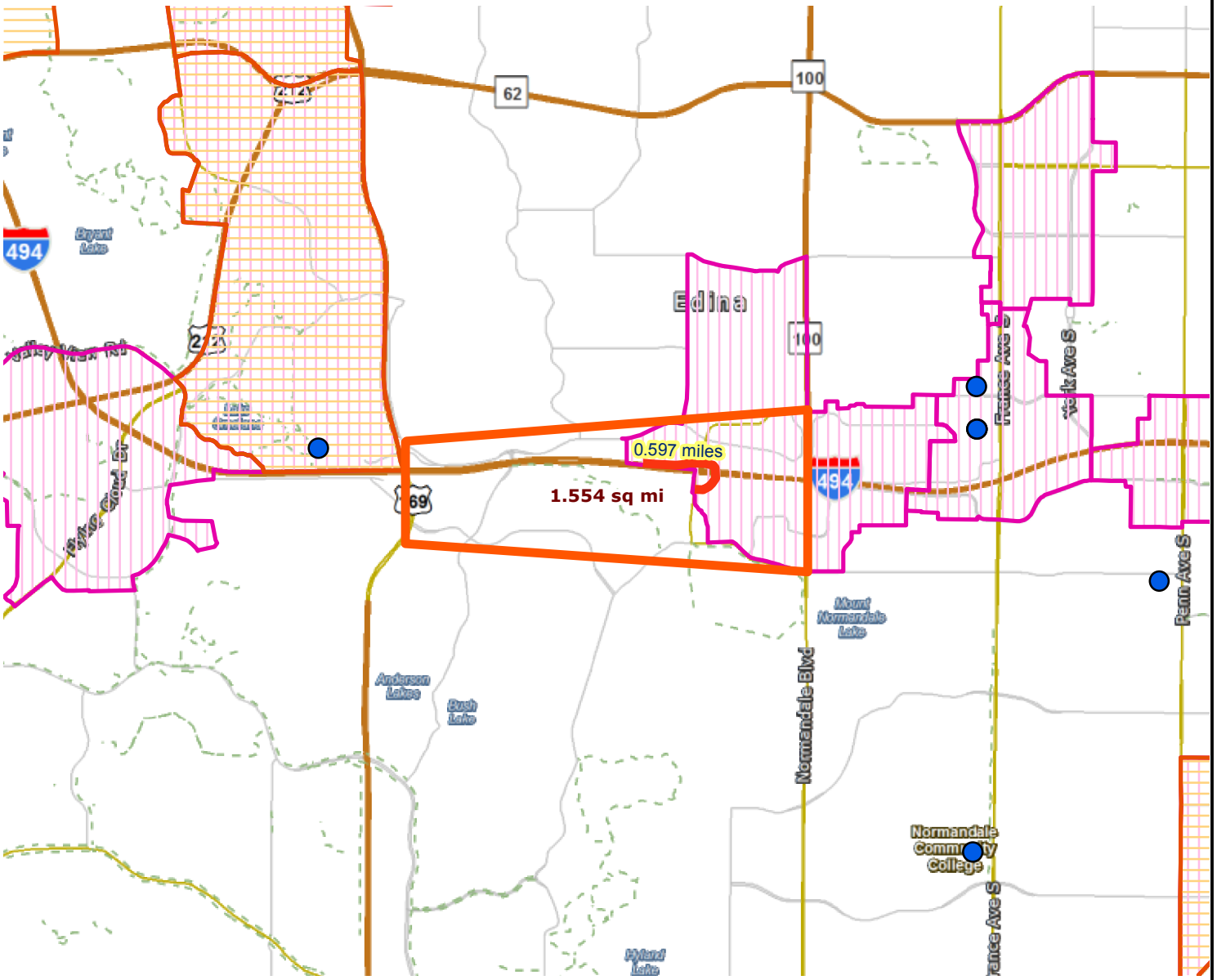
Roadway Expansion Project: East Bush Lake Road 494 Access Ramp | Map ID: 1415657975038

Results

Project **IN** area of Job Concentration.

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

Project **WITHIN ONE MI** of area of Education Institutions.



Created: 11/10/2014
LandscapeRSA5

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

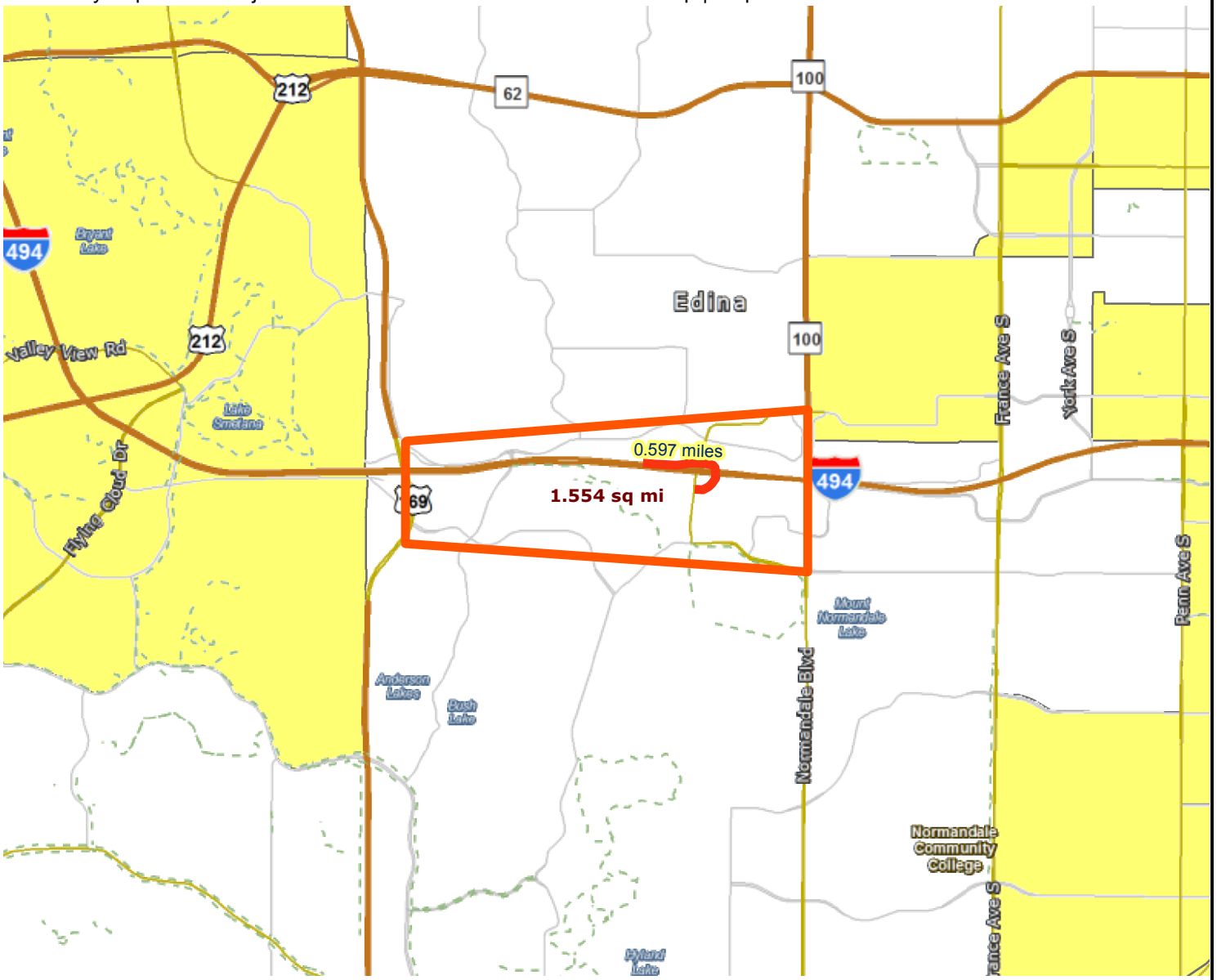
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: East Bush Lake Road 494 Access Ramp | Map ID: 1415657975038

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

0 0.5 1 2 3 4 Miles

Created: 11/10/2014
LandscapeRSA2

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

METROPOLITAN COUNCIL

15: 84th St & Normandale Blvd

Direction	All
Volume (vph)	6949
Total Delay / Veh (s/v)	78
CO Emissions (kg)	15.18
NOx Emissions (kg)	2.95
VOC Emissions (kg)	3.52

15: 84th St & Normandale Blvd

Direction	All
Volume (vph)	6654
Total Delay / Veh (s/v)	63
CO Emissions (kg)	13.12
NOx Emissions (kg)	2.55
VOC Emissions (kg)	3.04

15: 84th St & Normandale Blvd

Direction	All
Volume (vph)	6949
Total Delay / Veh (s/v)	78
CO Emissions (kg)	15.18
NOx Emissions (kg)	2.95
VOC Emissions (kg)	3.52

15: 84th St & Normandale Blvd

Direction	All
Volume (vph)	6654
Total Delay / Veh (s/v)	63
CO Emissions (kg)	13.12
NOx Emissions (kg)	2.55
VOC Emissions (kg)	3.04

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
	MN 100	Between 77th St and I-494 Interchange			Bloomington	1/1/2011	12/31/2013

Description of Proposed Work: Add a WB On Ramp onto I-494 on East Bush Lake Road (reduced volumes on MN 100)

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	Pedestrian	6, 90, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**									
	Personal Injury (PI)	**A**									
		B	1								**1**
		C	18				3	1		1	**23**
	Property Damage	**PD**	6	6		1	5				**18**
% Change in Crashes *Use Crash Modification Factors Clearinghouse	Fatal	**F**									
	PI	**A**									
		B	-5%								
		C	-5%				-5%	-5%		-5%	
	Property Damage	**PD**	-5%	-5%		-5%	-5%				
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**									
	PI	**A**									
		B	**-0.05**								**-0.05**
		C	**-0.90**				**-0.15**	**-0.05**		**-0.05**	**-1.15**
	Property Damage	**PD**	**-0.30**	**-0.30**		**-0.05**	**-0.25**				**-0.90**

Year (Safety Improvement Construction): **2017**

Project Cost (exclude Right of Way): **$ 15,280,100**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate:** **4.5%**
2. **Project Service Life (n):** **20**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F			$ 1,100,000	
A			$ 550,000	
B	-0.05	-0.02	$ 160,000	$ 2,667
C	-1.15	-0.38	$ 81,000	$ 31,050
PD	-0.90	-0.30	$ 7,400	$ 2,220
Total				$ 35,937

B/C= 0.04

Using present worth values,

B= $ 628,673

C= $ 15,280,100

See "Calculations" sheet for amortization.

Office of Traffic, Safety and Technology **September 2014**

MNTH 100 From 77th Street to 84th Street (2011 - 2013) - created on 11-17-2014 by rile1che

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	Location	Type	ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED	NUM_VEH	JUNC	SL	TYPE	DIAG	LOC1	TCD	LIT	WTHR1
03	00000100	000+00.000	0300000100	0.000	S	D14	1	1	U		RE	BOTH VEHICLES ON RAMP FROM S/B HWY 100 TO E/B I-494. TRAFFIC WAS SLOWING DUE TO CONGESTION, V2 WAS	27	0385	2-Mon	11	25	2013	1729	B	0	2	20	55	1	1	1	98	4	2
03	00000100	000+00.000	0300000100	0.000	N	C08	1	1	U		SSS	DV1 WAS TRAVELING NB MNTH 100. DV2 WAS MERGING ONTO NB MNTH 100 FROM EB ISTH 494. DV1 MAINTAINS T	27	0385	5-Thu	8	2	2012	1234	N	0	2	20	55	1	2	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	N	C08	2	1	U		ROR	UNIT #1 WAS FOUND ABANDONED IN THE MIDDLE OF MNTH 100 NORTH OF ISTH 494. UNIT #1 HAD BEEN INVOLVED	27	0385	1-Sun	2	10	2013	0413	N	0	1	1	55	32	4	1	98	4	4
03	00000100	000+00.000	0300000100	0.000	N	C04	1	1	U		ROR	V1 GOING TO FAST FOR CONDITIONS, SPUN OUT, RAN OFF THE ROAD TO THE LEFT AND HIT THE GUARD RAIL. NO	27	0385	3-Tue	4	23	2013	0650	N	0	1	20	55	34	4	1	98	1	4
03	00000100	000+00.000	0300000100	0.000	N	C03	1	1	U		NA	DRIVER VEHICLE 1 STATED ON RAMP WB ISTH 494 TO NB MNTH 100. STATED LOST CONTROL AND VEHICLE 1 ROLL	27	0385	1-Sun	1	9	2011	2223	N	0	1	22	55	51	98	1	98	4	1
03	00000100	000+00.000	0300000100	0.000	Z	C04	A	1	U		ROR	VEH 1 WAS TRAVELING NB ON NORMANDALE AVE TO EB ON	27	0385	2-Mon	1	24	2011	0233	N	0	1	22	60	26	4	4	98	4	1
03	00000100	000+00.000	0300000100	0.000	S	D14	A	1	U		ROR	#NAME?	27	0385	1-Sun	1	30	2011	2301	N	0	1	22	55	26	4	2	98	4	4
03	00000100	000+00.000	0300000100	0.000	S	D04	2	1	U		Other	D1 AND D2 WERE STOPPED IN THE RIGHT LANE OF TRAFFIC AT THE I-494 INTERCHANGE. D3 CHANGED LANES INTO	27	0385	4-Wed	10	23	2013	2109	C	0	3	22	55	1	90	2	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D06	2	1	U		RE	DRIVER OF UNIT 1 SAID SHE SLOWED FOR TRAFFIC IN THE RIGHT LANE AND WAS REARENDED BY UNIT 2. DRIVER	27	0385	4-Wed	1	23	2013	0735	N	0	3	1	55	1	1	1	98	1	4
03	00000100	000+00.000	0300000100	0.000	S	D07	2	1	U		RE	VEH1 AND VEH2 STOPPED IN TRAFFIC AT RAMP INTERCHAGE FROM WB 494 TO SB 100 AND SB 100 TO EB 494. D	27	0385	6-Fri	7	20	2012	1154	C	0	3	22	55	2	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D06	2	1	U		RE	THE DRIVER OF VEHICLE THREE STATED THAT HE WAS TRAVELING SOUTH ON MNTH 100 IN THE MIDDLE LANE. HE	27	0385	5-Thu	6	27	2013	0803	N	0	3	1	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D06	1	1	U		RE	-V1, V2, V3, AND V4 WERE ALL S/B 100 PRIOR TO 494. -V1 COLLIDED WITH V2 CAUSING V2 TO COLLIDE WITH	27	0385	4-Wed	8	10	2011	0835	N	0	4	1	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	Z	D01	2	1	U		RE	BOTH VEHICLES IN RIGHT LANE, VEH1 SLOWED FOR BACKED UP TRAFFIC, AND DRVR OF VEH2 WAS LOOKING BACK T	27	0385	4-Wed	2	20	2013	0844	N	0	2	1	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D01	2	1	U		RE	V3 STRUCK REAR OF V2 AND V2 STRUCK REAR OF V1. DRIVER V1 AND V2 STATED NECK HURT BUT DID NOT WANT M	27	0385	6-Fri	11	18	2011	0956	C	0	3	7	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D07	1	1	R		RE	DV1 WAS SB MNTH 100 AND WAS EXITING TO EB ISTH 494 WHEN SHE WAS REARENED BY DV2. DV2 ADMITTED THAT	27	0000	2-Mon	7	8	2013	1053	N	0	2	22	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D07	1	1	U		SSS	VEH #1 TRAVELING ON SB HWY ATTEMPTING TO ENTER EB 494. VEH #2 ENTERING SOUTH HWY 100 FROM WB 494.	27	0385	4-Wed	12	21	2011	1319	N	0	2	1	55	1	2	1	98	1	2
03	00000100	000+00.000	0300000100	0.000	S	D07	1	1	U		SSS	DV1 WAS TRYNG TO MERGED OFF OF HY 100 TO EB ISTH 494. DV2 WAS ATTEMPTING TO MERGE ONTO HWY 100 FRO	27	0385	5-Thu	11	8	2012	0845	N	0	2	22	55	1	2	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D07	1	1	U		SSS	-D1 SAID THAT HE WAS IN THE LL GOING SB 100 AND SAID THAT HE NEEDED TO TAKE THE 494 E EXIT, SAID TH	27	0385	2-Mon	2	4	2013	0928	N	0	2	1	55	1	2	1	98	1	2
03	00000100	000+00.000	0300000100	0.000	E	B04	1	1	U		ROR	UNIT 1 TAKING EXIT RAMP FROM SB 100 TO EB 494. DRIVER DROVE UP ON MEDIAN AND THEN RAN OVER SIGN BEI	27	0385	4-Wed	2	13	2013	2024	N	0	1	22	60	26	7	3	98	3	4
03	00000100	000+00.000	0300000100	0.000	S	D06	2	1	U		RE	V1 TRAVELING SB USTH 100 IN CENTER LANE OF TRAFFIC JUST BEFORE ISTH 494. DRIVER OF V1 STATED THAT	27	0385	6-Fri	3	16	2012	1558	N	0	2	1	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D06	1	1	U		RE	THE DRIVER OF V1 STATED THAT SHE WAS SLOWING IN TRAFFIC AND WAS REAR ENDED BY V2. THE DRIVER OF V2	27	0385	4-Wed	7	25	2012	1655	C	0	2	1	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D06	2	1	U		RE	VEHS 1 AND 2 WERE SB MNTH 100 JUST PRIOR TO ISTH 494. DRIVER OF VEH 1 STATED SHE JUST DIDN`T HAVE	27	0385	4-Wed	9	25	2013	1657	N	0	2	1	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D07	3	1	U		RE	V1 TRAVELING SB MNTH 100 IN CENTER LANE OF TRAFFIC. DRIVER STATED THAT TRAFFIC SUDDENLY SLOWED AND	27	0385	6-Fri	12	14	2012	1704	C	0	3	1	55	1	1	1	98	3	1
03	00000100	000+00.000	0300000100	0.000	Z		2	1	U		RE	V1 TRAVELING SB USTH 100 IN CENTER LANE OF TRAFFIC. V2 DIRECTLY BEHIND V1. DRIVER OF V2 STATED TH	27	0385	5-Thu	12	8	2011	1715	N	0	2	1	55	1	1	1	98	4	1
03	00000100	000+00.000	0300000100	0.000	S	D07	1	1	U		RE	VEH 1 MERGING FROM S/B 100 TO E/B 494. VEH 2 MERGING FROM W/B 494 TO S/B NORMANDALE. VEH 2 HIT VE	27	0385	6-Fri	9	20	2013	1734	N	0	2	3	55	1	1	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D07	1	1	U		RE	VEH 1 SLOWED QUICKLY BECAUSE OF TRAFFIC. VEH 2 REAR ENDED VEH 1. NO INJURIES STATED. RIGHT LANE	27	0385	6-Fri	1	7	2011	1740	N	0	2	1	55	1	1	1	98	4	1
03	00000100	000+00.000	0300000100	0.000	S	D04	A	1	U		ROR	-DRIVER SAID HE WAS TAKING THE RAMP FROM SB 100 TO	27	0385	2-Mon	3	5	2012	0742	N	0	1	22	55	26	4	1	98	1	2
03	00000100	000+00.000	0300000100	0.000	S	D14	A	1	U		ROR	VEH1 DROVE OFF THE RAMP AND STRUCK THE EXIT SIGN.	27	0385	4-Wed	8	1	2012	1209	N	0	1	21	55	22	4	2	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D04	2	1	U		ROR	VEHICLE 1 WAS SB 100 GOING TOO FAST FOR WET CONDITIONS. VEHICLE 1 LOST CONTROL SLID OFF TO THE RIGH	27	0385	7-Sat	10	13	2012	1431	N	0	1	21	55	34	7	4	98	1	3
03	00000100	000+00.000	0300000100	0.000	S	D07	A	1	U		ROR	VEHICLE ONE MERGING ONTO SB 100 FROM WB 494, SO FA	27	0385	3-Tue	1	11	2011	1532	C	0	1	22	55	32	4	1	98	1	2
03	00000100	000+00.000	0300000100	0.000	Z	D06	2	1	U		ROR	DV1 LOST CONTROL OF HIS VEHICLE AND IMPACTED THE GUARDRAIL. DV1 WAS ARRESTED FOR 4TH DEGREE DUI.	27	0385	7-Sat	11	19	2011	2002	N	0	1	1	55	34	7	1	98	4	4
03	00000100	000+00.000	0300000100	0.000	S	D04	1	1	U		ROR	VEHICLE 1 WAS SB 100 EXITING TO WB 494. THE DRIVER CAME INTO THE TURN TOO FAST, LOST CONTROL AND H	27	0385	6-Fri	2	3	2012	2106	N	0	1	21	60	34	7	2	98	4	1
03	00000100	000+00.000	0300000100	0.000	S	D06	1	1	U		SSS	DV1 WAS SB MNTH 100 IN MIDDLE LANE. DV2 WAS ALSO SB MNTH 100 IN RIGHT LANE. DV2 STATED RIGHT LANE	27	0385	5-Thu	2	3	2011	1651	N	0	2	1	55	1	2	1	98	1	1
03	00000100	000+00.000	0300000100	0.000	S	D07	1	1	U		SSS	DV1 WAS IN LEFT LANE SB MNTH 100 AND V2 WAS IN THE RIGHT LANE SB MNTH 100. ANOTHER UNIT ENTERED C	27	0385	2-Mon	3	5	2012	1827	N	0	2	21	55	1	2	1	98	4	1
03	00000100	000+00.116	0300000100	0.116	S	—	1	1	U		SSS	VEH1 IN RIGHT HAND LANE VEH2 IN LEFT LANE, VEH3 IN RIGHT HAND LANE BEHIND VEH1. TRAFFIC SLOWED IN	27	0385	5-Thu	12	22	2011	1347	A	0	3	1	55	1	2	1	98	1	1
03	00000100	000+00.116	0300000100	0.116	S		2	1	U		RE	DV1 HAD TO STOP FOR TRAFFIC IN FRONT OF HER WHEN DV2 REARENDED V1. NO INJURIES.	27	0385	6-Fri	5	6	2011	1241	N	0	2	1	55	1	1	1	98	1	1
03	00000100	000+00.116	0300000100	0.116	Z		1	1	U		RE	THE DRIVER OF VEHICLE ONE STATED THAT HE WAS TRAVELING SOUTH ON MNTH 100. HE STATED THAT HE WAS	27	0385	2-Mon	4	16	2012	1448	C	0	2	1	55	1	1	1	98	1	2
03	00000100	000+00.123	0300000100	0.123	S		1	1	U		SSS	-DRIVER OF VEH 1 SAID THAT SHE WAS ON 494 TAKING THE CLOVER RAMP TO 100 WHEN ANOTHER VEH HIT HER AN	27	0385	7-Sat	3	5	2011	2132	N	0	2	1	55	1	2	1	98	4	2
03	00000100	000+00.153	0300000100	0.153	S	D14	A	1	U		ROR	VEHICLE 1 WAS SB 100 TRAVELING TOO FAST. THE DRIVE	27	0385	3-Tue	1	25	2011	1407	C	0	1	21	55	30	4	8	98	1	1
03	00000100	000+00.200	0300000100	0.200	S		2	1	U		RE	THE DRIVER OF VEHICLE ONE STATED THAT HE WAS TRAVELING SOUTH ON MNTH 100 IN THE RIGHT LANE. HE STA	27	0385	4-Wed	11	20	2013	1243	N	0	3	1	55	1	1	1	98	1	2
03	00000100	000+00.200	0300000100	0.200	Z		2	0	U		SSS		27	0385	3-Tue	1	22	2013	1800	N	0	2	0	55	1	2	0	98	4	1
03	00000100	000+00.255	0300000100	0.255	S		2	1	U		RE	BOTH VEHICLES TRAVELING S/B ON HWY 100 IN THE RIGHT LANE, APPROACHING I-494. V1 REAR ENDED V2, CAUS	27	1105	6-Fri	9	20	2013	1725	C	0	2	22	55	1	1	1	98	1	1
03	00000100	000+00.347	0300000100	0.347	Z	—	1	0	U		RE		27	1105	4-Wed	1	12	2011	0813	N	0	2	0	35	1	1	0	1	1	1
03	00000100	000+00.359	0300000100	0.359	N	—	1	1	U		ROR	V LOST CONTROL AND STRUCK CENTER MEDIAN WALL. NO KNOWN INJURIES. V TOWED BY CHIEF`S TOWING AND DRIV	27	1105	4-Wed	1	25	2012	0822	N	0	1	1	55	32	4	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	N	102	1	1	U		RA	THE DRIVER OF VEHICLE ONE STATED THAT SHE WAS TRAVELING NORTH ON MNTH 100 IN THE MIDDLE LANE. SHE	27	1105	6-Fri	1	20	2012	1439	N	0	2	1	55	1	5	1	98	1	4
03	00000100	000+00.359	0300000100	0.359	Z	102	1	3	U		RA		27	1105	3-Tue	5	15	2012	0837	N	0	2	20	30	1	5	1	1	1	1
03	00000100	000+00.359	0300000100	0.359	Z	A05	1	1	U		ROR	DV1 DRIVING TOO FAST FOR EXISTING CONDITIONS LOST CONTROL OF VEHICLE WHICH RAN OFF THE ROADWAY ON I	27	1105	7-Sat	4	28	2012	1504	N	0	1	1	55	51	7	2	98	1	2
03	00000100	000+00.359	0300000100	0.359	Z	101	1	3	U		ROR	VEH. WAS NB ON HIGHWAY 100, IN THE RIGHT LANE. THE FRONT LEFT SUSPENSION BROKE, LOSING THE WHEEL.	27	1105	6-Fri	6	29	2012	0851	C	0	1	1	55	24	7	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	N	102	1	1	U		NA	DRIVER SAID THAT SHE WAS COMING FROM 494 TO NB 100 AND SAID THAT VEH HAD STARTED SHAKING AND START	27	1105	2-Mon	4	1	2013	1020	N	0	1	1	55	53	98	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	Z	203	1	3	U		HO	UNIT 1 WAS MERGING ONTO HWY 100 (S/B) FROM 77TH ST W. WHILE ACCELERATING, UNIT 1 LOST CONTROL ON T	27	1105	1-Sun	1	6	2013	0216	C	0	1	20	55	34	8	1	98	4	2
03	00000100	000+00.359	0300000100	0.359	S		1	1	U		RA	-D1 SAID THAT SHE WAS NOT SURE WHAT LANE SHE WAS IN POSSIBLY THE MIDDLE LANE GOING SB 100 AND SAID	27	1105	7-Sat	3	2	2013	1651	N	0	2	1	55	1	5	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	S	202	1	1	U		RE	VEHICLES TWO REAR ENDED BY VEHICLE THREE, VEHICLE TWO THEN REAR ENDED VEHICLE ONE. VEHICLE THREE	27	1105	4-Wed	2	9	2011	0737	N	0	2	1	55	1	1	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	S		2	1	U		RE	-D1 SAID THAT SHE WAS IN THE RT LANE GOING SB 100 AND SAID THAT TRAFFIC WAS SLOW AND GO AND WAS REA	27	1105	2-Mon	2	4	2013	0849	N	0	2	1	55	1	1	1	98	1	2
03	00000100	000+00.359	0300000100	0.359	S	102	2	1	U		RE	ALL THREE VEHICLES WERE TRAVELING SOUTH BOUND 100 AT 77TH ST. V2 WAS SLOWING IN TRAFFIC IN THE LEI	27	1105	4-Wed	10	10	2012	1126	C	0	3	1	55	1	1	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	S	202	1	1	U		RE	V2, V3, AND V4 STOPPED FOR TRAFFIC. D1 WAS UNABLE TO SLOW IN TIME. V1 STRUCK THE REAR OF V2. THIS	27	1105	7-Sat	12	10	2011	1143	N	0	4	20	55	1	1	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	S	202	1	1	U		RE	-V1, V2, V3, AND V4 WERE S/B HWY 100 IN THE RIGHT LANE. -TRAFFIC SLOWED TO A STOP. -V4 CAME TO A ST	27	1105	6-Fri	6	14	2013	1240	N	0	4	1	55	1	1	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	S	203	2	1	U		RE	V4 TRAVELING SB USTH 100 IN CENTER LANE OF TRAFFIC. DRIVER STATED THAT HE WAS &QUOTE;PROBABLY GOIN	27	1105	5-Thu	7	19	2012	1611	B	0	4	1	55	1	1	1	98	1	1
03	00000100	000+00.359	0300000100	0.359	S		2	1	U		RE	-DRIVER OF VEH 1 SAID THAT SHE WAS IN THE LEFT LANE AND WAS CHANGING LANES BECAUSE SHE HAD TO TAKE	27	1105	6-Fri	3	30	2012	1625	N	0	2	1	55	1	1	1	98	1	2
03	00000100	000+00.359	0300000100	0.359	S	202	2	1	U		RE	DRIVER OF UNIT 1 SAID HE WAS IN THE RIGHT LANE STOPPED FOR TRAFFIC WHEN HE WAS REARENDED BY UNIT 2	27	1105	5-Thu	6	6	2013	1723	N	0	2	1	55	1	1	1	98	1	2
03	00000100	000+00.359	0300000100	0.359	S	102	2	1	U		RE	D1 SAID THAT HE WAS IN THE MIDDLE LANE OF SB 100 AND SAID THAT THERE WAS ANOTHER CRASH IN THE LEFT	27	1105	2-Mon	12	30	2013	1936	N	0	2	1	55	1	1	1	98	4	2
03	00000100	000+00.359	0300000100	0.359	S	203	2	1	U		ROR	-D1 SAID THAT HE WAS IN THE LL GOING SB 100 AND SAID THAT HE NEEDED TO GET TO RT LANE SO AS HE TRI	27	1105	3-Tue	2	5	2013	0601	C	0	1	1	55	32	4	1	98	4	4
03	00000100	000+00.359	0300000100	0.359	S	203	1	3	U		SSS	BOTH VEHICLES WERE TRAVELING SOUTHBOUND ON HWY 100 NORTH OF BENTON AVENUE. VEHICLE #2 WAS IN THE R	27	1105	6-Fri	1	20	2012	1103	N	0	2	1	55	1	2	1	98	1	4
03	00000100	000+00.359	0300000100	0.359	Z	A14	1	1	U		ROR	VEH #1 WAS EXITING FROM SB HWY 100 TO EDINA INDUSTRIAL BLVD/W 77TH ST. THE ROADS WERE VERY SLIPPERY	27	1105	2-Mon	12	30	2013	1209	N	0	1	1	55	51	7	4	98	1	4
03	00000100	000+00.359	0300000100	0.359	S	202	2	1	U		SSS	-V1 AND V2 WERE S/B HWY 100 -V2 HAD TO COME TO A QUICK STOP BECAUSE OF TRAFFIC -V1 WAS NOT ABLE TO	27	1105	6-Fri	6	14	2013	1347	N	0	2	22	55	1	2	1	90	1	1
05	03850132	000+00.669	0503850132	0.669	Z	—	2	0	U		Other		27	0385	5-Thu	1	27	2011	1845	N	0	2	0	35	1	90	0	1	4	1
05	03850132	000+00.690	0503850132	0.690	Z	—	2	0	U		RE		27	0385	5-Thu	4	12	2012	1740	N	0	2	0	45	1	1	0	5	1	1
05	03850132	000+00.695	0503850132	0.695	Z	—	1	0	U		SSO		27	0385	2-Mon	2	13	2012	1931	N	0	2	0	0	1	9	0	1	4	4
05	03850132	000+00.708	0503850132	0.708	Z	—	1	0	U		RE		27	0385	1-Sun	12	8	2013	1330	N	0	2	0	30	1	1	0	98	1	4
04	27000034	003+00.019	0427000034	3.019	Z	—	1	0	U	84th	ROR		27	0385	5-Thu	1	31	2013	1409	N	0	2	0	45	1	7	0	90	1	1
04	27000034	003+00.021	0427000034	3.021	Z	—	1	3	U	84th	HO	DRIVER OF VEHICLE #1 WAS NB ON NORMANDALE BLVD AND MOVED INTO THE TURN LANES TO MAKE A LEFT ONTO 84	27	0385	5-Thu	12	5	2013	0930	N	0	3	7	45	1	8	1	1	1	1
04	27000034	003+00.042	0427000034	3.042	Z	—	1	0	U	84th	Other		27	0385	2-Mon	12	16	2013	1533	N	0	2	0	45	1	90	0	1	1	2
04	27000034	003+00.050	0427000034	3.050	Z	—	1	3	U	84th	SSS	TWO VEHICLE ACCIDENT. NO INJURIES/TOWS. THE LEFT SIDE OF VEH #1 STRUCK THE RIGHT SIDE OF VEH #2. DI	27	0385	2-Mon	12	10	2012	1418	N	0	2	4	45	1	2	1	1	1	2
04	27000034	003+00.050	0427000034	3.050	Z	—	1	3	U	84th	RA	UNIT 2 WAS WESTBOUND 84TH ST IN RIGHT LANE AND HAD A GREEN LIGHT. UNIT 1 WAS IN LEFT TURN LANE FROM	27	0385	6-Fri	7	19	2013	1055	N	0	2	4	30	1	5	1	1	1	1
04	27000034	003+00.050	0427000034	3.050	Z	—	1	0	U	84th	LT		27	0385	2-Mon	12	30	2013	0713	N	0	2	0	30	1	3	0	1	2	1
04	27000034	003+00.050	0427000034	3.050	Z	—	1	3	U	84th	RE	NOTE: DIAGRAM AT LEFT NOT TO SCALE. VEHICLES POSITIONED IN ESTIMATED PRE-ACCIDENT POSITION. VEH	27	0385	3-Tue	3	6	2012	1704	C	0	3	4	45	1	1	1	1	1	1
04	27000034	003+00.050	0427000034	3.050	Z	—	1	0	U	84th	RE		27	0385	5-Thu	4	12	2012	1547	N	0	2	0	45	1	1	0	1	1	1
04	27000034	003+00.050	0427000034	3.050	S	—	1	3	U	84th	RE	UNIT 2 WAS STOPPED AT THE RED LIGHT FOR SOUTHBOUND NORMANDALE BLVD TO EASTBOUND 84TH ST. UNIT 1 WA	27	0385	6-Fri	8	24	2012	0609	B	0	2	4	45	1	1	1	1	1	1
04	27000034	003+00.050	0427000034	3.050	Z	—	1	3	U	84th	RE	VEHICLE 1 AND 2 IN TURN LANE TO GO S/B NORMANDALE BLVD. VEHICLE 2 STOPPED FOR TRAFFIC (WAITING TO M	27	0385	4-Wed	8	29	2012	1722	C	0	2	4	45	1	1	1	1	1	1
04	27000034	003+00.050	0427000034	3.050	Z	—	1	3	U	84th	RA	UNIT #1 WAS SOUTHBOUND ON NORMANDALE BLVD APPROACHING 84TH ST. UNIT #1 HAD A RED LIGHT AND ATTEMPT	27	0385	4-Wed	2	29	2012	0548	N	0	2	4	35	1	5	1	1	1	4
04	27000034	003+00.051	0427000034	3.051	S	—	1	3	U	84th	RE	TWO VEHICLE ACCIDENT. BOTH DRIVERS STATED THAT THEY MAY HAVE POSSIBLE INJURY. BOTH OF THE VEHICLES	27	0385	6-Fri	9	7	2012	1656	C	0	2	1	45	1	1	1	1	1	2
04	27000034	003+00.052	0427000034	3.052	Z	—	1	3	U	84th	RE	VEHICLE 2 STARTING IN TRAFFIC AFTER WAITING FOR RED LIGHT. VEHICLE 1 REAR ENDED VEHICLE 2. DRIVEI	27	0385	6-Fri	7	27	2012	0852	C	0	2	4	45	1	1	1	1	1	1
04	27000034	003+00.054	0427000034	3.054	S	—	1	3	U	84th	RE	TWO VEHICLE ACCIDENT. ONE POSSIBLE INJURY. NO TOWS. THE FRONT OF VEH #1 STRUCK THE REAR OF VEH #2.	27	0385	3-Tue	12	11	2012	1413	C	0	2	1	45	1	1	1	1	1	2
04	27000034	003+00.065	0427000034	3.065	Z	—	1	0	U	84th	LT		27	0385	1-Sun	3	6	2011	2040	C	0	2	0	45	1	3	0	1	4	7
04	27000034	003+00.068	0427000034	3.068	W	—	1	3	U	84th	RE	VEH #1(MN PLATE#308-JKY) TRAVELING SOUTH BOUND ON NORMANDALE AVE S AND APPROACHING 84TH ST W. VEH#1	27	0385	4-Wed	9	26	2012	1848	N	0	2	4	45	2	1	1	1	1	1
04	27000034	003+00.068	0427000034	3.068	S	—	1	3	U	84th	RE	OFFICER WAS SITTING OFF THE ROADWAY UNDER THE AMERICAN BLVD BRIDGE RUNNING LASER. I OBSERVED VEHIC	27	0385	2-Mon	3	25	2013	1450	N	0	2	1	45	1	1	1	98	1	1
04	27000034	003+00.077	0427000034	3.077	Z	—	1	0	U		RE		27	0385	4-Wed	3	13	2013	1715	N	0	3	0	30	1	1	0	1	1	1
04	27000034	003+00.082	0427000034	3.082	Z	—	1	0	U		RE		27	0385	2-Mon	12	3	2012	1740	N	0	2	0	45	1	1	0	1	4	1
04	27000034	003+00.088	0427000034	3.088	Z	—	1	0	U		RE		27	0385	3-Tue	10	30	2012	1630	B	0	2	0	45	1	1	0	1	1	1
04	27000034	003+00.110	0427000034	3.110	Z	—	2	0	U		RE		27	0385	2-Mon	3	25	2013	1409	C	0	2	0	45	1	1	0	98	1	2

					PERSON1											PERSON2											PERSON3									
WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX	VTYPE	DIR	ACT	FAC1	FAC2	POSN	INJ	EQP	PHYS	AGE	SEX
0	1	6	2	133290201	2	1	10	4	3	1	C	4	1	59	F	3	1	10	1	0	1	B	4	1	45	M											
0	1	1	1	122300174	3	1	1	1	0	1	N	4	1	71	M	3	1	16	1	0	1	N	4	1	50	M											
0	3	1	1	130440280	4	1	99	99	0	1	N	99	99	901	Z																						
0	5	7	2	131140222	1	1	1	3	8	1	N	4	1	32	F																						
0	1	1	1	110110513	1	1	1	3	7	1	N	4	1	21	M																						
0	1	6	2	110250114	1	2	1	15	0	1	N	99	1	49	M																						
0	3	6	2	110330349	1	4	1	3	15	1	N	99	99	899	Z																						
0	1	1	1	133020282	1	5	11	1	0	1	N	4	1	23	M	1	5	11	1	0	1	N	4	1	29	F	1	5									
0	2	1	1	130280307	1	5	10	1	0	1	N	4	1	25	M	1	5	10	1	0	1	N	4	1	51	F	1	5									
0	1	1	2	122050284	3	5	10	1	0	1	N	4	1	47	F	4	5	11	1	0	1	N	4	1	33	F	3	5									
0	1	1	3	131860166	3	5	1	1	0	1	N	4	1	23	F	3	5	10	1	0	1	N	4	1	48	F	4	5									
0	1	1	1	112320024	1	5	1	1	0	1	N	4	1	36	F	1	5	1	1	0	1	N	4	1	47	F	1	5									
0	1	1	1	130560200	1	5	10	1	0	1	N	4	1	51	M	1	5	1	4	15	1	N	4	1	27	M											
0	1	1	1	113230435	1	5	10	1	0	1	C	4	1	67	F	1	5	10	1	0	1	C	4	1	57	M	3	5									
0	1	1	1	131910236	4	5	1	1	0	1	N	4	1	23	F	1	5	1	15	0	1	N	4	1	52	M											
0	1	1	3	120040254	3	5	14	8	0	1	N	4	1	47	M	1	5	1	1	0	1	N	4	1	67	M											
0	1	1	1	123140213	3	5	14	1	0	1	N	4	1	47	F	35	5	14	1	0	1	N	4	1	40	M											
0	2	1	1	130360382	1	5	1	1	0	1	N	4	1	69	M	1	5	14	15	8	1	N	4	1	36	M											
0	2	5	2	130740299	1	5	1	18	61	1	N	4	2	59	M																						
2	1	1	3	120860221	1	5	1	1	0	1	N	4	1	62	M	1	5	1	3	4	1	N	4	1	24	M											
0	1	1	1	122080211	1	5	1	15	0	1	N	4	1	18	M	1	5	10	1	0	1	C	4	1	24	F											
0	1	1	1	132700203	3	5	10	4	0	1	N	4	1	52	F	1	5	10	1	0	1	N	4	1	29	F											
0	1	1	3	123500227	1	5	14	8	0	1	N	4	1	75	F	1	5	1	4	0	1	N	4	1	35	M	1	5									
0	1	1	3	113430287	1	5	1	4	0	1	N	4	1	40	M	3	5	1	1	0	1	N	4	1	28	M											
0	1	1	3	132650149	1	6	16	1	0	1	N	4	1	28	F	1	5	16	15	0	1	N	4	1	44	M											
0	1	1	1	110090283	1	5	10	1	0	1	N	4	9	35	M	4	5	1	15	0	1	N	4	1	32	M											
0	1	6	2	120660177	1	6	1	3	0	1	N	4	1	31	M																						
0	1	5	2	122190247	2	5	1	18	0	1	N	4	5	27	F																						
0	2	5	2	122890259	1	6	1	15	3	1	N	4	1	21	M																						
0	2	1	3	110120554	3	5	16	3	61	1	C	4	1	27	F																						
0	5	1	1	113240452	3	5	1	3	18	1	N	4	2	36	M																						
0	1	6	2	120380147	1	6	1	3	15	1	N	4	1	24	M																						
0	1	1	1	110390188	2	5	1	1	0	1	N	4	99	43	M	4	5	16	8	0	1	N	4	99	39	M											
0	1	1	1	120660196	2	5	1	1	0	1	N	4	1	35	M	3	5	13	8	0	1	N	4	1	60	F											
0	1	1	1	113590158	1	3	1	1	0	1	N	99	99	51	F	1	5	1	1	0	1	A	4	1	69	M	1	5									
0	1	1	1	111270167	1	5	10	1	0	1	N	4	1	43	F	1	5	1	15	0	1	N	4	1	21	M											
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0	5	1	1	120230516	1	1	1	1	0	1	N	4	1	29	U	1	1	1	3	0	1	N	4	1	48	F											
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3	2	6	2	121200128	2	1	1	3	13	1	N	4	1	20	M																						
1	1	1	1	121810056	3	1	1	50	0	1	C	4	1	34	M																						
0	1	1	1	130920185	1	1	1	1	0	1	N	4	1	20	F																						
0	5	6	2	130060010	1	5	16	46	61	1	C	4	1	29	M																						
0	1	8	3	130650282	3	5	1	3	46	1	N	4	1	24	F	4	5	1	1	0	1	N	4	1	33	F											
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0	1	0	0	131160063	3	5	1	0	0	1	C	4	0	19	F	2	5	16	0	0	1	N	0	0	24	M											

East Bush Lake Road WB On Ramp
Crash Analysis

	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	MN 100 from 494 Interchange to 77th St Interchange	42	3	65000	0.3	2.36	Urban Freeway	0.7
Future	MN 100 from 494 Interchange to 77th St Interchange	39	3	60000	0.3	2.37	Urban Freeway	0.7
Crashes Added to East Bush Lake Road due to diversion	East Bush Lake Rd from 84th St to South 494 Ramps	1	3	5000	0.3	1.52	4-Lane Divide Urban Conventional	0.6

Notes:

Total Crash Reduction of 2 crashes.

Crashes included in the number of accidents only include crashes that will be affected by the addition of the on ramp from East Bush Lake Road

Represents the Minnesota Average Crash Rates for the Metro Area similar 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.
    - **East Bush Lake Rd will most affect MN 100 (Normandale Blvd) from 84th St to 77th St**
- 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 to be 2.37.**
- Identify the daily traffic volume that will be relocated from the parallel roadway(s) to the new roadway.
    - **Approximately 5000 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 3 crashes will be eliminated by reducing the volume by 5000 vpd.**
- 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 5000 vpd on East Bush Lake Road are expected to add 1 crash 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 expected that there will be 2 crashes reduced after adding in the additional crashes from East Bush Lake Road. CRF = 2/42 = 5%**
- The calculated crash reduction factor should be used in the HSIP B/C worksheet.

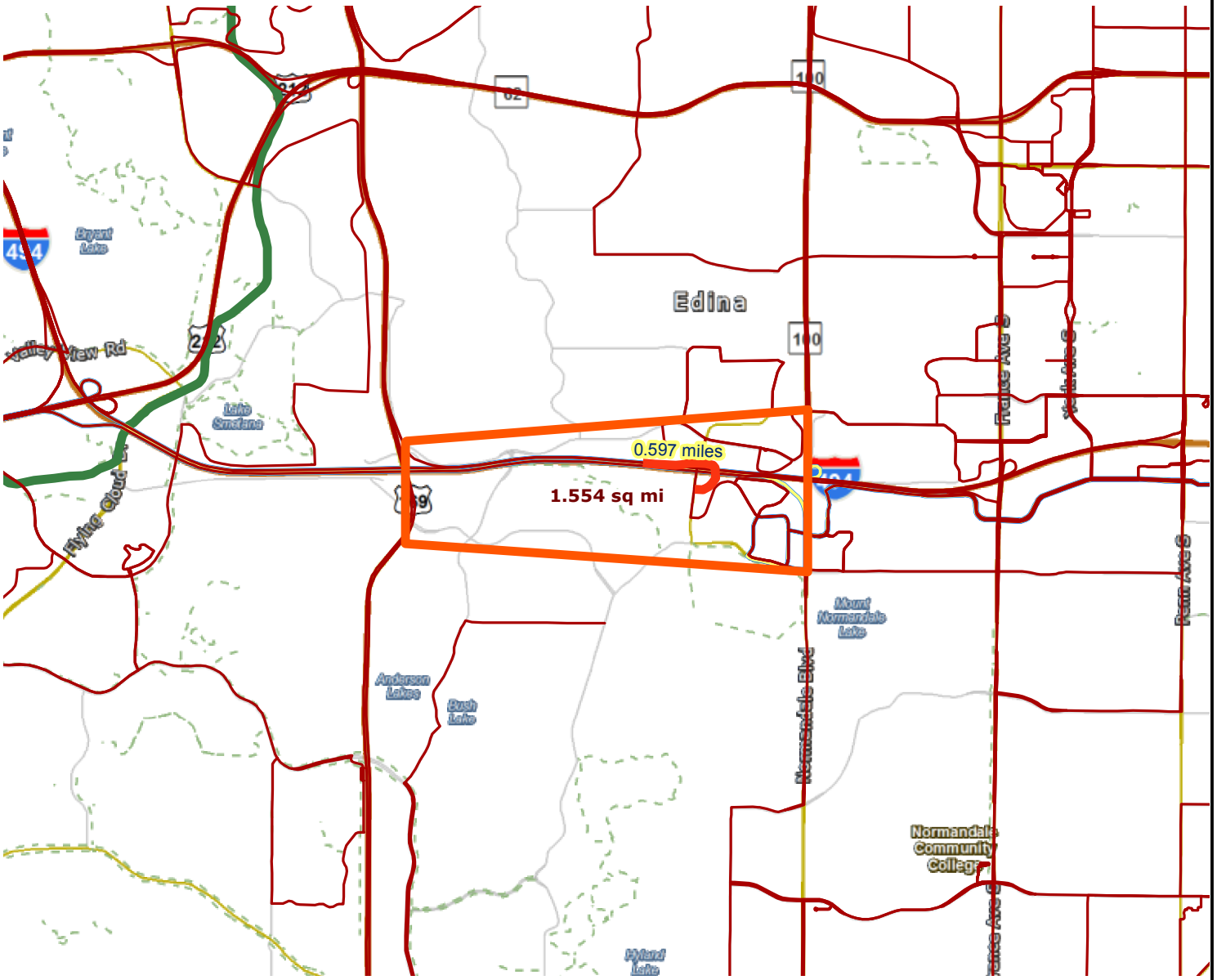
Transit Connections

Roadway Expansion Project: East Bush Lake Road 494 Access Ramp | Map ID: 1415657975038

Results

Transit with a Direct Connection to project:
540 542 565 588 694
*American

**indicates Planned Alignments*



Project — Transit Routes — **Planned Alignments** — Light Rail, Green Line Extension

Project Area — Arterial BRT

0 0.5 1 2 3 4 Miles

Created: 11/10/2014
LandscapeRSA3

METROPOLITAN COUNCIL