



Application

10353 - 2018 Roadway Expansion

10824 - 8. I-35W and CSAH 32/85th Avenue Interchange Expansion in Blaine (addition of NB on-ramp)

Regional Solicitation - Roadways Including Multimodal Elements

Status: Submitted
Submitted Date: 07/13/2018 9:52 AM

Primary Contact

Name:* Mr. Jack L Forslund
Salutation First Name Middle Name Last Name

Title: Transportation Planner

Department: Anoka County Transportation Division

Email: jack.forslund@co.anoka.mn.us

Address: 1440 Bunker Lake Boulevard NW

***** Andover Minnesota 55304-4005
City State/Province Postal Code/Zip

Phone:* 763-324-3179
Phone Ext.

Fax: 763-324-3020

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: ANOKA COUNTY

Jurisdictional Agency (if different):

Organization Type:

County Government

Organization Website:

Address:

1440 BUNKER LAKE BLVD

*

ANDOVER

Minnesota

55304

City

State/Province

Postal Code/Zip

County:

Anoka

Phone:*

763-324-3100

Ext.

Fax:

763-324-3020

PeopleSoft Vendor Number

0000003633A15

Project Information

Project Name

I-35W and CSAH 32/85th Avenue Interchange Expansion

Primary County where the Project is Located

Anoka

Cities or Townships where the Project is Located:

Blaine, Mounds View, & Shoreview

Jurisdictional Agency (If Different than the Applicant):

Applicant Jurisdiction & MnDOT Jurisdiction

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

County State Aid Road (CSAH) 32 is an urban, divided, four-lane roadway, classified as an A-Minor Expander located in Anoka County. This east-west corridor serves as a divider between Anoka County and Ramsey County, providing access to Interstate (I) 35W, I-35E and US Highway 10. While access to I-35W northbound from CSAH 32 is feasible, the distance a motorist must travel is lengthy and convoluted. To access I-35W northbound from CSAH 32, vehicles must travel approximately 1.25 miles along a rural, two-lane service road (I-35W West Service Road), to CSAH 52/Lovell Road. CSAH 32 serves as a mixed use (commercial and residential) roadway and a lack of a northbound on ramp makes for inefficiencies in the regional transportation network. CSAH 32 serves as an access route for major job concentration centers (e.g., Medtronic), mobile home parks, the Anoka County Airport, and regional parks/trails. A northbound on ramp to I-35W would reduce travel times, entice developers by providing better access, and improve mobility between destinations along the CSAH 32 mixed use corridor. Project components include:

- o Access to I-35W northbound via a new on-ramp
- o New traffic signal signalized intersection at the I-35W Northbound On/Off ramp intersection
- o Widen CSAH 32 to accommodate turn lanes on CSAH 32 to I-35W Northbound
- o Lighting, drainage, curb and gutter improvements
- o ADA improvements on the regional multi-use trail (south side of CSAH 32) including new pedestrian ramps and countdown timers

Overall, these improvements are critical in meeting existing and future needs. The project area continues to develop, adding pressure to the supporting transportation network. New residential, commercial, and industrial developments are targeted for this area and recognized in local comprehensive plans. These developments will support varying land uses including medical campuses, industrial parks, and residential developments. Given the mix use of the surrounding land, improved access to I-35W would provide a more direct route for the large volume of freight traffic and improve the safety of all users (e.g., vehicles, pedestrians and bicyclists) by reducing the number of trucks on local roads.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)

Construction of a Northbound On-Ramp to I-35W from CSAH 32

Project Length (Miles)

0.3

to the nearest one-tenth of a mile

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?

No

If yes, please identify the source(s)

Federal Amount

\$6,120,680.00

Match Amount

\$1,530,170.00

Minimum of 20% of project total

Project Total

\$7,650,850.00

Match Percentage

20.0%

Minimum of 20%

Compute the match percentage by dividing the match amount by the project total

Source of Match Funds

Anoka County

A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources

Preferred Program Year

Select one:

2023

Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.

Additional Program Years:

Select all years that are feasible if funding in an earlier year becomes available.

Project Information: Roadway Projects

County, City, or Lead Agency	Anoka County
Functional Class of Road	A-Minor Expander
Road System	CSAH
<i>TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET</i>	
Road/Route No.	32
<i>i.e., 53 for CSAH 53</i>	
Name of Road	85th Avenue
<i>Example; 1st ST., MAIN AVE</i>	
Zip Code where Majority of Work is Being Performed	55126
(Approximate) Begin Construction Date	05/01/2023
(Approximate) End Construction Date	11/01/2023
TERMINI:(Termini listed must be within 0.3 miles of any work)	
From: (Intersection or Address)	I-35W West Service Drive
To: (Intersection or Address)	Naples Street
<i>DO NOT INCLUDE LEGAL DESCRIPTION</i>	
Or At	I-35W
Primary Types of Work	Grading, Aggregate Base, Concrete and Bituminous Surface, Sidewalk, Curb and Gutter, Storm Sewer, Signal, Lighting, Ped Ramps, Bridge, Retaining Wall
<i>Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, CURB AND GUTTER,STORM SEWER, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.</i>	
BRIDGE/CULVERT PROJECTS (IF APPLICABLE)	
Old Bridge/Culvert No.:	
New Bridge/Culvert No.:	TBD
Structure is Over/Under (Bridge or culvert name):	Over Northbound I-35W Off-Ramp to Lake Drive

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 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

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

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Goal B: Strategies B1; pg 2.7

Goal C: Strategies C7, C8, C9, C10, and C19; pg 2.9-2.10

List the goals, objectives, strategies, and associated pages:

Goal D: Strategies D1 and D5; pg 2.11

Goal E: Strategies E4, E5, and E7; pg 2.13

Goal F: Strategies F3 and F8; pg 2.14-2.15

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. 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 the Minnesota Department of Transportation 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:

Anoka County 2030 Transportation Plan. Chapter 9, Implementation Table 9.2 Mid-Term Improvements (Page 9-5)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

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

5. 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

6. Applicants must not submit an application for the same project elements in more than one funding application category.

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

7. 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. Funding amounts by application category are listed below.

Roadway Expansion: \$1,000,000 to \$7,000,000

Roadway Reconstruction/ Modernization Modernization and Spot Mobility: \$1,000,000 to \$7,000,000

Traffic Management Technologies (Roadway System Management): \$250,000 to \$7,000,000

Bridges Rehabilitation/ Replacement: \$1,000,000 to \$7,000,000

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

8. The project must comply with the Americans with Disabilities Act (ADA).

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

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.

Yes

03/01/2018

Date plan adopted by governing body

The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed

The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.

Date process started

Date of anticipated plan completion/adoption

(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.

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

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

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

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

12. 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

13. 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

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

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

Roadways Including Multimodal Elements

1. All roadway and bridge projects 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. Yes

Roadway Expansion and Reconstruction/Modernization and Spot Mobility projects only:

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

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

Bridge Rehabilitation/Replacement projects only:

3. Projects requiring a grade-separated crossing of a principal arterial freeway 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.

4. 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 application categories. Rail-only bridges are ineligible for funding.

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

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

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

6. The bridge must have a sufficiency rating less than 80 for rehabilitation projects and less than 50 for replacement projects. Additionally, the bridge must also be classified as structurally deficient or functionally obsolete.

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

Roadway Expansion, Reconstruction/Modernization and Spot Mobility, and Bridge Rehabilitation/Replacement projects only:

7. All roadway projects that involve the construction of a new/expanded interchange or new interchange ramps must have approval by the Metropolitan Council/MnDOT Interchange Planning Review Committee prior to application submittal. Please contact Michael Corbett at MnDOT (Michael.J.Corbett@state.mn.us or 651-234-7793) to determine whether your project needs to go through this process.

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

Requirements - Roadways Including Multimodal Elements

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$230,000.00
Removals (approx. 5% of total cost)	\$0.00
Roadway (grading, borrow, etc.)	\$889,000.00
Roadway (aggregates and paving)	\$501,600.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$197,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$112,500.00
Traffic Control	\$138,000.00
Striping	\$3,000.00
Signing	\$51,000.00

Lighting	\$0.00
Turf - Erosion & Landscaping	\$184,000.00
Bridge	\$1,160,000.00
Retaining Walls	\$603,750.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$125,000.00
Wetland Mitigation	\$150,000.00
Other Natural and Cultural Resource Protection	\$600,000.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,766,000.00
Other Roadway Elements	\$920,000.00
Totals	\$7,630,850.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$15,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$5,000.00
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	\$20,000.00

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
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
Totals	\$0.00

Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead,etc.	\$0.00

Totals

Total Cost	\$7,650,850.00
Construction Cost Total	\$7,650,850.00
Transit Operating Cost Total	\$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	CSAH 52/Lovell Road
Adjacent Parallel Corridor Start and End Points:	
Start Point:	I-35W West Service Road
End Point:	Naples Street
Free-Flow Travel Speed:	41
<i>The Free-Flow Travel Speed is black number.</i>	
Peak Hour Travel Speed:	33
<i>The Peak Hour Travel Speed is red number.</i>	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	19.51%
Upload Level of Congestion Map:	1528996538828_I-35W and CSAH 32 Interchange - Level of Congestion Map.pdf

Principal Arterial Intersection Conversion Study:

Proposed interchange or at-grade project that reduces delay at a High Priority Intersection:

(80 Points)

Proposed at-grade project that reduces delay at a Medium Priority Intersection:

(60 Points)

Proposed at-grade project that reduces delay at a Low Priority Intersection:

(50 Points)

Proposed interchange project that reduces delay at a Medium Priority Intersection:

(40 Points)

Proposed interchange project that reduces delay at a Low Priority Intersection:

(0 Points)

Not listed as a priority in the study: Yes

(0 Points)

Measure B: Project Location Relative to Jobs, Manufacturing, and Education

Existing Employment within 1 Mile: 9373

Existing Manufacturing/Distribution-Related Employment within 1 Mile: 6494

Existing Post-Secondary Students within 1 Mile: 0

Upload Map 1528996823250_I-35W and CSAH 32 Interchange - Regional Economy Map.pdf

Please upload attachment in PDF form.

Measure C: Current Heavy Commercial Traffic

RESPONSE: Select one for your project, based on the Regional Truck Corridor Study:

Along Tier 1:

Along Tier 2:

Along Tier 3: Yes

The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:

None of the tiers:

Measure A: Current Daily Person Throughput

Location CSAH 32 at I-35W

Current AADT Volume 15500

Existing Transit Routes on the Project 250, 252, 288

For New Roadways only, list transit routes that will likely be diverted to the new proposed roadway (if applicable).

Upload Transit Connections Map 1530221060014_I-35W and CSAH 32 Interchange - Transit Map.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership 1768.0

Current Daily Person Throughput 21918.0

Measure B: 2040 Forecast ADT

Use Metropolitan Council model to determine forecast (2040) ADT volume Yes

If checked, METC Staff will provide Forecast (2040) ADT volume

OR

Identify the approved county or city travel demand model to determine forecast (2040) ADT volume

Forecast (2040) ADT volume 19500

Measure A: Connection to disadvantaged populations and projects benefits, impacts, and mitigation

Select one:

Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):

(up to 100% of maximum score)

Project located in Area of Concentrated Poverty:

(up to 80% of maximum score)

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

(up to 60% of maximum score)

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:

(up to 40% of maximum score)

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

Response:

The project development process for the I-35W/CSAH 32 Interchange project will engage a full cross-section of the community as the design phase of the project moves forward. Anoka County has a history of employing a robust public involvement plan with all major projects which incorporates collaboration from city staff, policymakers, and directly with the public (i.e. residents, business owners, and commuters). For residents and businesses adjacent to the project, our design and environmental impact team meet with them early in the process and provide them a project folder containing information on the project as well as information for their own use such as plats and right-of-way limits. Throughout the project we also hold several public open houses as well as organize and attend stakeholder meetings with groups ranging from citizen advocacy groups to chambers of commerce. Additional outreach efforts include the use of social media, newsletters, local cable access TV stations, and variable message boards to alert the public of upcoming meetings and/or events. Additionally, our Anoka County Highway Department website contains links for people to contact us for general information or requests, project specifics, and even grievances. All of these efforts are put forth to ensure a successful project in the eyes of the community.

(Limit 1,400 characters; approximately 200 words)

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

As noted in the Socio-Econ Met Council generated map, the project area is located in an area defined as above the regional average of concentrated populations in poverty or population of color persons. Furthermore, the area serves as partial access to three large manufactured home parks (i.e., Restwood Terrace, Colonia Village and Brookside) as well as a range of affordable housing options. According to the Metro Council Manufactured Home Park Preservation Project, manufactured housing is a valuable source of housing for very low- and extremely low-income households.

Response:

The proposed project will provide greater opportunities to link populations in poverty and underrepresented populations to job concentration centers. For example, the project will provide the mobile home parks better access to the park-and-ride lot located at I-35W and CSAH 52 which will provide a better opportunity to access transit and reach jobs in downtown Minneapolis and Saint Paul. Allowing better access to jobs and activity centers helps protect the integrity of these manufactured home parks and supports Met Council's initiatives in protecting manufactured home parks.

The proposed project will also open the door for very low- and extremely low-income households to access jobs in the North Metro (Blaine, Mounds View and Shoreview) much easier. For example, the proposed project will provide better access to the manufacturing and distribution jobs along CSAH 32. Approximately 69 percent of the jobs located in the project area are manufacturing and distribution jobs. Manufacturing and distribution jobs typical offer employment opportunities for various educational levels. Additionally, some of these manufacturing jobs are tied to the medical

campuses that have developed along the corridor, such as Medtronic, Midwest Medical Services, and MSP Corporation.

Lastly, the project will benefit a large population of children (27 percent), elderly (10 percent) and those with disabilities (7 percent) in the area. Better access to the previously mentioned park-and-ride facility as well as I-35W will allow transportation to commercial, retail, health services along the I-35W corridor, and recreational sites (e.g., Blaine Open Space Lexington Avenue, Blaine's Soccer Complex, and the Rice Creek Regional Park) much easier.

(Limit 2,800 characters; approximately 400 words)

3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

Below is a list of negative impacts. Note that this is not an exhaustive list.

Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.

Increased noise.

Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.

Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.

Increased speed and/or cut-through traffic.

Removed or diminished safe bicycle access.

Inclusion of some other barrier to access to jobs and other destinations.

Displacement of residents and businesses.

Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.

Other

Response:

Although minimal, there are a few instances where negative factors will present themselves during the duration of the project. In order to meet required design standards, purchasing right-of-way will be required at the UPS Service Center in the northeast quadrant. In an effort to minimize the right-of-way purchased, a retaining wall is proposed along the east side of the I-35W northbound on-ramp. The wall also allows for little to no impact to the property owners parking lot and parking capacity.

With the addition of the I-35W northbound on-ramp, there will be impacts to a public ditch that conveys a significant amount of water within the Rice Creek Watershed District. In an effort to offset these damages, a proposed bio-retention pond in the northeast quadrant of CSAH 32 near Lake Drive will be considered.

Lastly, as with most construction projects, there will be construction activities that will directly affect the traveling public. Dust, noise, and travel hindrances will impact motorists and trail users during the duration of construction along I-35W and CSAH 32. These will be short term nuisances as most of the construction activities are off alignment and adjacent to the I-35W and CSAH 32 roadway.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530140089921_I-35W and CSAH 32 Interchange - Soci-Econ Map.pdf

Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Blaine	7386.0	0.58	83.0	48.389
Mounds View	2076.0	0.16	59.0	9.668

Shoreview 3207.0 0.25 92.0 23.289

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.3

Affordable Housing Scoring

Total Project Length (Miles) or Population 12669.0

Total Housing Score 81.346

Affordable Housing Scoring

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
2006.0	1.168	2343.008	2006.0
	1	2343	2006

Average Construction Year

Weighted Year 2006.0

Total Segment Length (Miles)

Total Segment Length 1.168

Measure A: Congestion Reduction/Air Quality

Total Peak Hour Delay Per Vehicle Without The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle With The Project (Seconds/Vehicle)	Total Peak Hour Delay Per Vehicle Reduced by Project (Seconds/Vehicle)	Volume (Vehicles per hour)	Total Peak Hour Delay Reduced by the Project:	EXPLANATION of methodology used to calculate railroad crossing delay, if applicable.	Synchro or HCM Reports
0	0	0	0	0	See attachment for delayed reductions. Modified due to change in vehicular volume at the intersection.	15309059884_52_Existing & Future PM_Balanced - Report.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced 0

Measure B: Roadway projects that do not include new roadway segments or railroad grade-separation elements

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
0	0	0

Total

Total Emissions Reduced: 0

Upload Synchro Report

Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)

Measure B: Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements (for Roadway Expansion applications only):

Total (CO, NOX, and VOC) Peak Hour Emissions without the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions with the Project (Kilograms):	Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
19.02	17.22	1.8
19	17	2

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	1.8
Upload Synchro Report	1531162264060_Existing & Future PM_Balanced - Report.pdf
<i>Please upload attachment in PDF form. (Save Form, then click 'Edit' in top right to upload file.)</i>	

New Roadway Portion:

Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons:	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	Additional Emissions from the on-ramp are included within the parallel route calculations.
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	1.8

Measure B: Roadway projects that include railroad grade-separation elements

Cruise speed in miles per hour without the project:	0
Vehicle miles traveled without the project:	0
Total delay in hours without the project:	0
Total stops in vehicles per hour without the project:	0
Cruise speed in miles per hour with the project:	0
Vehicle miles traveled with the project:	0
Total delay in hours with the project:	0
Total stops in vehicles per hour with the project:	0
Fuel consumption in gallons (F1)	0

Fuel consumption in gallons (F2)	0
Fuel consumption in gallons (F3)	0
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0
EXPLANATION of methodology and assumptions used:(Limit 1,400 characters; approximately 200 words)	

Measure A: Benefit of Crash Reduction

Crash Modification Factor Used: <i>(Limit 700 Characters; approximately 100 words)</i>	-12%, See attached Crash Reduction Methodology
Rationale for Crash Modification Selected: <i>(Limit 1400 Characters; approximately 200 words)</i>	See attached Crash Reduction Methodology
Project Benefit (\$) from B/C Ratio:	1078833.0
Worksheet Attachment <i>Please upload attachment in PDF form.</i>	1531329539156_CSAH 32 On Ramp Crash Analysis.pdf

Roadway projects that include railroad grade-separation elements:

Current AADT volume:	0
Average daily trains:	0
Crash Risk Exposure eliminated:	0

Measure A: Multimodal Elements and Existing Connections

The project will support a variety of multi-modal elements:

Sidewalks/Paths: Currently, there is a multi-use pathway on the south side of CSAH 32. This multi-use pathway will be modified during construction to accommodate the realignment of the center divided median and to accommodate the longer turning bays at Naples Street. This multi-use path provides a connection to the Rice Creek Regional Trail System in Anoka County as well as a sub-regional job center in Medtronic. Additionally, the multi-use path has been identified as part of the Regional Bicycle Transportation Network (RTBN) - Tier 2 alignments. The Tier 2 alignment provides a continuous east-west connection along CSAH 32 between southern Blaine and Lino Lakes. This connection also provides direct access to recreational opportunities throughout Anoka County (e.g., Bunker Hills Chain of Lakes and the Rice Creek Chain of Lakes).

Response:

In addition to supplying links to regional trail systems and destinations, it is important to note that the addition of an on-ramp to I-35W northbound will have a direct effect on the safety of bicycle and pedestrian users in the area. By supplying access to I-35W northbound, the number of vehicles traveling on Naples Street, Rice Creek Parkway and Lexington Avenue to access I-35W will be greatly reduced. These corridors are designated as local pedestrian and RTBN routes, providing direct access to the aforementioned Rice Creek Regional Trail System and access to other regional destinations. In turn, this will help reduce the number of conflicts between vehicles and pedestrian/bicyclist users and create safer routes for all.

Transit: Currently, the project area is served by Metro Transit Routes 250, 252, and 288. Express routes can be accessed at Metro Transit's largest Park and Ride lot located at the I-35W and CSAH 52 Interchange. The proposed project will provide better transit access to underserved populations (above the regional average of concentration for poverty and race) in the area, while improving headway times. Local transit services, such as the Anoka County Traveler (dial-a-ride) and the Lorenzo Bus Service will also achieve the same benefits.

Design: The proposed project will improve the signalized intersection to be ADA compliant, while providing count down timers. These improvements are critical to support safe routes for pedestrians and bicyclists.

(Limit 2,800 characters; approximately 400 words)

Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

Check Here if Your Transit Project Does Not Require Construction

Measure A: Risk Assessment - Construction Projects

1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

100%

Attach Layout

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points. Yes

50%

Attach Layout

1530906072108_I-35W and CSAH 32 Interchange Layout.pdf

Please upload attachment in PDF form.

Layout has not been started

0%

Anticipated date or date of completion

04/01/2022

2)Review of Section 106 Historic Resources (20 Percent of Points)

No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge Yes

100%

There are historical/archeological properties present but determination of no historic properties affected is anticipated.

100%

Historic/archeological property impacted; determination of no adverse effect anticipated

80%

Historic/archeological property impacted; determination of adverse effect anticipated

40%

Unsure if there are any historic/archaeological properties in the project area.

0%

Project is located on an identified historic bridge

3)Right-of-Way (30 Percent of Points)

Right-of-way, permanent or temporary easements either not required or all have been acquired

100%

Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete

50%

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

25%

Right-of-way, permanent or temporary easements required, parcels not all identified

0%

Anticipated date or date of acquisition

12/31/2022

4)Railroad Involvement (20 Percent of Points)

No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable) Yes

100%

Signature Page

Please upload attachment in PDF form.

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

50%

Railroad Right-of-Way Agreement required; negotiations have not begun.

0%

Anticipated date or date of executed Agreement

Measure A: Cost Effectiveness

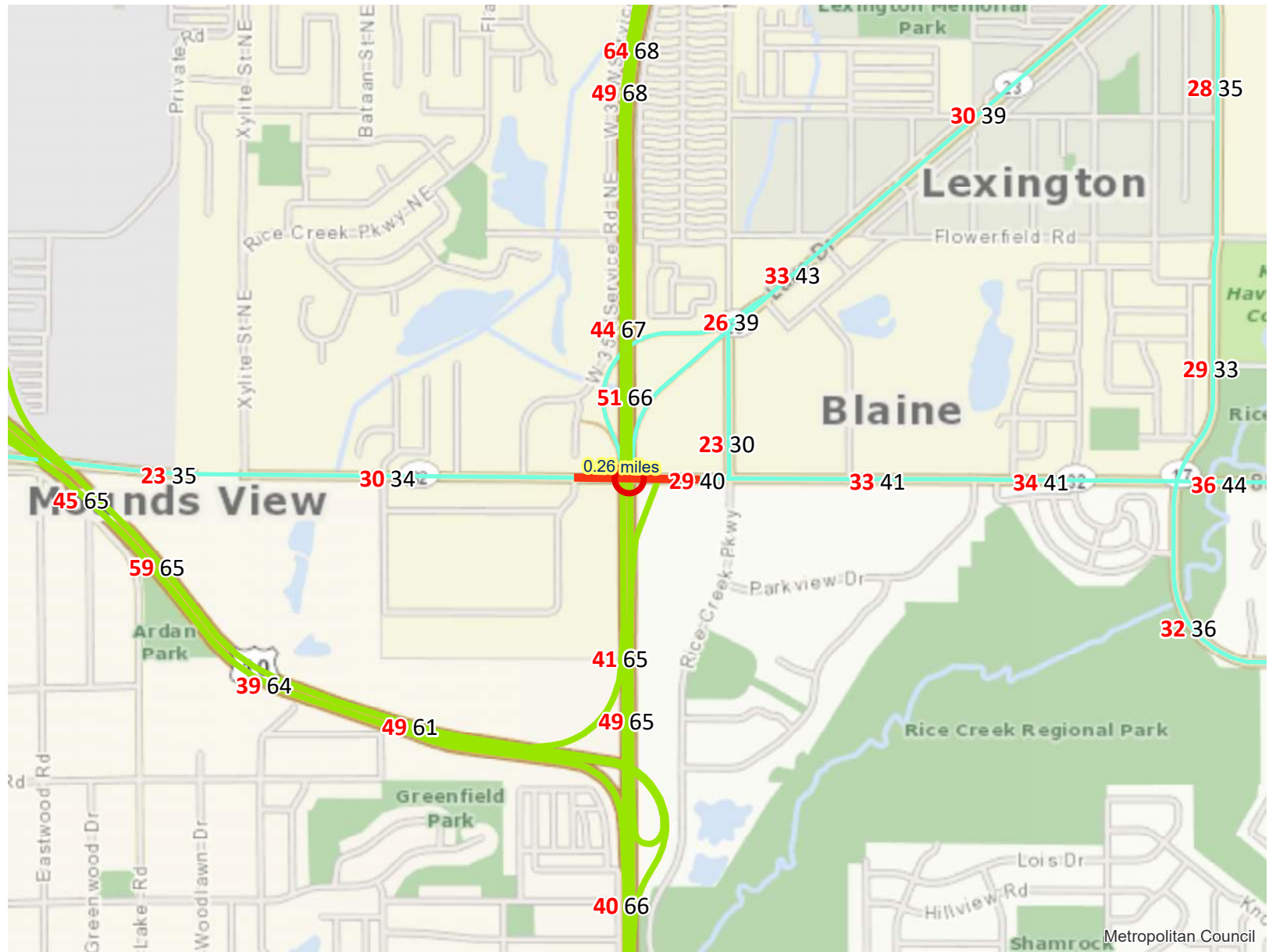
Total Project Cost (entered in Project Cost Form):	\$7,650,850.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$7,650,850.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
City of Blaine - Letter of Support.pdf	City of Blaine - Letter of Support	271 KB
CSAH 32 Executive Summary.pdf	CSAH 32 Executive Summary	287 KB
CSAH 32 Existing Pictures.pdf	CSAH 32 Existing Pictures	702 KB
MnDOT Interchange Review Committee - Letter of Support.pdf	MnDOT Interchange Review Committee - Letter of Support	62 KB
MnDOT Letter of Support.pdf	MnDOT Letter of Support	106 KB

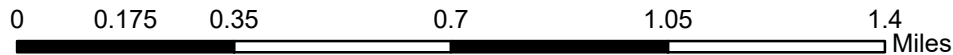
Level of Congestion

Roadway Expansion Project: I-35W and CSAH 32 Interchange | Map ID: 1528996278949



Metropolitan Council

- Project Points
- Principal Arterials
- Principal Arterials Planned
- Project
- A Minor Arterials
- A Minor Arterials Planned



Created: 6/14/2018
LandscapeRSA1



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





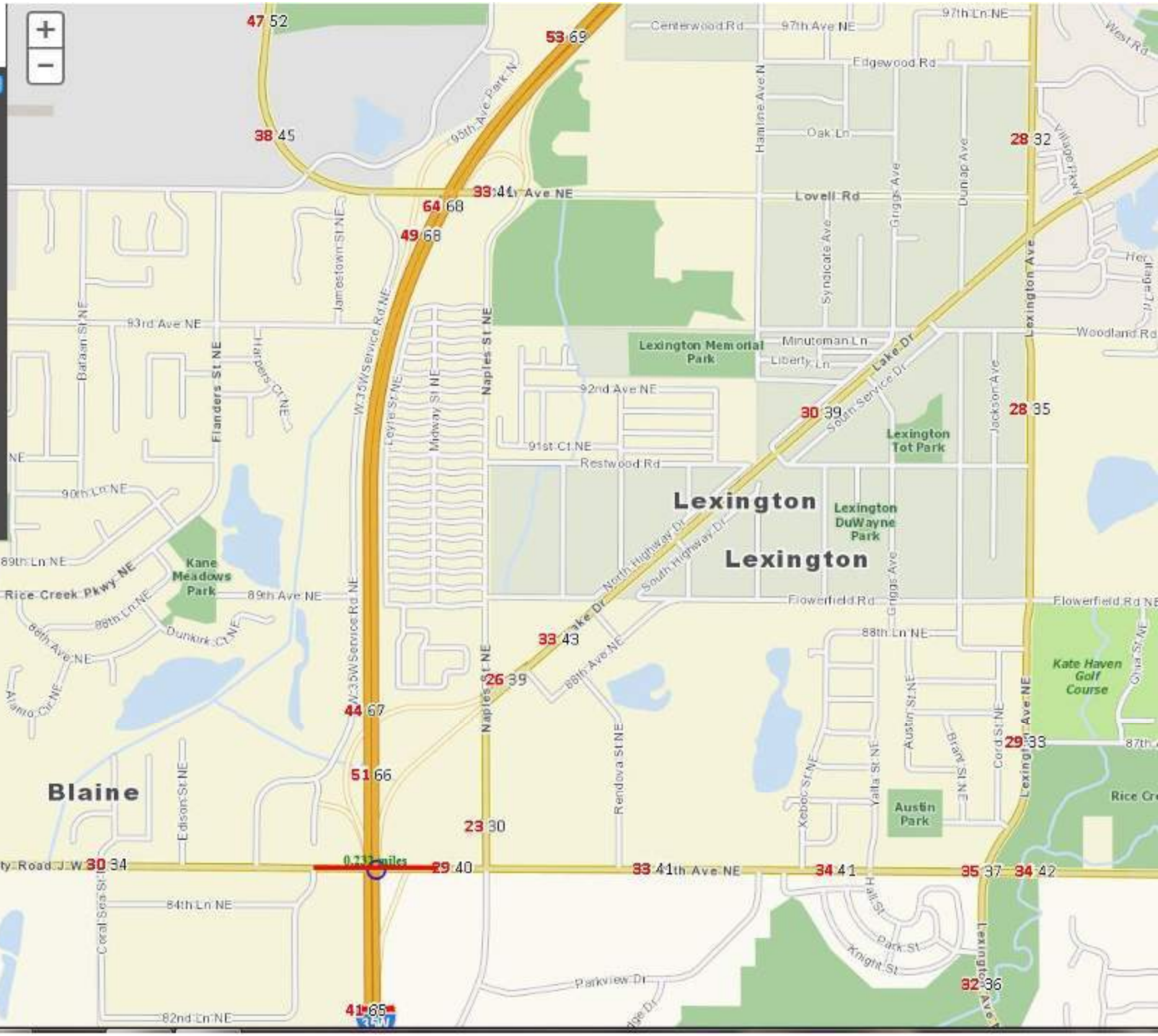
Regional Solicitation Grant Applications

Explore Sketch the Project Print Help

Search Layers Legend

- Layers
- Levels of Congestion
 - Job Concentration Areas
 - Areas of Conc Poverty
 - Areas of Conc Poverty >50% people of color
 - Areas of Conc Poverty Above Regn'l Avg
 - Manufacturing/Distribution Centers
 - Transitway Stations
 - Active Transit Stops
 - Planned Transitway Stations
 - Post Secondary Education Sites
 - Transit Routes
 - Transitway Alignments
 - Planned Alignments
 - Functional Class Roads Planned
 - Functional Class Roads
 - Streets

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Regional Economy

Roadway Expansion Project: I-35W and CSAH 32 Interchange | Map ID: 1528996278949

Results

WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Blaine

Population: 7386
Employment: 3938
Mfg and Dist Employment: 1979

Mounds View





Population: 2076
Employment: 4710
Mfg and Dist Employment: 4385

Shoreview

Population: 3207
Employment: 725
Mfg and Dist Employment: 130



NCompass Technologies

-  Project Points
-  Manufacturing/Distribution Centers
-  Project
-  Job Concentration Centers



Created: 6/14/2018
LandscapeRSA5



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



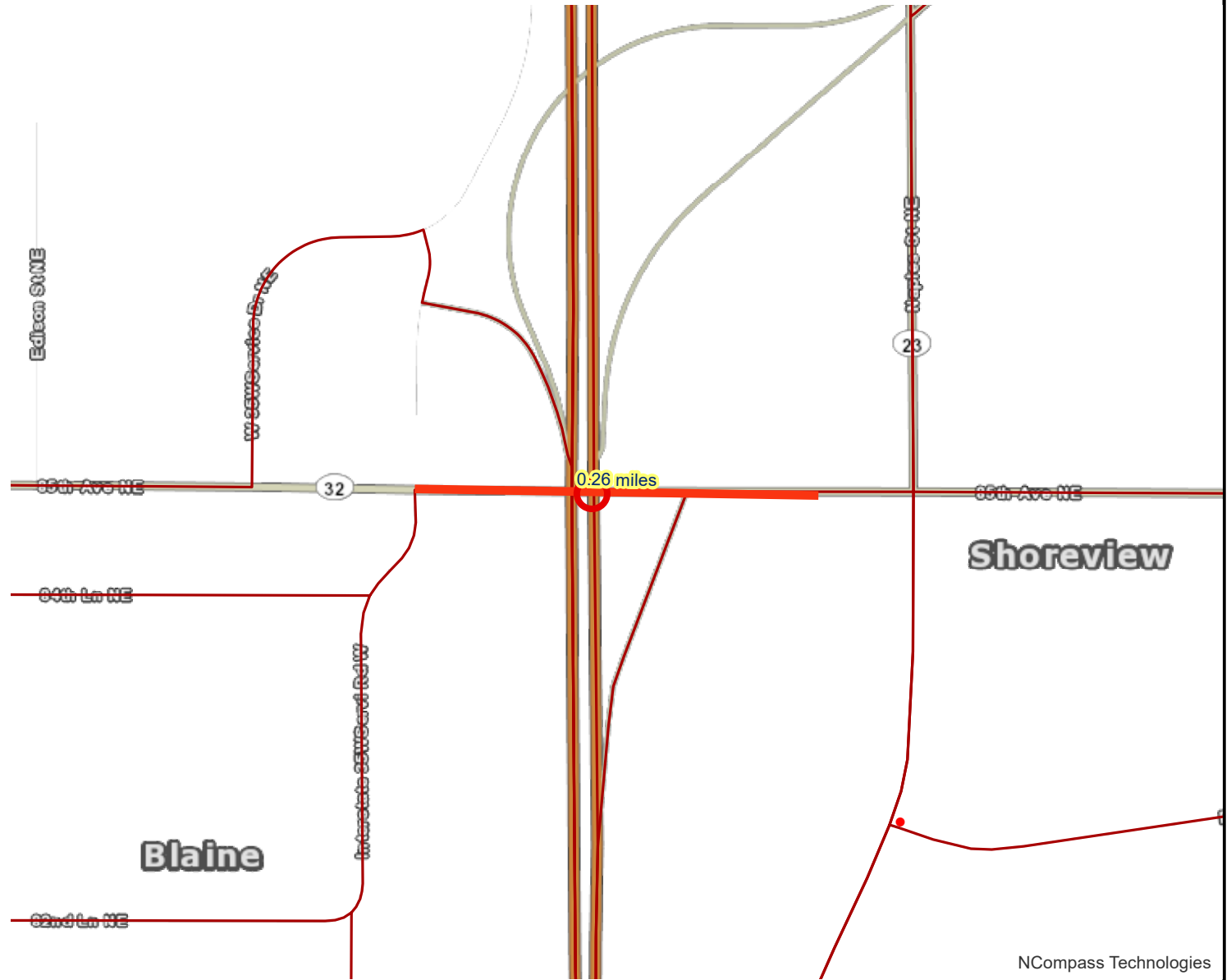
Transit Connections

Roadway Expansion Project: I-35W and CSAH 32 Interchange | Map ID: 1528996278949

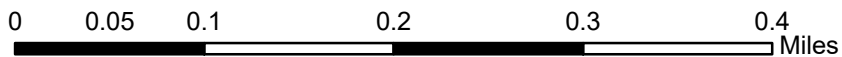
Results

Transit with a Direct Connection to project:
250 252 288

**indicates Planned Alignments*



- Project Points
- Active Stop
- Project
- Transit Routes



Created: 6/14/2018
LandscapeRSA3



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



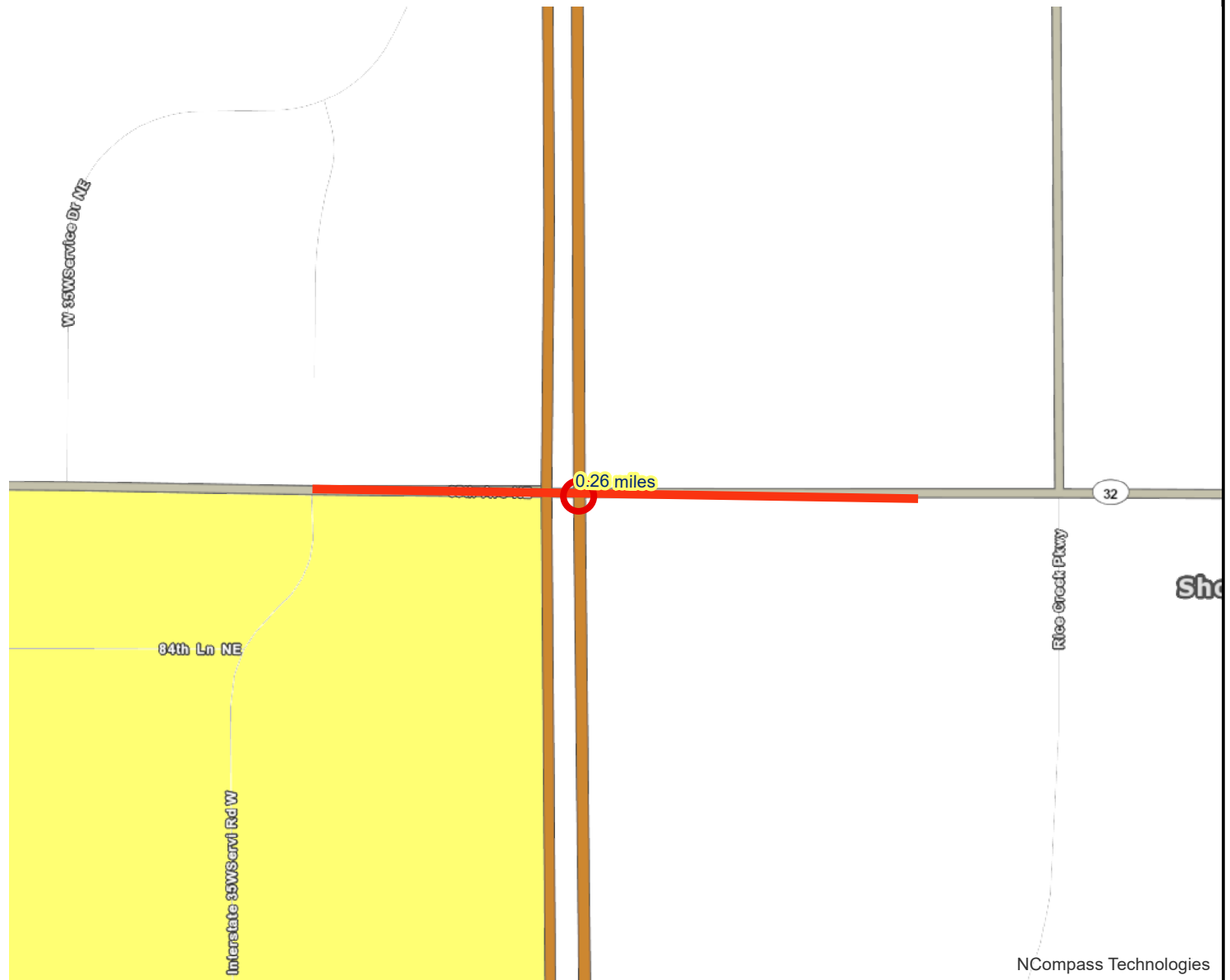
NCompass Technologies

Socio-Economic Conditions

Roadway Expansion Project: I-35W and CSAH 32 Interchange | Map ID: 1528996278949

Results

Project census tracts are above the regional average for population in poverty or population of color: (0 to 18 Points)



- Project Points
- Project
- Area of Concentrated Poverty > 50% residents of color
- Area of Concentrated Poverty
- Above reg'l avg conc of race/poverty



Created: 6/14/2018
LandscapeRSA2



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



NCompass Technologies

Anoka County - County Rd J On Ramp

50: NB 35W Off Ramp and Cty J		
Existing Volume	1738	vehicles
Existing Delay	6	sec/veh
Existing Total Delay	10428	seconds
Future Volume	1989	vehicles
Future Delay	10	sec/veh
Future Total Delay	19890	seconds
Total Delay Reduction	-9462	seconds

60: Cty J and Rice Creek Parkway		
Existing Volume	2377	vehicles
Existing Delay	26	sec/veh
Existing Total Delay	61802	seconds
Future Volume	2197	vehicles
Future Delay	24	sec/veh
Future Total Delay	52728	seconds
Total Delay Reduction	9074	seconds

70: Naples and I-35W/Lake Dr		
Existing Volume	1836	vehicles
Existing Delay	28	sec/veh
Existing Total Delay	51408	seconds
Future Volume	1656	vehicles
Future Delay	28	sec/veh
Future Total Delay	46368	seconds
Total Delay Reduction	5040	seconds

80: I-35W Ramps and 95th/97th Ave		
Existing Volume	2351	vehicles
Existing Delay	41	sec/veh
Existing Total Delay	96391	seconds
Future Volume	2236	vehicles
Future Delay	42	sec/veh
Future Total Delay	93912	seconds
Total Delay Reduction	2479	seconds

Total Network Delay Reduction	7131	seconds
--------------------------------------	-------------	----------------

50: NB 35W Off Ramp & County Road J

Direction	All
Future Volume (vph)	1738
Total Delay / Veh (s/v)	6
CO Emissions (kg)	1.46
NOx Emissions (kg)	0.28
VOC Emissions (kg)	0.34

60: Rice Creek Parkway/Naples & County Road J

Direction	All
Future Volume (vph)	2377
Total Delay / Veh (s/v)	26
CO Emissions (kg)	4.55
NOx Emissions (kg)	0.88
VOC Emissions (kg)	1.05

70: Naples & I-35W Ramps/Lake Dr

Direction	All
Future Volume (vph)	1836
Total Delay / Veh (s/v)	28
CO Emissions (kg)	2.70
NOx Emissions (kg)	0.53
VOC Emissions (kg)	0.63

80: I35W NB Ramps & 95th Avenue

Direction	All
Future Volume (vph)	2351
Total Delay / Veh (s/v)	41
CO Emissions (kg)	4.63
NOx Emissions (kg)	0.90
VOC Emissions (kg)	1.07

50: NB 35W Off Ramp & County Road J

Direction	All
Future Volume (vph)	1989
Total Delay / Veh (s/v)	10
CO Emissions (kg)	1.88
NOx Emissions (kg)	0.37
VOC Emissions (kg)	0.44

60: Rice Creek Parkway/Naples Street & County Road J

Direction	All
Future Volume (vph)	2197
Total Delay / Veh (s/v)	24
CO Emissions (kg)	4.23
NOx Emissions (kg)	0.82
VOC Emissions (kg)	0.98

70: Naples & I-35W Ramps/Lake Dr

Direction	All
Future Volume (vph)	1656
Total Delay / Veh (s/v)	28
CO Emissions (kg)	2.13
NOx Emissions (kg)	0.41
VOC Emissions (kg)	0.49

80: I35W NB Ramps & 95th Avenue

Direction	All
Future Volume (vph)	2236
Total Delay / Veh (s/v)	42
CO Emissions (kg)	3.83
NOx Emissions (kg)	0.75
VOC Emissions (kg)	0.89

Anoka County - County Rd J On Ramp

50: NB 35W Off Ramp and Cty J		
Existing Volume	1738	vehicles
Existing Delay	6	sec/veh
Existing Total Delay	10428	seconds
Future Volume	1989	vehicles
Future Delay	10	sec/veh
Future Total Delay	19890	seconds
Total Delay Reduction	-9462	seconds

60: Cty J and Rice Creek Parkway		
Existing Volume	2377	vehicles
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Existing Total Delay	61802	seconds
Future Volume	2197	vehicles
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Future Total Delay	52728	seconds
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Existing Delay	41	sec/veh
Existing Total Delay	96391	seconds
Future Volume	2236	vehicles
Future Delay	42	sec/veh
Future Total Delay	93912	seconds
Total Delay Reduction	2479	seconds

Total Network Delay Reduction	7131	seconds
--------------------------------------	-------------	----------------

50: NB 35W Off Ramp & County Road J

Direction	All
Future Volume (vph)	1738
Total Delay / Veh (s/v)	6
CO Emissions (kg)	1.46
NOx Emissions (kg)	0.28
VOC Emissions (kg)	0.34

60: Rice Creek Parkway/Naples & County Road J

Direction	All
Future Volume (vph)	2377
Total Delay / Veh (s/v)	26
CO Emissions (kg)	4.55
NOx Emissions (kg)	0.88
VOC Emissions (kg)	1.05

70: Naples & I-35W Ramps/Lake Dr

Direction	All
Future Volume (vph)	1836
Total Delay / Veh (s/v)	28
CO Emissions (kg)	2.70
NOx Emissions (kg)	0.53
VOC Emissions (kg)	0.63

80: I35W NB Ramps & 95th Avenue

Direction	All
Future Volume (vph)	2351
Total Delay / Veh (s/v)	41
CO Emissions (kg)	4.63
NOx Emissions (kg)	0.90
VOC Emissions (kg)	1.07

50: NB 35W Off Ramp & County Road J

Direction	All
Future Volume (vph)	1989
Total Delay / Veh (s/v)	10
CO Emissions (kg)	1.88
NOx Emissions (kg)	0.37
VOC Emissions (kg)	0.44

60: Rice Creek Parkway/Naples Street & County Road J

Direction	All
Future Volume (vph)	2197
Total Delay / Veh (s/v)	24
CO Emissions (kg)	4.23
NOx Emissions (kg)	0.82
VOC Emissions (kg)	0.98






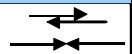
70: Naples & I-35W Ramps/Lake Dr

Direction	All
Future Volume (vph)	1656
Total Delay / Veh (s/v)	28
CO Emissions (kg)	2.13
NOx Emissions (kg)	0.41
VOC Emissions (kg)	0.49






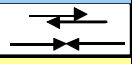
80: I35W NB Ramps & 95th Avenue

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NOx Emissions (kg)	0.75
VOC Emissions (kg)	0.89




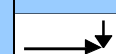

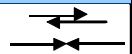
HSIP worksheet		Control Section	T.H. / Roadway	Location			Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
			CR J	Rice Creek Pkwy Intersection					Anoka County	1/1/2013	12/31/2015
Accident Diagram Codes		Description of Proposed Work		Reducing Volume through intersection							
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	Other	Total
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B									
		C									
Property Damage	PD				1					1	
% Change in Crashes <small>*Use Crash Modification Factors Clearinghouse</small>	Fatal	F									
	PI	A									
		B									
		C									
Property Damage	PD				-12%						
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C									
Property Damage	PD				-0.12					-0.12	
Year (Safety Improvement Construction)			2022								
Project Cost (exclude Right of Way)			\$ 7,650,850	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/C= 0.00</div> <i>Using present worth values,</i> B= \$ 7,349 C= \$ 7,650,850 <i>See "Calculations" sheet for amortization.</i>		
Right of Way Costs (optional)				F			\$ 1,180,000				
Traffic Growth Factor			3%	A			\$ 590,000				
Capital Recovery				B			\$ 170,000				
1. Discount Rate			1.3%	C			\$ 87,000				
2. Project Service Life (n)			20	PD	-0.12	-0.04	\$ 7,800	\$ 312			
				Total			\$ 312				

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
			CR J	Naples and Lake Drive/35W Ramps					Anoka County	1/1/2013	12/31/2015
Description of Proposed Work		Reducing Volume through intersection									
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	Other	Total	
Study Period: Number of Crashes	Fatal	F									
	Personal Injury (PI)	A									
		B				1			2	3	
		C	1		1					2	
Property Damage	PD	2			2				4		
% Change in Crashes <small>*Use Crash Modification Factors Clearinghouse</small>	Fatal	F									
	PI	A									
		B				-12%			-12%		
		C	-12%		-12%						
Property Damage	PD	-12%			-12%						
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B				-0.12			-0.24	-0.36	
		C	-0.12		-0.12					-0.24	
Property Damage	PD	-0.24			-0.24				-0.48		
Year (Safety Improvement Construction)		2022									
Project Cost (exclude Right of Way)		\$ 7,650,850	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/C= 0.09</div> <i>Using present worth values,</i> B= \$ 673,870 C= \$ 7,650,850 <i>See "Calculations" sheet for amortization.</i>			
Right of Way Costs (optional)			F			\$ 1,180,000					
Traffic Growth Factor		3%	A			\$ 590,000					
Capital Recovery			B	-0.36	-0.12	\$ 170,000	\$ 20,419				
1. Discount Rate		1.3%	C	-0.24	-0.08	\$ 87,000	\$ 6,966				
2. Project Service Life (n)		20	PD	-0.48	-0.16	\$ 7,800	\$ 1,249				
			Total				\$ 28,634				






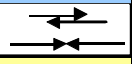
HSIP worksheet

Control Section		T.H. / Roadway	Location				Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
		CR J	Naples between Lake Drive and 97th Ave						Anoka County	1/1/2013	12/31/2015
Description of Proposed Work		Reducing Volume through intersection									
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									
		B									
		C									
	Property Damage	PD				2					2
% Change in Crashes <small>*Use Crash Modification Factors Clearinghouse</small>	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD				-12%					
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C									
	Property Damage	PD				-0.24					-0.24
Year (Safety Improvement Construction)		2022									
Project Cost (exclude Right of Way)		\$ 7,650,850	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/C= 0.00 </div> <p>Using present worth values, B= \$ 14,699 C= \$ 7,650,850</p> <p>See "Calculations" sheet for amortization.</p>			
Right of Way Costs (optional)			F			\$ 1,180,000					
Traffic Growth Factor		3%	A			\$ 590,000					
Capital Recovery			B			\$ 170,000					
1. Discount Rate		1.3%	C			\$ 87,000					
2. Project Service Life (n)		20	PD	-0.24	-0.08	\$ 7,800	\$ 625				
			Total				\$ 625				

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
		CR J	97th Ave and 35W East Ramps						Anoka County	1/1/2013	12/31/2015
Description of Proposed Work		Reducing Volume through intersection									
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									
		B									
		C									
Property Damage	PD		1	1		1				3	
% Change in Crashes <small>*Use Crash Modification Factors Clearinghouse</small>	Fatal	F									
	PI	A									
		B									
		C									
Property Damage	PD		-12%	-12%		-12%					
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B									
		C									
Property Damage	PD		-0.12	-0.12		-0.12				-0.36	
Year (Safety Improvement Construction)		2022									
Project Cost (exclude Right of Way)		\$ 7,650,850	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/C= 0.00 </div> <p>Using present worth values, B= \$ 22,048 C= \$ 7,650,850</p> <p>See "Calculations" sheet for amortization.</p>			
Right of Way Costs (optional)			F			\$ 1,180,000					
Traffic Growth Factor		3%	A			\$ 590,000					
Capital Recovery			B			\$ 170,000					
1. Discount Rate		1.3%	C			\$ 87,000					
2. Project Service Life (n)		20	PD	-0.36	-0.12	\$ 7,800	\$ 937				
			Total				\$ 937				

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
		CR J	Cty J Between Rice Creek Parkway and Lexington Ave						Anoka County	1/1/2013	12/31/2015
Description of Proposed Work		Reducing Volume through intersection									
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									
		B	1								1
		C	1			1					2
Property Damage	PD	2		2					1	5	
% Change in Crashes <small>*Use Crash Modification Factors Clearinghouse</small>	Fatal	F									
	PI	A									
		B	-12%								
		C	-12%			-12%					
Property Damage	PD	-12%		-12%					-12%		
Change in Crashes <small>= No. of crashes X % change in crashes</small>	Fatal	F									
	PI	A									
		B	-0.12								-0.12
		C	-0.12			-0.12					-0.24
Property Damage	PD	-0.24		-0.24					-0.12	-0.60	
Year (Safety Improvement Construction)		2022									
Project Cost (exclude Right of Way)		\$ 7,650,850	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/C= 0.05 </div> <p>Using present worth values, B= \$ 360,867 C= \$ 7,650,850</p> <p>See "Calculations" sheet for amortization.</p>			
Right of Way Costs (optional)			F			\$ 1,180,000					
Traffic Growth Factor		3%	A			\$ 590,000					
Capital Recovery			B	-0.12	-0.04	\$ 170,000	\$ 6,806				
1. Discount Rate		1.3%	C	-0.24	-0.08	\$ 87,000	\$ 6,966				
2. Project Service Life (n)		20	PD	-0.60	-0.20	\$ 7,800	\$ 1,561				
						Total	\$ 15,334				

I-35W and Cty J On Ramp Crash Analysis
July 2018

Intersections	Total Number of Accidents	Years of Data	ADT*	Calculated Crash Rate (Million Entering Vehicles)	Type of Intersection:
					Low Vol < 15K ADT; Low Speed < 45 mph
Existing Cty Rd J and 35W East Ramps	2	3	19530	0.10	Signalized; High Volume, Low Speed
Future Cty Rd J and 35 W East Ramps	2	3	22630	0.09	Signalized; High Volume, Low Speed
Existing Cty Rd J and Rice Creek Pkwy	1	3	21400	0.05	Signalized; High Volume, Low Speed
Future Cty Rd J and Rice Creek Pkwy	1	3	19900	0.05	Signalized; High Volume, Low Speed
Existing Naples and Lake Drive	9	3	16405	0.51	Signalized; High Volume, Low Speed
Future Naples and Lake Drive	8	3	14905	0.50	Signalized; High Volume, Low Speed
Existing 97th Ave and 35W East Ramps	3	3	20825	0.14	Signalized; High Volume, Low Speed
Future 97th Ave and 35W East Ramps	3	3	19825	0.14	Signalized; High Volume, Low Speed

Segments	Total Number of Accidents	Years of Data	ADT	Segment Length (Miles)	Calculated Crash Rate (Million Entering Vehicles)
					Calculated Crash Rate (Million Entering Vehicles)
Existing Cty Rd J from 35 Ramps to Lexington	8	3	14100	1.0	0.52
Future Cty Rd J from 35 Ramps to Lexington	7	3	13100	1.0	0.49
Existing Naples from Cty J to 97th Ave	2	3	4050	1.0	0.45
Future Naples from Cty J to 97th Ave	1	3	2550	1.0	0.36

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 3 crashes will be reduced from this project. A CRF of 3/25 = 12%

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

Crash Reduction Methodology

CR J Anoka County – **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.
 - **CR J from the 35W Interchange to Lexington Ave**
- 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 CR J and Naples St. Intersections along Cty J and Naples St were included as well.**
- Identify the daily traffic volume that will be relocated from the parallel roadway(s) to the new roadway.
 - **Approximately 1000-2000 vehicles (based on year forecast 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 between the various intersections and segments.**
- 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 3100 vpd on the interchange ramp through the study intersection are not expected to add crashes to the intersection.**
- 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 3 crashes will be reduced. The crash reduction factor is $3/25 = 12\%$**
- The calculated crash reduction factor should be used in the HSIP B/C worksheet.

CSAH 32 (County Road J) from 35w west service road to Lexington Ave (2013 -2015) - creator

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
Segment btw 35W N Ramps and W Frontage Rd									
04	02000032	002+00.066	0402000032	2.066	Z		1	3	U
04	02000032	002+00.172	0402000032	2.172	W		1	3	U
04	02000032	002+00.286	0402000032	2.286	N		2	1	U
Segment btw 35W and Rice Creek Pkwy									
04	02000032	002+00.337	0402000032	2.337	E		1	2	U
04	02000032	002+00.337	0402000032	2.337	E		1	2	U
Rice Creek Pkwy									
04	02000032	002+00.510	0402000032	2.510	S		1	2	U
Segment btw Rice Creek Pkwy and Lexington									
04	02000032	002+00.712	0402000032	2.712	Z		1	2	U
04	02000032	002+00.902	0402000032	2.902	Z		1	0	U
04	02000032	003+00.003	0402000032	3.003	W		1	3	U
04	02000032	003+00.041	0402000032	3.041	Z		1	2	U
04	02000032	003+00.043	0402000032	3.043	Z		1	2	U
04	02000032	003+00.078	0402000032	3.078	Z		1	3	U
04	02000032	003+00.217	0402000032	3.217	Z		1	3	U
04	02000032	003+00.331	0402000032	3.331	W		3	3	U
Lexington									
04	02000032	003+00.426	0402000032	3.426	Z		2	0	U
04	02000032	003+00.427	0402000032	3.427	Z		1	2	U
04	02000032	003+00.430	0402000032	3.430	W		1	2	U
04	62000051	015+00.568	0462000051	15.568	Z		1	2	U
04	62000051	015+00.570	0462000051	15.570	W		1	2	U
04	62000051	015+00.570	0462000051	15.570	Z		1	2	U
04	62000051	015+00.570	0462000051	15.570	Z		1	2	U
04	62000051	015+00.570	0462000051	15.570	Z		1	2	U

ATP	CO	CITY	DOW	MONTH	DAY	YEAR	TIME	SEV	NUM_KILLED
VEHICLE 1 STOPPING IN TRAFFIC. VEHICLE 2 REAR ENDED VEHICLE 1. DRIVER VEHICLE 2 STATES HE HAD BRA NO DIAGRAM, VEHICLES MOVED PRIOR TO MY ARRIVAL. UNIT 1 DIDNT STOP FOR STOPPED TRAFFIC STRIKING UN' VEHICLES TRAVELING NB ON 15TH 35W NEAR CR 1 AND WERE IN THE RIGHT CENTER LANE. DRIVER OF VEHICLE #1	2	0370	4-Wed	9	18	2013	1656	N	0
	2	0370	5-Thu	11	20	2014	0759	N	0
	2	0370	2-Mon	5	11	2015	1545	N	0
ON 11-05-2015 AT 1505 HOURS SQUAD 2268 (SERVATKA) WAS DISPATCHED TO COUNTY ROAD J AT HIGHWAY 35W ON VEHICLE 1 WAS EB ON COUNTY ROAD J. VEHICLE 2 WAS NB HWY 35W EXIT RAMP TO CO RD J AND HAD THE GREEN	2	0370	5-Thu	11	5	2015	1505	N	0
	2	0370	1-Sun	11	22	2015	1745	N	0
UNIT #1 CROSSING RICE CREEK PARKWAY FROM FRONTAGE RD. UNIT #2 S/B RICE CREEK PARKWAY. UNIT #1 STAT	2	0370	6-Fri	1	30	2015	1500	N	0
DRIVER #1 WAS GOING E/B CO RD J IN THE RIGHT LANE GOING 50 MPH. DRIVER #1 OBSERVED THE TRAFFIC IN	2	0370	4-Wed	1	16	2013	1538	N	0
	2	0370	4-Wed	1	9	2013	0706	N	0
	2	0370	4-Wed	8	21	2013	1815	N	0
UNIT 1 WAS WB ON 85 AVE NE AT PARK VIEW DR WHEN HE OBSERVED A PEDESTRIAN ENTERING THE CROSSWALK WIT DRIVER UNIT 1 STATED: TRAVELING NB ON HALL ST. TRYING TO TURN LEFT (WB) ON CO. RD J. UNIT 3 STOPPED	2	0370	5-Thu	7	16	2015	1754	N	0
UNIT 1 DRIVER, PATRAW STATED THE FOLLOWING: STOPPED FOR STOP SIGN ON HALL STREET. ATTEMPTED TO MAKE	2	0370	5-Thu	5	23	2013	1700	N	0
UNIT 1 AS W/B ON 85 AVE. UNIT 2 WAS N/B ON HALL ST. UNIT 2 PULLED OUT ONTO 85 AVE AND FAILED TO Y	2	0370	6-Fri	5	17	2013	1712	C	0
UNIT 2 WAS STOPPED FOR PEDESTRIANS CROSSING 85TH AVE NE AT YALTA ST NE. UNIT 1 STATED HE DID NOT SE	2	0370	6-Fri	6	28	2013	1732	C	0
ALL VEHICLES W/B ON CO RD J. BELLOVICH REAR ENDED CASBY PUSHING HIM INTO HAUPERS. TWO VEHICLES TO	2	0370	2-Mon	9	9	2013	0827	B	0
AND LOST CONTROL OF THE VEHICLE. UNIT ONE CROSSED OVER COUNTY ROAD J STRIKING AN ELECTRICAL POLE O	2	0370	2-Mon	2	24	2014	1930	N	0
	2	0370	2-Mon	9	16	2013	0830	N	0
	2	0370	2-Mon	6	29	2015	1135	C	0
	62	3535	3-Tue	8	6	2013	1637	N	0
UNIT #1 DRIVER WAS TAKEN TO THE HOSPITAL; SHE WAS UNABLE TO RESPOND TO MY QUESTIONS. UNKNOWN IF SHE	62	3535	4-Wed	5	8	2013	0919	A	0
UNIT 2 WAS TRAVELING NORTHBOUND ON LEXINGTON APPROACHING A GREEN LIGHT AT COUNTY RD 1 AS UNIT 2 EN	62	3535	7-Sat	7	20	2013	1445	C	0
DRIVER #1 WAS S/B LEXINGTON AVE IN LIND LAKES GOING 30 MPH IN THE RIGHT LANE APPROACHING THE INTERS	62	3535	5-Thu	4	17	2014	1607	C	0
CAR VS BIKE, MINOR INJURIES TO CYCLIST. UNIT2 STATED THAT HE WAS BIKING IN THE MULTI USE LANE CAME	62	3535	2-Mon	9	14	2015	0837	C	0

																	PERSON1	
NUM_VEH	JUNC	SL	TYPE	DIAG	LOCI	TCD	LIT	WTHR1	WTHR2	SURF	CHAR	DESGN	ACC_NUM	VTYPE	DIR	ACT	FACT	FACT
2	1	50	1	1	1	98	1	2	0	1	1	8	132620022	1	W	10	1	0
3	4	50	1	98	1	1	1	1	0	1	2	5	143240082	1	W	11	1	0
3	1	65	1	1	1	98	1	2	0	1	2	1	151350224	2	N	11	1	0
2	2	40	1	5	1	1	1	1	0	1	1	6	153090127	1	E	1	1	0
2	4	45	1	3	1	1	4	1	1	1	2	5	153260108	1	E	1	2	99
2	2	30	1	5	1	4	1	1	0	1	1	5	150310029	3	W	1	2	0
2	1	50	1	1	4	98	1	2	0	1	1	5	130160245	4	E	1	15	0
2	0	50	1	3	0	98	2	2	0	1	0	0	130430045	35	S	6	0	0
2	2	50	1	1	1	1	1	1	1	1	1	8	132340146	1	W	1	15	1
2	2	50	1	3	1	4	1	2	3	2	1	5	151970198	1	N	6	2	10
2	2	45	1	98	1	4	1	1	0	1	1	5	131430132	2	N	6	14	0
2	4	50	1	5	1	98	1	2	0	1	1	5	131380020	3	W	1	1	0
2	7	50	1	1	1	98	1	1	0	1	1	5	131800019	1	W	1	4	15
3	99	45	1	1	1	98	1	2	0	1	1	8	132520102	1	W	1	1	0
1	0	50	37	7	0	98	6	90	0	5	0	0	140850051	2	W	1	0	0
2	1	40	1	1	1	1	1	1	1	1	2	8	132770054	1	E	1	31	0
1	1	50	25	90	4	98	1	1	1	1	1	8	151800088	1	W	1	1	1
3	1	50	1	1	1	0	1	2	0	1	1	5	132460046	1	W	11	1	1
3	2	50	1	1	1	1	1	1	0	1	1	5	131280061	1	N	0	2	0
2	4	45	1	5	1	1	1	1	1	1	1	5	132010096	1	N	1	1	1
2	4	50	1	5	1	1	4	2	0	1	1	5	141080133	4	S	1	5	0
1	4	50	6	6	1	1	2	1	0	1	1	5	152580074	3	S	5	2	15

POSN	INU	EQP	PHYS	AGE	SEX	PERSON2			PERSON3										
						VTYPE	DIR	ACT	FAC1	FAC2	POSN	INU	EQP	PHYS	AGE	SEX	VTYPE	DIR	ACT
1	N	4	1	22	F	2	W	1	15	41	1	N	4	1	32	M			
1	N	99	1	49	M	1	W	11	1	0	1	N	4	1	42	M	1	W	
1	N	4	1	29	M	2	N	11	1	0	1	N	4	1	44	M	2	N	
1	N	3	1	45	M	3	E	3	2	0	1	N	4	1	55	M			
1	N	99	99	55	M	1	N	6	1	1	1	N	3	1	31	M			
1	N	4	1	44	F	1	S	1	1	0	1	N	4	1	52	M			
1	N	4	1	38	M	1	E	1	4	0	1	N	4	1	41	M			
1	N	4	0	50	M	1	E	6	0	0	1	N	4	0	40	F			
1	N	4	1	56	M	3	W	1	90	1	1	N	4	1	35	M			
1	N	4	1	78	F	3	E	1	99	99	1	N	4	1	53	F			
1	N	4	1	31	M	3	E	1	1	0	1	N	4	1	33	M			
1	C	4	1	48	F	2	N	8	2	0	1	C	99	1	24	F			
1	C	4	1	27	M	3	W	11	1	0	1	N	4	1	68	F			
1	N	4	1	28	M	3	W	1	1	0	1	N	4	1	45	M	1	W	
1	N	4	0	49	M														
1	N	4	1	28	M	33	E	11	1	1	1	N	4	1	48	M			
1	C	4	1	48	F														
1	N	4	1	23	M	1	W	10	15	31	1	N	4	1	901	Z	1	0	
1	A	0	1	59	F	1	E	1	1	0	1	C	4	1	50	M	3	W	
1	C	4	1	45	F	1	W	1	5	5	1	C	99	1	50	F			
1	C	4	1	66	F	1	E	1	1	0	1	N	4	1	30	M			
1	C	4	1	41	F	53	W	35	1	0	1	C	98	1	49	M			

FAC2 POSN INJ EQP PHYS AGE SEX PERSONA VTYPE DIR ACT FAC1 FAC2 POSN INJ EQP PHYS AGE SEX

Naples and Lake Drive/35W Ramps - Created on 6/28/18 by Tsachi

Sys	Route	Ref Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DWVK	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NunYeh	
04-CSAH	2000023	000+00.310			370	0	150050010		1	3	2015 SAT	2213 E	Z	Z	1	3 N		0		5	3
04-CSAH	2000023	000+00.310			370	0	130160398		1	10	2013 THU	1649 N	Z	Z	1	3 N		0		1	2
04-CSAH	2000023	000+00.310			370	0	132710071		9	28	2013 SAT	1407 E	Z	Z	2	3 B		0		90	1
04-CSAH	2000023	000+00.310			370	0	141500019		5	29	2014 THU	2312 N	Z	Z	1	3 C		0		1	2
04-CSAH	2000023	000+00.310			370	0	152610261		9	15	2015 TUE	1409 S	Z	Z	1	1 B		0		90	1
04-CSAH	2000023	000+00.310			370	0	152930125		10	20	2015 TUE	1501 W	Z	Z	1	3 B		0		5	3
04-CSAH	2000023	000+00.310			370	0	153240027		11	20	2015 FRI	622 W	Z	Z	2	3 N		0		1	3
04-CSAH	2000023	000+00.310			370	0	151570005		6	5	2015 FRI	2040 E	Z	Z	1	3 N		0		5	2
04-CSAH	2000023	000+00.313			370	0	133610240		12	24	2013 TUE	2200 Z	Z	Z	1	3 C		0		3	2

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phys	V1Age	V1Sex	V2Type
4	4	50	1	1	1	4	1	99	5	1	5	98	1	3	1	1	1	19 M	3	
1	1	45	1	1	98	3	1	1	1	2	5	98	1	1	1	15	0	1	60 F	3
4	4	50	51	1	1	1	3	2	2	5	8	98	11	3	3	61	0	1	20 M	3
4	4	65	1	1	1	4	1	0	1	1	4	98	4	1	15	0	1	53 F	3	
21	4	40	51	1	98	1	1	0	1	6	2	98	11	5	1	0	1	27 M	1	
4	4	50	1	1	1	1	1	0	1	1	8	98	3	7	99	0	1	57 M	1	
1	1	50	1	1	1	4	1	0	1	1	8	98	2	7	2	15	1	32 M	1	
4	4	45	1	1	1	1	1	0	1	1	3	98	1	6	2	5	1	69 M	1	
4	4	45	1	1	1	4	4	0	3	1	8	98	3	7	2	0	1	54 M	2	

V4Age	V4Sex	True_MilesRoute	Code	POINT_X	POINT_Y
0.31		402000023	485505.7	4997266	
0.31		402000023	485505.7	4997266	
0.31		402000023	485505.7	4997266	
0.31		402000023	485505.7	4997266	
0.31		402000023	485505.7	4997266	
0.31		402000023	485505.7	4997266	
0.31		402000023	485505.7	4997266	
0.31		402000023	485505.7	4997266	
0.313		402000023	485510.6	4997269	

Naples Between Lake Drive and 97th Ave - Created on 6/28/18 by Tschh

Sys	Route	Ref Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DYWK	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NunYeh
07-CR	2000105	000+00.170		2	370	0	131570060		6	6	2013	THU	953 Z	Z	1	1	3 N	0		5
07-CR	2000105	000+00.427		2	370	0	150360043		2	4	2015	WED	1723 N	Z	1	1	3 N	0		5

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phvs	V1Age	V1Sex	V2Type
2	35	1	1	1	4	1	2	0	1	1	8	98	1	3	5	2	5	1	37 F	1
4	15	1	1	1	98	1	1	0	5	10	98	1	3	1	2	0	1	35 M	3	

V4Age	V4Sex	True_MilesRoute_Code	POINT_X	POINT_Y
		0.17	702000105	485504.7
		0.427	702000105	485505.7
				4997984

35W East Ramps and 97th Ave - Created on 6/28/18 by Tschai

Sys	Route	Ref_Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DYWK	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NunYeh	
04-CSAH	2000052	001+00.029		2	370	0	151350128		5	15	2015 FRI	1525 E	Z	Z	1	3	N	0	0	9	2
04-CSAH	2000052	001+00.020		2	370	0	131580029		5	6	2013 MON	1300 Z	Z	Z	1	0	N	0	0	2	2
04-CSAH	2000052	001+00.020		2	370	0	153190056		11	15	2015 SUN	1048 E	Z	Z	1	3	N	0	0	3	2

Junc	SL	Type	Loc1	TGD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phvs	V1Age	V1Sex	V2Type
4	50	1	1	1	1	1	2	0	1	2	3	98	3	5	6	1	0	1	27 F	4
0	50	1	1	0	1	1	1	0	1	0	0	98	31	8	1	0	0	0	30 M	1
4	50	1	1	1	1	1	1	1	1	1	8	98	1	5	6	1	1	1	23 F	3

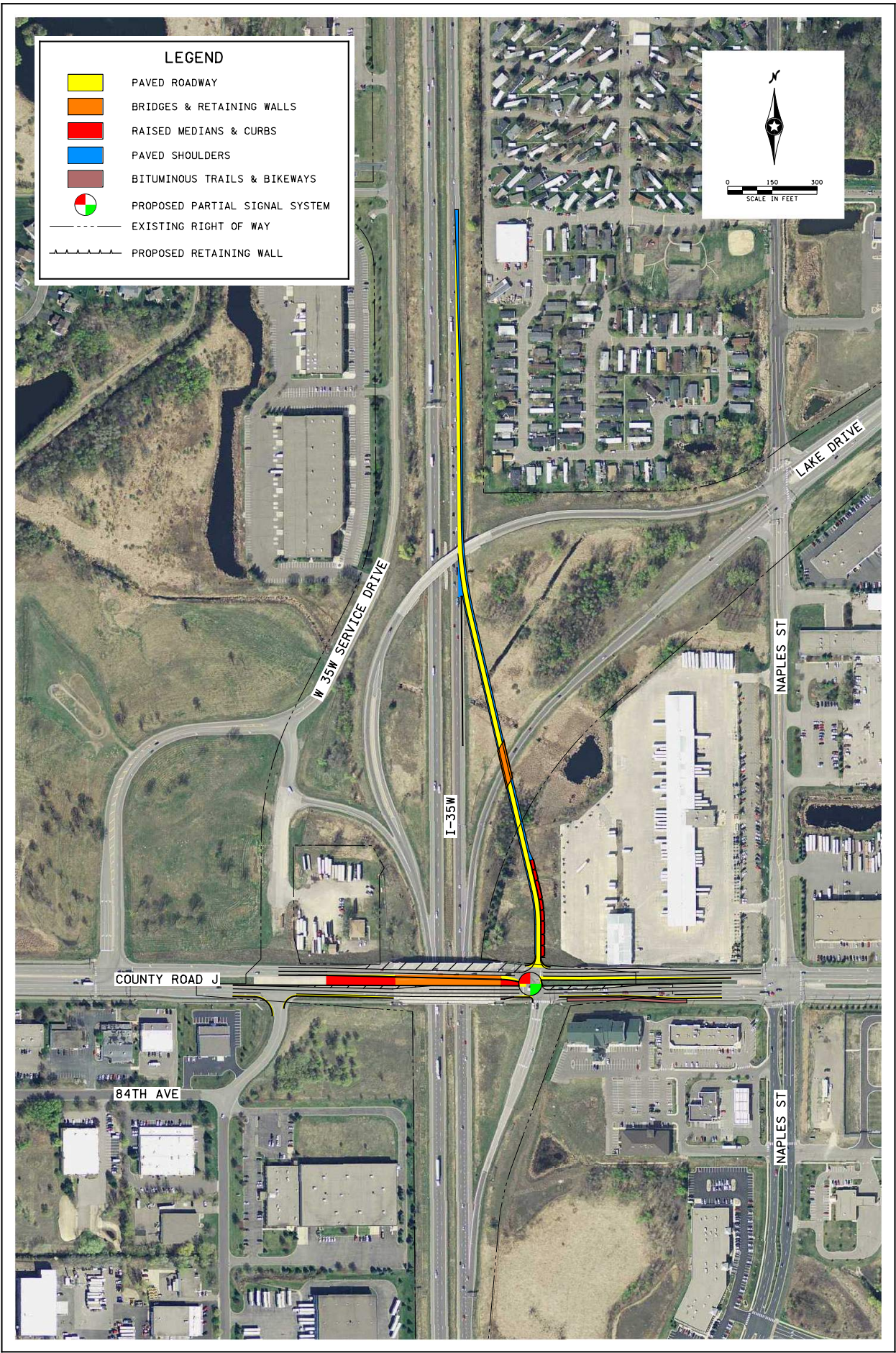
V4Age	V4Sex	True Miles	Route Code	POINT X	POINT Y
		1.029	402000052	485626.6	4998804
		1.02	402000052	485639.4	4998803
		1.02	402000052	485639.4	4998803

Cty J and 35W East Off Ramp - Created on 6/28/18 by Tsachi

Sys	Route	Ref Point	Co	City	Dist	Trib	Crash_Num	Month	Day	Year	DWk	Time	Rd_Dir	Elem	Rely	Investigat	Sev	NumKilled	Diag	NunYeh
04-CSAH	2000032	002+00.337		2	370	0	153260108		11	22	2015 SUN	1745 E	Z	Z	1	2 N		0		3
04-CSAH	2000032	002+00.337		2	370	0	153090127		11	5	2015 THU	1505 E	Z	Z	1	2 N		0		5

Junc	SL	Type	Loc1	TCD	LIT	Wthr1	Wthr2	Surf	Char	Desgn	WZ	V1Type	V1Dir	V1Act	V1Fac1	V1Fac2	V1Phys	V1Age	V1Sex	V2Type	
4	45	1	1	1	1	4	1	1	1	2	5	98	1	3	3	1	2	99	99	55 M	1
2	40	1	1	1	1	1	1	0	1	1	6	98	3	3	2	0	1			55 M	1

V4Age	V4Sex	True MilesRoute Code	POINT X	POINT Y
2.337		402000032	485273.4	4996777
2.337		402000032	485273.4	4996777



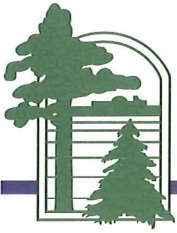
LEGEND

- PAVED ROADWAY
- BRIDGES & RETAINING WALLS
- RAISED MEDIANS & CURBS
- PAVED SHOULDERS
- BITUMINOUS TRAILS & BIKEWAYS
- PROPOSED PARTIAL SIGNAL SYSTEM
- EXISTING RIGHT OF WAY
- PROPOSED RETAINING WALL

N

0 150 300
SCALE IN FEET

H:\Projects\11000\11654\Design\Graphics\11654_gr01.dgn



City of Blaine

10801 Town Square Drive NE
Blaine, MN 55449-8101
www.ci.blaine.mn.us

July 3, 2018

Doug Fischer, PE
County Engineer
Anoka County Highway Department
1440 Bunker Lake Blvd. NW
Andover, MN 55304

Subject: Letter of Support for I-35W and CR J(CSAH 32) Interchange Improvement

Dear Mr. Fischer,

This letter documents the City of Blaine's support for Anoka County's funding request to the Metropolitan Council for the 2018 Regional Solicitation for 2022-2023 funding to provide a north-bound on-ramp at the I-35W / CR J (CSAH 32) interchange.

Blaine looks forward to continued cooperation with Anoka County as this project moves forward and as we work together to improve travel mobility and safety in Anoka County. If you have any questions or require additional information, please reach out to me at 763-785-6121

Sincerely,

A handwritten signature in black ink, appearing to read "Clark Arneson", written in a cursive style.

Clark Arneson
Blaine City Manager

Project Summary

Project Name – I-35W and CSAH 32/85th Avenue Interchange Expansion

Applicant – Anoka County

Project Location – CSAH 32/85th Avenue at I-35W in the City of Blaine, Anoka County

Total Project Cost – \$7,650,850

Requested Federal Dollars - \$6,120,680

Before Photo –



CSAH 32 LOOKING NORTHWEST (FUTURE ON-RAMP LOCATION)

Project Description – County State Aid Road (CSAH) 32 is an urban, divided, four-lane roadway, classified as an A-Minor Expander located in Anoka County. The proposed project would provide access to I-35W northbound via a new on-ramp from CSAH 32. Major job centers (i.e. Medtronic) and large low-income residential housing areas (manufactured home parks) are located along the CSAH 32 corridor. The City of Blaine’s Comprehensive Plan Update has identified several areas of planned commercial and industrial land uses which would generate high volume of heavy commercial vehicles. The regional area is comprised of mixed-use developments where a lack of a northbound on ramp makes for inefficiencies in the regional transportation network.

Project Benefits – The proposed I-35W and CSAH 32 On-Ramp will provide the following benefits:

- Alleviate traffic on the supporting local transportation network
- Greatly reduce the risk of severe crashes for vehicles/non-motorized users by providing Interstate access for freight traffic.
- Underserved residents will benefit from better access to the area’s jobs and transit routes via the new On-Ramp.

I-35W/CSAH 32 Interchange Ramp Construction

I-35W Northbound Off Ramp at CSAH 32 (Looking North)



CSAH 32 (looking northwest) Future On-Ramp to I-35W



CSAH 32 (eastbound) at I-35W West Service Drive



I-35W West Service Drive (northbound) at 95th Avenue NE



July 9, 2018

Jack Forslund
Anoka County
1440 Bunker Lake Blvd, NW
Andover, MN 55304

Dear Mr. Forslund,

This letter is to serve as your notification that the Interchange Review Committee has determined that the proposed additional access at I-35W and County Road J is consistent with the qualifying criteria found in Appendix F of the Council's Transportation Policy Plan and no additional documentation is necessary.

The interchange review committee reviewed and approved a similar concept in July 2016. That letter still stands and is attached for your reference. Comments from the letter are still relevant as well:

“The interchange review committee is supportive of providing all movements at this location but additional work needs to be done regarding some of the southbound concepts, sight distances and concentrated entering volumes. Additional alternatives, especially for the southbound entrance, should be considered as part of the Interstate Access Request and staff approved layout processes.

As the project layout and design progresses, please continue to work with MnDOT, FHWA and Met Council to assure the technical and design criteria of Appendix F continue to be met and that appropriate steps are taken to complete the Metropolitan Council's Controlled Access Approval contact (Steve Peterson at 651-602-1819) and FHWA's Interchange Access Request (IAR) when needed.”

We appreciate your efforts to work with the Interchange Review Committee in our effort to understand this project.

If you have any questions concerning this review, please feel free to contact me at (651) 234-7793.

Sincerely,



Michael J. Corbett, PE
State Program Administrator Coordinator

Attachment: IRP-I35W&CRJ-07082016.pdf

Copy sent via E-Mail:

Lynne Bly, MnDOT

Jason Junge, MnDOT

Sheila Kauppi, MnDOT

Mark Lindeberg, MnDOT

Melissa Barnes, MnDOT

Cyrus Knutson, MnDOT

Steve Peterson, Metropolitan Council

Tony Fischer, Metropolitan Council

David Burns, Metropolitan Council

Ryan Hickson, FHWA

Joe MacPherson, Anoka County

Doug Fischer, Anoka County

Paul Morris, SRF Consulting



Minnesota Department of Transportation

Metro District
1500 West County Road B-2
Roseville, MN 5511

July 8, 2016

Jack Forslund, PTP
Multimodal Planning Manager
Anoka County Transportation Division
Highway-Transit-Surveyor-GIS
1440 Bunker Lake Boulevard, NW
Andover, MN 55304

RE: Regional Solicitation Application for I-35W at Anoka CSAH 32 (CR J)

Dear Mr. Forslund:

Thank you for requesting a letter of support from MnDOT for the Metropolitan Council/Transportation Advisory Board (TAB) 2016 Regional Solicitation. Your application for the I-35W at Anoka CSAH 32 (CR J) Interchange Improvement project impacts MnDOT right of way on I-35W.

MnDOT, as the agency with jurisdiction over I-35W, would allow the improvements included in the application for I-35W at Anoka CSAH 32 (CR J) project. Details of a future maintenance agreement with the City would be determined during project development to define how the improvements will be maintained for the project's useful life.

This project currently has no funding from MnDOT. In addition, the Metro District currently has no discretionary funding in year 2020 of the State Transportation Improvement Program (STIP) or year 2021 of the Capital Highway Investment Plan (CHIP) to assist with construction or assist with MnDOT services such as the design or construction engineering of the project. Please continue to work with MnDOT Area staff to assist in identifying additional project funding.

Sincerely,

A handwritten signature in blue ink that reads "Scott McBride".

Scott McBride, P.E.
Metro District Engineer

Cc: Elaine Koustoukos, Metropolitan Council
Sheila Kauppi, MnDOT Metro District – North Area Manager

An Equal Opportunity Employer

