Application

10353 - 2018 Roadway Expansion

10830 - CSAH 109 (85th Avenue) Roadway Expansion Project

Regional Solicitation - Roadways Including Multimodal Elements

Status:	Submitted
Submitted Date:	07/13/2018 2:24 PM

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

Organization Information

Name:	HENNEPIN COUNTY

Jurisdictional Agency (if different):

Organization Type: County Government

Organization Website:

Address: DPT OF PUBLIC WORKS

1600 PRAIRIE DR

*	MEDINA	Minnesota	55340
	City	State/Province	Postal Code/Zip

County: Hennepin

Phone:* 763-745-7600 Ext.

Fax:

PeopleSoft Vendor Number 0000028004A9

Project Information

Project Name TH 252 at CSAH 109 (85th Ave) Interchange Project

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Brooklyn Park

Jurisdictional Agency (If Different than the Applicant):

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

The project includes the conversion of the TH 252 at CSAH 109 (85th Ave) intersection to an interchange to improve safety and mobility along the TH 252 corridor between Brooklyn Center and Brooklyn Park. TH 252 is a Principal Arterial roadway, while CSAH 109 (85th Ave) is an A-Minor Arterial roadway that functions as an expander. Attachment 2 provides an illustration of the project location.

The project objectives are to address high crash rates (especially those involving rear-end and right-angle collisions) and provide congestion relief at this existing at-grade intersection. Photos depicting the intersection's current condition are included in Attachment 3. The proposed project would construct a grade-separated interchange that includes full access to TH 252 from CSAH 109 (85th Ave). The proposed concept is included in Attachment 4.

The project will include, but is not limited to, the following elements (wherever feasible):

- Safety improvements; such as the conversion of an at-grade intersection to an interchange to reduce vehicle conflicts (especially those resulting in rear-end and right angle crashes) and to provide adequate acceleration and deceleration areas for vehicles entering and exiting TH 252.

- Pedestrian improvements; such as the introduction of an traditional interchange to connect users across the Trunk Highway system. The interchange will include pedestrian facilities, high visibility crosswalk markings, ADA accommodations, curb extensions, and countdown

timers to better serve persons with limited mobility. The proposed pedestrian route across TH 252 will be shorter than the existing multi-use bridge that requires a walking route approximately twice in length.

- Bicycle improvements; such as the inclusion of a shared multi-use space on the interchange to provide users with a more direct east/west route across TH 252.

- Transit improvements; such as the elimination of an at-grade intersection along the TH 252 corridor to provide more reliable travel times for transit buses which currently provide services across long distances including: Anoka, Blaine, and Saint Cloud.

- Roadway improvements, such as the replacement of deteriorated curb, drainage elements, pavement substructure, and traffic signals.

(Limit 2,800 characters; approximately 400 words)

TIP Description Guidance (will be used in TIP if the project is selected for funding)	TH 252 at CSAH 109 (85th Avenue) - Grade Separation
Project Length (Miles) *to the nearest one-tenth of a mile*	0.7

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?	Yes
If yes, please identify the source(s)	Corridors of Commerce
Federal Amount	$7,000,000.00
Match Amount *Minimum of 20% of project total*	$19,307,000.00

Project Total	$26,307,000.00
Match Percentage	73.39%

Minimum of 20%
Compute the match percentage by dividing the match amount by the project total

Source of Match Funds	Hennepin County, Corridors of Commerce

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:	2022

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	Hennepin County
Functional Class of Road	TH 252 - Principal Arterial CSAH 109 (85th Avenue) - A-Minor Arterial (Expander) 85th Avenue - Major Collector Trunk Highway - 252
Road System	CSAH - 109 MSAS - 85th Avenue

TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET

Road/Route No.	252

i.e., 53 for CSAH 53

Name of Road	85th Avenue

Example; 1st ST., MAIN AVE

Zip Code where Majority of Work is Being Performed	55444
(Approximate) Begin Construction Date	04/04/2022
(Approximate) End Construction Date	11/24/2023

TERMINI:(Termini listed must be within 0.3 miles of any work)

From: **(Intersection or Address)**	0.4 miles South of CSAH 109 (85th Avenue)

To: **(Intersection or Address)** *DO NOT INCLUDE LEGAL DESCRIPTION*	0.3 miles North of CSAH 109 (85th Avenue)
Or At	
Primary Types of Work *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.*	Grading, Aggregate Base, Bituminous Base, Bituminous Surface, Concrete, Multi-Use Trail, Lighting, Walls, ADA, Signals, Interchange.

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:	N/A
New Bridge/Culvert No.:	TBD
Structure is Over/Under (Bridge or culvert name):	CSAH 109 (85th Avenue)

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.

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

A) Transportation System Stewardship (P 2.17-2.19)

This project is directly related to improvements planned along TH 252 that was recently awarded Corridors of Commerce funding and presents an opportunity to coordinate activities to reduce project costs.

B) Safety/Security (P 2.20-2.23)

This project will provide significant safety improvements by providing grade separation at an existing at-grade intersection that experiences a high number of crashes (including one fatal and one-incapacitating injury between years 2013-2015). These improvements will specifically target rear-end and right-angle crashes.

C) Access to Destinations (P 2.24-2.37)

This project will construct a multi-use trail on both sides of the proposed interchange to provide non-motorized users with a more direct connection across TH 252 which is surrounded by retail and residential areas. Additionally, the elimination of this at-grade intersection will significantly improve travel time reliability along the TH 252 corridor and reduce traffic diversion on local streets.

D) Competitive Economy (P 2.38-2.41)

This project provides a significant investment along the TH 252 corridor in an effort to improve safety and mobility for freight vehicles. Additionally, this project will provide a more direct east/west route for bicyclists and pedestrians across TH 252 that connects users to the Shingle Creek Regional Trail

and West River Road which are identified as Tier 2 Corridors in Metropolitan Council's Regional Bicycle Transportation Network (RBTN).

E) Healthy Environment (P 2.42-2.45)

This project provides significant reductions in emissions by providing free flow conditions for the 56,000 users travelling on TH 252 daily. A noise wall evaluation will be conducted during the Environmental Review Process to ensure that nearby residents and businesses don't experience significant noise pollution.

F) Leveraging Transportation Investments to Guide Land Use (P 2.46-2.55)

This project aligns with the goals identified in the Draft 2040 Hennepin County Transportation Systems Plan and the Draft 2040 Brooklyn Park Comprehensive Plan in terms of accommodating modes along the TH 252 Corridor. The land use adjacent to this project is already developed. However, this project will improve access onto and off TH 252, therefore, it's not anticipated to negatively impact nearby residents and businesses.

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.

2018-2022 Hennepin County Transportation Capital Improvement Program (Attachment 5)

List the applicable documents and pages:

Draft 2040 City of Brooklyn Park Comprehensive Plan (Attachment 6)

Hennepin County Board Resolution - 2018 Regional Solicitation (Attachment 7)

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.		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.	Yes	05/02/2011 Date process started	04/06/2020 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 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.

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)	$800,000.00
Removals (approx. 5% of total cost)	$1,120,000.00
Roadway (grading, borrow, etc.)	$905,000.00
Roadway (aggregates and paving)	$2,060,000.00
Subgrade Correction (muck)	$0.00
Storm Sewer	$910,000.00
Ponds	$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	$310,000.00
Traffic Control	$335,000.00
Striping	$50,000.00
Signing	$260,000.00
Lighting	$60,000.00
Turf - Erosion & Landscaping	$515,000.00
Bridge	$2,400,000.00
Retaining Walls	$5,900,000.00
Noise Wall (not calculated in cost effectiveness measure)	$1,850,000.00
Traffic Signals	$520,000.00
Wetland Mitigation	$0.00
Other Natural and Cultural Resource Protection	$0.00
RR Crossing	$0.00

Roadway Contingencies	$5,400,000.00
Other Roadway Elements	$2,600,000.00
Totals	**$25,995,000.00**

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	$300,000.00
Sidewalk Construction	$0.00
On-Street Bicycle Facility Construction	$0.00
Right-of-Way	$0.00
Pedestrian Curb Ramps (ADA)	$12,000.00
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	**$312,000.00**

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	$0.00
Construction Cost Total	$0.00
Transit Operating Cost Total	$0.00

Congestion on adjacent Parallel Routes:

Adjacent Parallel Corridor	CSAH 12 (Noble Pkwy)
Adjacent Parallel Corridor Start and End Points:	
Start Point:	CSAH 109 (85th Ave)
End Point:	TH 610
Free-Flow Travel Speed:	33
The Free-Flow Travel Speed is black number.	
Peak Hour Travel Speed:	19
The Peak Hour Travel Speed is red number.	
Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow:	42.42%
Upload Level of Congestion Map:	1530111889733_2018 RS Map 01 - CSAH 109 (85th Ave) Expansion Project - Level of Congestion - Combined.pdf

Principal Arterial Intersection Conversion Study:

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

(0 Points)

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

Existing Employment within 1 Mile:	2609
Existing Manufacturing/Distribution-Related Employment within 1 Mile:	491
Existing Post-Secondary Students within 1 Mile:	0
Upload Map	1530113692530_2018 RS Map 02 - CSAH 109 (85th Ave) Expansion Project - Regional Economy.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	South of CSAH 109 (85th Ave)
Current AADT Volume	56000
Existing Transit Routes on the Project	765, 768, 850, 865, 887

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

Upload Transit Connections Map	1530198653514_2018 RS Map 04 - CSAH 109 (85th Ave) Expansion Project - Transit Connections.pdf

Please upload attachment in PDF form.

Response: Current Daily Person Throughput

Average Annual Daily Transit Ridership	4133.0

Current Daily Person Throughput	76933.0

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	71600

OR

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

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: *(up to 60% of maximum score)*	Yes
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 City of Brooklyn Center led a corridor study along TH 252 in 2016 that evaluated potential improvements to the existing at grade intersections at 66th Ave, 70th Ave, and 73rd Ave within the city. The study included four formal open houses for stakeholders (including local residents and businesses) to attend and offer formal comments.

In 2017, MnDOT, Hennepin County, Brooklyn Center, and Brooklyn Park began expanding on Brooklyn Center's study to review the entire TH 252 corridor between I-694 and TH 610 to include the remaining three at-grade intersections located at Brookdale Dr, Humboldt Ave, and CSAH 109 (85th Ave). The goal of this follow-up study is to identify possible solutions, conduct an environmental process, and begin preliminary design. This study is nearing completion of gaining local support for a preferred concept that was vetted through a series of open houses and formal workshops that occurred between Fall 2017 and Spring 2018. Input from individuals was compiled using an online interactive map that allowed users to include a specific location with their comment(s) and also view ideas from others. A summary of these public engagement activities is included in Attachment 10.

Staff anticipates that strong local support will continue for the remainder of the project phases due to the existing congestion and safety issues along TH 252.

(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.

Response:

The existing TH 252 corridor experiences routine congestion and a high number of crashes (many of which result in injuries). Five of the six at-grade intersections between I-694 to TH 610 rank in the Top 100 of the Statewide Crash Cost Ranking; with 85th Ave ranking 9th. Traffic volumes along TH 252 range from 55,000 to 70,000 vehicles per day, requiring long signal phases to accommodate the high north/south demand, resulting in significant delays for users on the local system desiring to access/cross TH 252. Furthermore, TH 252 is unable to adapt to unique events (such as poor weather conditions and crashes) contributing to excessive delays to users.

The Public Engagement Process identified seven individual criteria to follow when evaluating six concepts developed by staff. These criteria ensure that traffic, safety, and right of way impacts on disadvantaged communities are considered. Attachment 11 lists these criteria which utilizes a color scheme to display anticipated the severity of impacts that is easily understandable for participants.

The proposed project will convert one of the six existing at-grade intersections to an interchange to provide free flow traffic operations along TH 252. This improvement will provide more reliable travel times for users who rely on TH 252 for transportation purposes, especially those commuting. Also, it is anticipated that this project will yield a high reduction in crashes (as illustrated in the Benefit/Cost Analysis Section). The introduction of an interchange will eliminate unnecessary stops on the mainline that are often perceived as annoyances on trunk highways. Additionally, an interchange will improve entering/exiting maneuvers to/from the TH 252 that

reduces conflicts among vehicle movements.

The City of Brooklyn Center was awarded funding in the 2016 Regional Solicitation to implement similar improvements at the TH 252/66th Ave intersection. This project will continue the momentum gained with those efforts and make progress towards the long-term vision of TH 252 which provides users with a continuous freeway facility between I-694 and TH 610.

(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

Negative impacts to roadway users and local residents/businesses will be fairly significant due to the proposed scope of work that includes converting an existing intersection to an interchange. Roadway Users who rely on 85th Ave to access TH 252 will likely need to utilize alternate routes for extended periods of time. Additionally, local residents/businesses will be exposed to construction noise, dust, and reduced access. Since it is anticipated that MnDOT will lead construction activities (since TH 252 is operated by MnDOT), there is an opportunity for MnDOT to offer incentives to the contractor if they complete activities ahead of schedule, thus reducing the duration of impacts to both roadway users and local residents/businesses.

Response:

The proposed project will require the elimination of the existing multi-use bridge located just north of the 85th Ave/TH 252 intersection. However, the project will provide non-motorized users with facilities along the new interchange that offer a more direct route for users across TH 252 (approximately half the distance in comparison to the existing multimodal bridge).

Right of way impacts are still not defined at this time, since the Environmental Review Process has not yet began. However, minimal right of way acquisitions are desired in an effort to preserve existing residential and commercial land uses surrounding the intersection. MnDOT, county, and Brooklyn Park staff will collaborate to determine the reasonableness for any right of way acquisition recommended for the project.

The new interchange will offer significant improvements in terms of mobility and safety along

TH 252, therefore, no negative impacts are anticipated to roadway users. Direct benefits to roadway users include the following: reduced red-light running, decreased U-turning maneuvers, and reduced left-turn queue lengths that result in long delays.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1530885603030_2018 RS Map 03 - CSAH 109 (85th Ave) Expansion Project - Socio Economic Conditions.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
Brooklyn Park	18889.0	0.8	100.0	79.506
Coon Rapids	959.0	0.04	100.0	4.037
Fridley	3910.0	0.16	84.0	13.824

Total Project Length

Total Project Length (as entered in the "Project Information" form) 0.7

Affordable Housing Scoring

Total Project Length (Miles) or Population 23758.0

Total Housing Score 97.367

Affordable Housing Scoring

Measure A: Infrastructure Age

Year of Original Roadway Construction or Most Recent Reconstruction	Segment Length	Calculation	Calculation 2
1986.0	0.7	1390.2	1986.0
	1	**1390**	**1986**

Average Construction Year

Weighted Year	1986.0

Total Segment Length (Miles)

Total Segment Length	0.7

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
40.0	0	40.0	6230	249200.0		1530890471061_CSAH 109 (85th Ave) Expansion Project - Synchro MOE Report - Existing Conditions.pdf

0	12.0	-12	1551	-18612	1530890487030_CSAH 109 (85th Ave) Expansion Project - Synchro MOE Report - Proposed Conditions - TH 252 SB Ramps.pdf
0	15.0	-15	1195	-17925	1530890557077_CSAH 109 (85th Ave) Expansion Project - Synchro MOE Report - Proposed Conditions - TH 252 NB Ramps.pdf

Vehicle Delay Reduced

Total Peak Hour Delay Reduced	212663.0

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):
18.64	3.03	15.61
19	**3**	**16**

Total

Total Emissions Reduced:	15.61
Upload Synchro Report	1530892136889_CSAH 109 (85th Ave) Expansion Project - Synchro MOE Report.pdf

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):
0	0	0

Total Parallel Roadway

Emissions Reduced on Parallel Roadways	0

Upload Synchro Report

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

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)	
Total (CO, NOX, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):	0.0

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:

The following is a list of Crash Modification Factors accessed from the CMF Clearinghouse database (Attachment 12):

XX - Improvement Type (CMF ID, crash reduction)

01) Conversion to grade separated interchange - Injury Crashes (460, 57%)

02) Conversion to grade separated interchange - Property Damage Crashes (461, 36%)

(Limit 700 Characters; approximately 100 words)

Only one CMF was applied to each crash since the project scope includes one main safety countermeasure. A 30 year service life was assumed for the interchange conversion based on guidelines stated in the 2018 Highway Safety Improvement Program Criteria.

Rationale for Crash Modification Selected:

The overall average crash reduction expected from the project is 40% (based on a 60% crash modification factor). Approximately 40% (29) of the total number of reported crashes from the years 2013 to 2015 (71) will be reduced through the conversion of the at-grade intersection to grade separation based on the crash severity.

The crash detail listing for the years 2013-2015 is provided in Attachment 13.

(Limit 1400 Characters; approximately 200 words)

Project Benefit ($) from B/C Ratio: 2.392058E7

Worksheet Attachment

1530892635061_CSAH 109 (85th Avenue N) Reconstruction - BC Analysis Worksheets.pdf

Please upload attachment in PDF form.

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

Response:

The TH 252 at CSAH 109 (85th Ave) Interchange Project will make significant improvements to the existing at-grade intersection to benefit users. The following details describe the project's impact to non-motorized users as recommended by the Brooklyn Park Pedestrian and Bicycle Plan (Attachment 15):

Pedestrian Improvements

Pedestrians currently may utilize the grade separated crossing (located just north of the intersection) that requires a relatively long walking distance. Crossing at the intersection is discouraged through the placement of "No Pedestrian Crossings" signs on each of the traffic signal poles. The existing intersection geometry is not inviting for pedestrians due to the number of vehicle turn lanes and presence of channelized right turn islands.

The new interchange will include off-road facilities on both sides to provide pedestrians with a direct connection over TH 252. Additionally, this project will fill a gap in the pedestrian network along the south side of 85th Ave that will eliminate unnecessary pedestrian crossings.

Bicycle Improvements

Bicyclists may also utilize the grade separated crossing, however, its alignment is not direct and requires a relatively long riding distance to cross TH 252. Bicyclists are permitted to cross the intersection at-grade, however, the high traffic volumes, vehicle speeds, and number of conflict points yield a high level of traffic stress for bicyclists.

The new interchange will include off-road facilities on both sides to provide bicyclists with a direct connection over TH 252. These facilities are part of east/west segment along 85th Ave that connects to the Shingle Creek Regional Trail and West River Rd, which are both north/south bicycle routes identified by Metropolitan Council's Regional Bicycle Transportation Network.

Transit Improvements

Although there are no current transit stops at the TH 252/85th Ave intersection, this project still provides substantial benefits to transit riders. Five transit routes rely on TH 252 to provide a high level of service between the northern suburbs (Anoka, Coon Rapids, and Blaine) and Downtown Minneapolis. This project will offer more reliable travel times for transit services which is a critical component to remaining a viable option for commuters.

Additionally, this project will improve entering/existing operations onto TH 252 from 85th Ave. This will ensure that future east/west transit connections along 85th Ave are feasible.

(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.

50%

Attach Layout

Please upload attachment in PDF form.

Layout has not been started Yes

0%

Anticipated date or date of completion 04/06/2020

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

25%

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

0%

Anticipated date or date of acquisition 12/31/2021

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

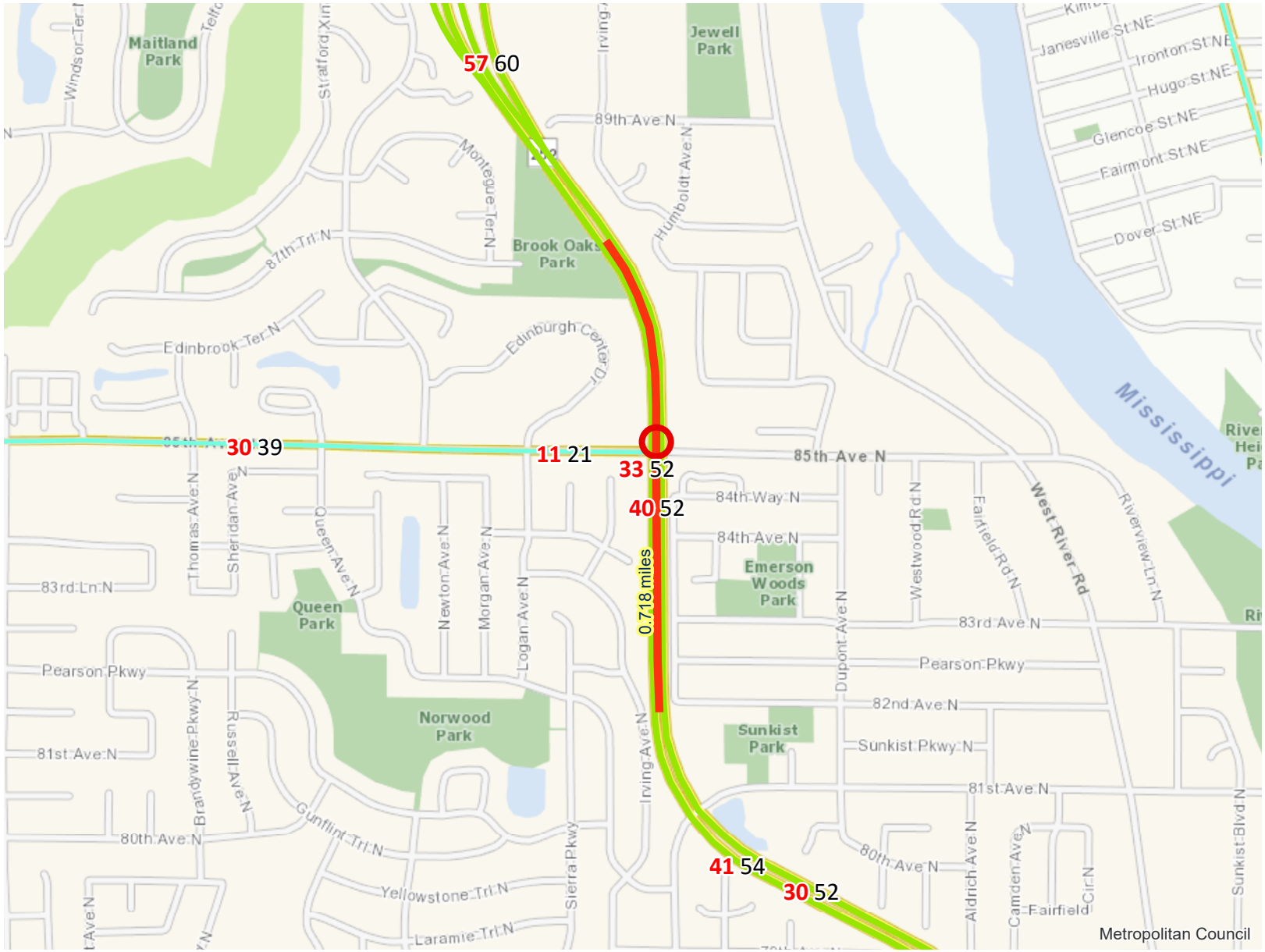
Total Project Cost (entered in Project Cost Form):	$26,307,000.00
Enter Amount of the Noise Walls:	$1,850,000.00
Total Project Cost subtract the amount of the noise walls:	$24,457,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	$0.00

Other Attachments

File Name	Description	File Size
Attachment 00 - List of Attachments.pdf	List of Attachments	47 KB
Attachment 01 - Project Narrative.pdf	Project Narrative	710 KB
Attachment 02 - Project Location Map.pdf	Project Location Map	515 KB
Attachment 03 - Existing Intersection Deficiencies.pdf	Existing Intersection Deficiences	795 KB
Attachment 04 - Proposed Concept.pdf	Proposed Concept	5.4 MB
Attachment 05 - Hennepin County 2018-2022 Transportation Capital Improvement Program.pdf	Hennepin County 2018-2022 Transportation CIP	674 KB
Attachment 06 - Draft 2040 Brooklyn Park Comprehensive Plan.pdf	Draft 2040 Brooklyn Park Comprehensive Plan	1.1 MB
Attachment 07 - Hennepin County Board Resolution - 2018 Regional Solicitation.pdf	Hennepin County Board Resolution	1.2 MB
Attachment 08 - Interchange Planning Review Committee Approval Letter.pdf	Interchange Planning Review Committee Approval Letter	628 KB
Attachment 09 - Metropolitan Council PAICS Prioritized Intersections.pdf	Metropolitan Council PAICS Prioritized Intersections	2.7 MB
Attachment 10 - MnDOT 50 Series Map.pdf	MnDOT 50 Series Map	1.5 MB
Attachment 11 - TH 252 Conversion Study - Public Engagement Summary.pdf	Public Engagement Summary	672 KB
Attachment 12 - TH 252 Conversion Study - Access Concept Evaluation Summary.pdf	Access Concept Evaluation Summary	611 KB
Attachment 13 - Crash Modification Factors.pdf	Crash Modification Factors	745 KB
Attachment 14 - Crash Detail Listing (2013-2015).pdf	Crash Detail Listing	721 KB
Attachment 15 - Brooklyn Park Pedestrian and Bicycle Plan.pdf	Brooklyn Park Pedestrian and Bicycle Plan	2.2 MB
Attachment 16 - Letter of Support from MnDOT.pdf	MnDOT Support Letter	1.1 MB
Attachment 17 - Letter of Support from Brooklyn Park.pdf	Brooklyn Park Support Letter	625 KB

Level of Congestion

Roadway Expansion Project: CSAH 109 (85th Avenue) Expansion Project | Map ID: 1530108002974



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

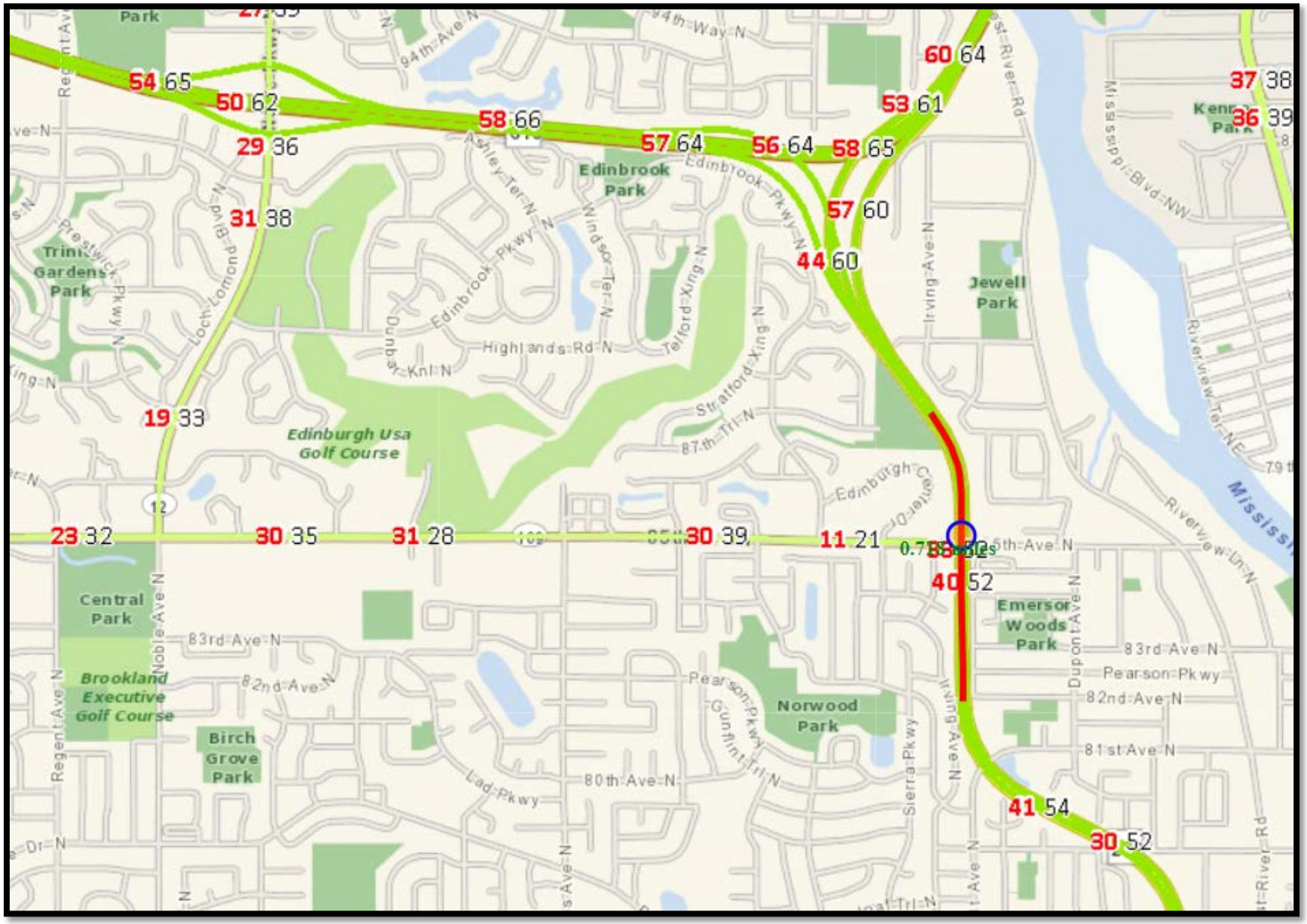
0 0.125 0.25 0.5 0.75 1 Miles

Created: 6/27/2018
LandscapeRSA1

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

METROPOLITAN COUNCIL

Level of Congestion – Roadway Expansion Project: CSAH 109 (85th Ave) Expansion Project | Map ID: 1530108002974



Regional Economy

Roadway Expansion Project: CSAH 109 (85th Avenue) Expansion Project | Map ID: 1530108002974

Results

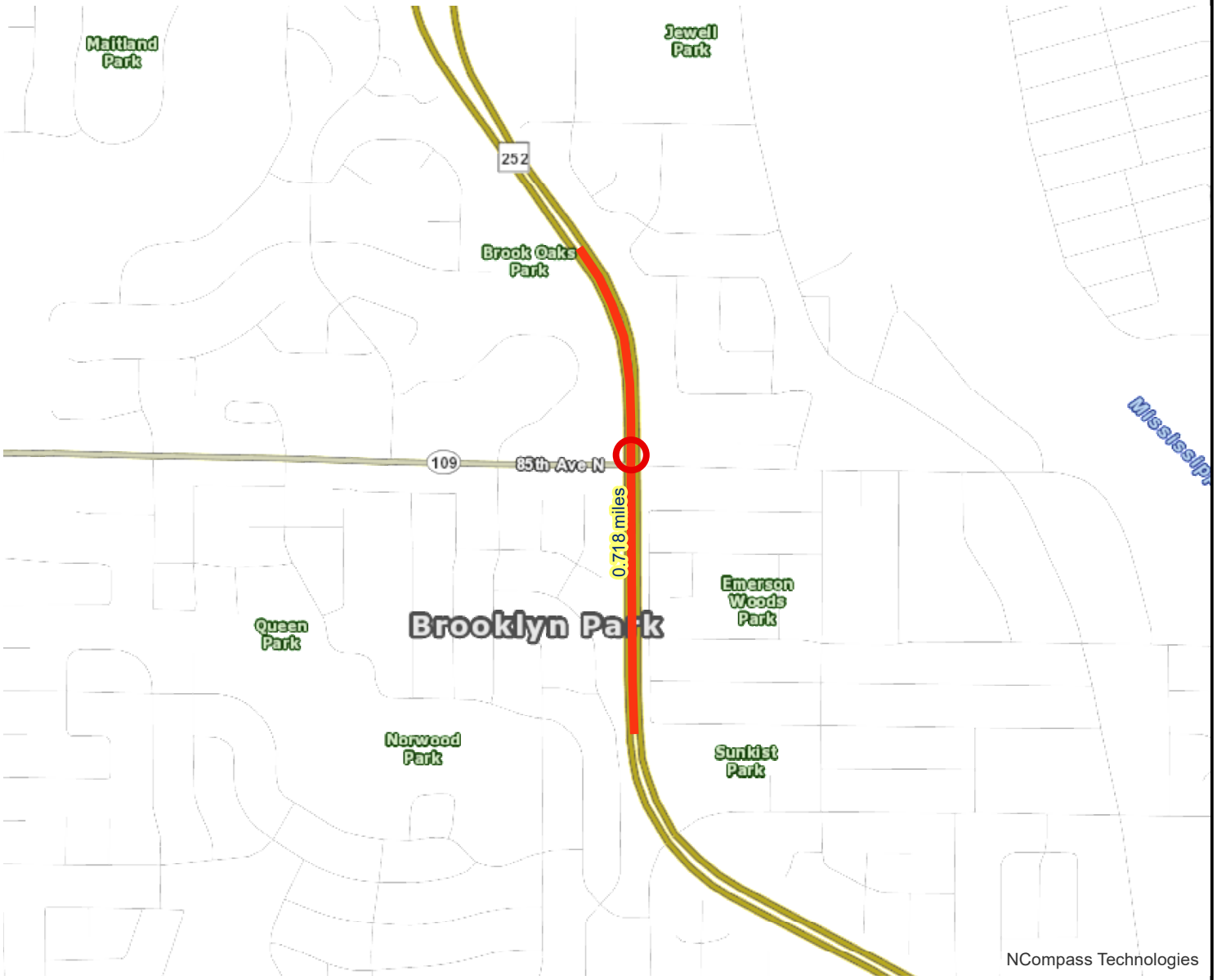
WITHIN ONE MI of project:
Postsecondary Students: 0

Totals by City:

Brooklyn Park
Population: 18889
Employment: 2293
Mfg and Dist Employment: 426

Coon Rapids
Population: 959
Employment: 119
Mfg and Dist Employment: 1

Fridley
Population: 3910
Employment: 197
Mfg and Dist Employment: 64



Project Points
Project
Manfacturing/Distribution Centers
Job Concentration Centers

0 0.125 0.25 0.5 0.75 1 Miles

Created: 6/27/2018
LandscapeRSA5

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METROPOLITAN COUNCIL

Transit Connections

Roadway Expansion Project: CSAH 109 (85th Avenue) Expansion Project | Map ID: 1530108002974

Results

Transit with a Direct Connection to project:
765 768 850 865 887

**indicates Planned Alignments*

Project Points
Active Stop
Transitway
Project
Transit Routes
Northstar Line

0 0.2 0.4 0.8 1.2 1.6 Miles

Created: 6/27/2018
LandscapeRSA3

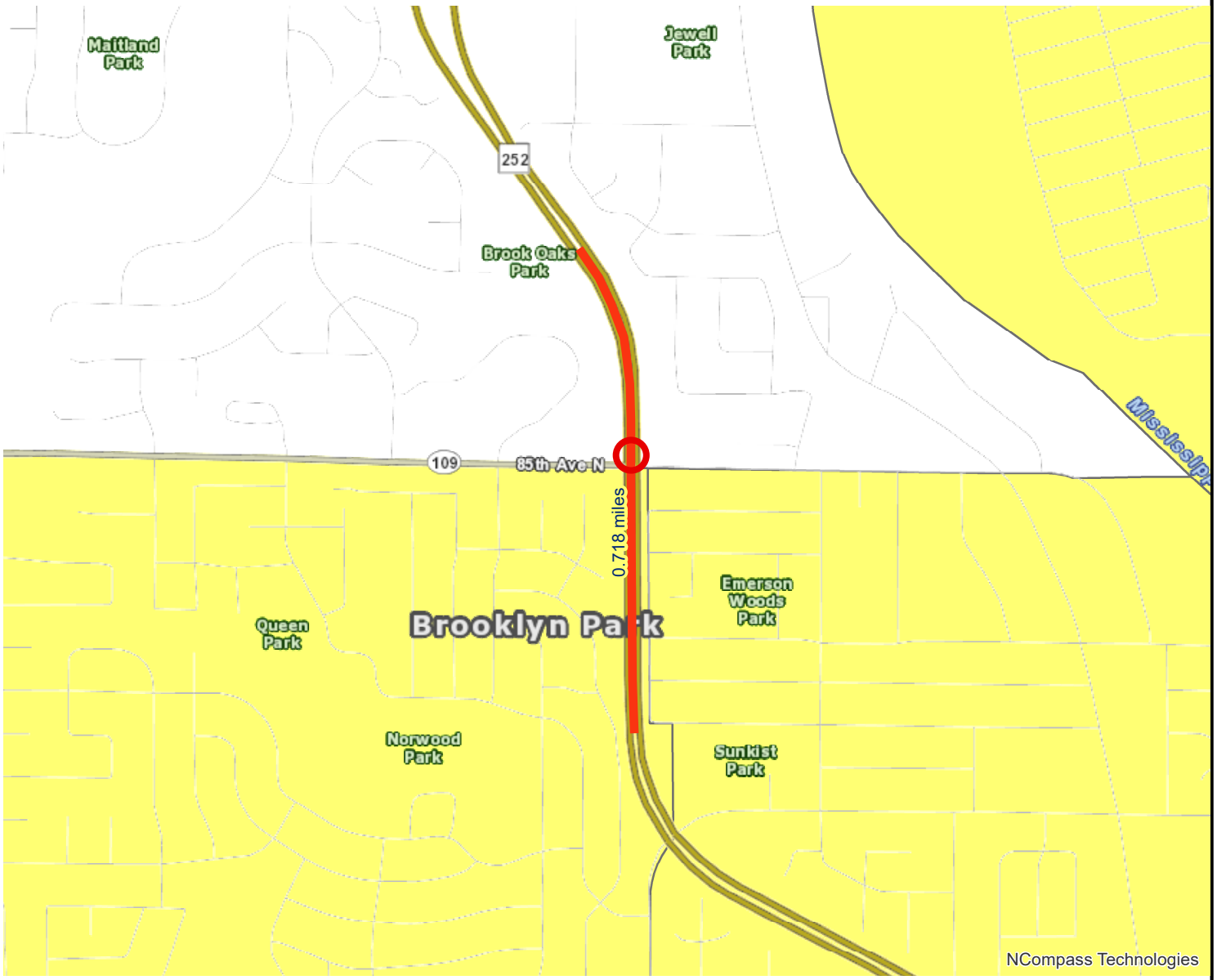
METROPOLITAN COUNCIL

Socio-Economic Conditions

Roadway Expansion Project: CSAH 109 (85th Avenue) Expansion Project | Map ID: 1530108002974

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

0 0.125 0.25 0.5 0.75 1 Miles

Created: 6/27/2018
LandscapeRSA2

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METROPOLITAN COUNCIL

520: TH 252 & 85th Ave

Direction	All
Future Volume (vph)	6230
Total Delay / Veh (s/v)	40
CO Emissions (kg)	13.07
NOx Emissions (kg)	2.54
VOC Emissions (kg)	3.03

Phase Number	1	2	3	4	5	6	7	8	11
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT	NBL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	C-Max	None	None	None
Maximum Split (s)	21	77	15	17	13	70	16	16	15
Maximum Split (%)	16.2%	59.2%	11.5%	13.1%	10.0%	53.8%	12.3%	12.3%	11.5%
Minimum Split (s)	15	27	15	17	13	30	15	15.5	15
Yellow Time (s)	3	5.5	3	4.5	3	5.5	3	4.5	3
All-Red Time (s)	3	1.5	3	2.5	3	1.5	3	2.5	2
Minimum Initial (s)	7	15	7	7	7	15	7	7	7
Vehicle Extension (s)	3	5.5	3	3	3	5.5	3	3	3
Minimum Gap (s)	0.2	3.5	0.2	0.2	0.2	3.5	0.2	0.2	3
Time Before Reduce (s)	0	30	0	0	0	30	0	0	0
Time To Reduce (s)	0	20	0	0	0	20	0	0	0
Walk Time (s)									
Flash Dont Walk (s)									
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	117	8	85	100	117	0	101	85	70
End Time (s)	8	85	100	117	0	70	117	101	85
Yield/Force Off (s)	2	78	94	110	124	63	111	94	80
Yield/Force Off 170(s)	2	78	94	110	124	63	111	94	80
Local Start Time (s)	117	8	85	100	117	0	101	85	70
Local Yield (s)	2	78	94	110	124	63	111	94	80
Local Yield 170(s)	2	78	94	110	124	63	111	94	80

Intersection Summary		
Cycle Length	130	
Control Type	Actuated-Coordinated	
Natural Cycle	130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green		

Splits and Phases: 520: TH 252 & 85th Ave

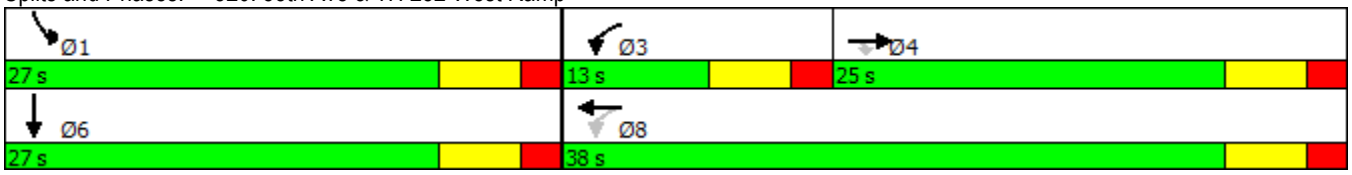
520: 85th Ave & TH 252 West Ramp

Direction	All
Future Volume (vph)	1551
Total Delay / Veh (s/v)	12
CO Emissions (kg)	1.02
NOx Emissions (kg)	0.20
VOC Emissions (kg)	0.24

Phase Number	1	3	4	6	8
Movement	SBL	WBL	EBT	SBT	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	None	None	None	Max	None
Maximum Split (s)	27	13	25	27	38
Maximum Split (%)	41.5%	20.0%	38.5%	41.5%	58.5%
Minimum Split (s)	13	13	24	24	24
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	7	7	10	10	10
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7	7	7
Flash Dont Walk (s)			11	11	11
Dual Entry	No	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	27	40	0	27
End Time (s)	27	40	0	27	0
Yield/Force Off (s)	21	34	59	21	59
Yield/Force Off 170(s)	21	34	48	10	48
Local Start Time (s)	0	27	40	0	27
Local Yield (s)	21	34	59	21	59
Local Yield 170(s)	21	34	48	10	48

Intersection Summary	
Cycle Length	65
Control Type	Actuated-Uncoordinated
Natural Cycle	65

Splits and Phases: 520: 85th Ave & TH 252 West Ramp



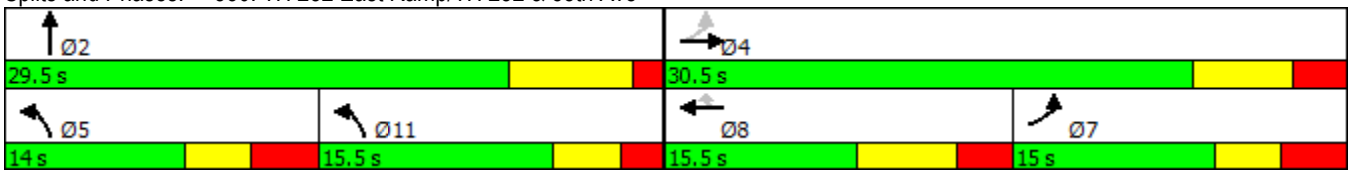
530: TH 252 East Ramp/TH 252 & 85th Ave

Direction	All
Future Volume (vph)	1195
Total Delay / Veh (s/v)	15
CO Emissions (kg)	1.10
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.26

Phase Number	2	4	5	7	8	11
Movement	NBT	EBTL	NBL	EBL	WBT	NBL
Lead/Lag				Lag	Lead	
Lead-Lag Optimize				Yes	Yes	
Recall Mode	Max	None	None	None	None	None
Maximum Split (s)	29.5	30.5	14	15	15.5	15.5
Maximum Split (%)	49.2%	50.8%	23.3%	25.0%	25.8%	25.8%
Minimum Split (s)	27	17	13	15	15.5	15
Yellow Time (s)	5.5	4.5	3	3	4.5	3
All-Red Time (s)	1.5	2.5	3	3	2.5	2
Minimum Initial (s)	10	7	7	7	7	7
Vehicle Extension (s)	5.5	3	3	3	3	3
Minimum Gap (s)	3.5	0.2	0.2	0.2	0.2	3
Time Before Reduce (s)	30	0	0	0	0	0
Time To Reduce (s)	20	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	Yes	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	29.5	0	45	29.5	14
End Time (s)	29.5	0	14	0	45	29.5
Yield/Force Off (s)	22.5	53	8	54	38	24.5
Yield/Force Off 170(s)	22.5	53	8	54	38	24.5
Local Start Time (s)	0	29.5	0	45	29.5	14
Local Yield (s)	22.5	53	8	54	38	24.5
Local Yield 170(s)	22.5	53	8	54	38	24.5

Intersection Summary	
Cycle Length	60
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 530: TH 252 East Ramp/TH 252 & 85th Ave



520: TH 252 & 85th Ave

Direction	All
Future Volume (vph)	6230
Total Delay / Veh (s/v)	40
CO Emissions (kg)	13.07
NOx Emissions (kg)	2.54
VOC Emissions (kg)	3.03

520: 85th Ave & TH 252 West Ramp

Direction	All
Future Volume (vph)	1551
Total Delay / Veh (s/v)	12
CO Emissions (kg)	1.02
NOx Emissions (kg)	0.20
VOC Emissions (kg)	0.24

530: TH 252 East Ramp/TH 252 & 85th Ave

Direction	All
Future Volume (vph)	1195
Total Delay / Veh (s/v)	15
CO Emissions (kg)	1.10
NOx Emissions (kg)	0.21
VOC Emissions (kg)	0.26

Phase Number	1	2	3	4	5	6	7	8	11
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT	NBL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	None	None	C-Max	None	None	None
Maximum Split (s)	21	77	15	17	13	70	16	16	15
Maximum Split (%)	16.2%	59.2%	11.5%	13.1%	10.0%	53.8%	12.3%	12.3%	11.5%
Minimum Split (s)	15	27	15	17	13	30	15	15.5	15
Yellow Time (s)	3	5.5	3	4.5	3	5.5	3	4.5	3
All-Red Time (s)	3	1.5	3	2.5	3	1.5	3	2.5	2
Minimum Initial (s)	7	15	7	7	7	15	7	7	7
Vehicle Extension (s)	3	5.5	3	3	3	5.5	3	3	3
Minimum Gap (s)	0.2	3.5	0.2	0.2	0.2	3.5	0.2	0.2	3
Time Before Reduce (s)	0	30	0	0	0	30	0	0	0
Time To Reduce (s)	0	20	0	0	0	20	0	0	0
Walk Time (s)									
Flash Dont Walk (s)									
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	117	8	85	100	117	0	101	85	70
End Time (s)	8	85	100	117	0	70	117	101	85
Yield/Force Off (s)	2	78	94	110	124	63	111	94	80
Yield/Force Off 170(s)	2	78	94	110	124	63	111	94	80
Local Start Time (s)	117	8	85	100	117	0	101	85	70
Local Yield (s)	2	78	94	110	124	63	111	94	80
Local Yield 170(s)	2	78	94	110	124	63	111	94	80

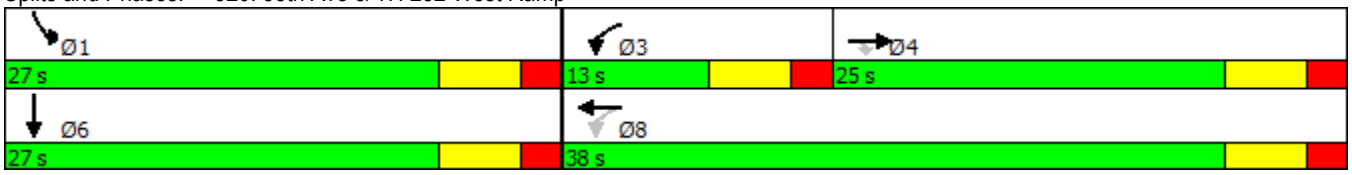
Intersection Summary		
Cycle Length	130	
Control Type	Actuated-Coordinated	
Natural Cycle	130	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green		

Splits and Phases: 520: TH 252 & 85th Ave

Phase Number	1	3	4	6	8
Movement	SBL	WBL	EBT	SBT	WBTL
Lead/Lag		Lead	Lag		
Lead-Lag Optimize		Yes	Yes		
Recall Mode	None	None	None	Max	None
Maximum Split (s)	27	13	25	27	38
Maximum Split (%)	41.5%	20.0%	38.5%	41.5%	58.5%
Minimum Split (s)	13	13	24	24	24
Yellow Time (s)	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2
Minimum Initial (s)	7	7	10	10	10
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7	7	7
Flash Dont Walk (s)			11	11	11
Dual Entry	No	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	27	40	0	27
End Time (s)	27	40	0	27	0
Yield/Force Off (s)	21	34	59	21	59
Yield/Force Off 170(s)	21	34	48	10	48
Local Start Time (s)	0	27	40	0	27
Local Yield (s)	21	34	59	21	59
Local Yield 170(s)	21	34	48	10	48

Intersection Summary	
Cycle Length	65
Control Type	Actuated-Uncoordinated
Natural Cycle	65

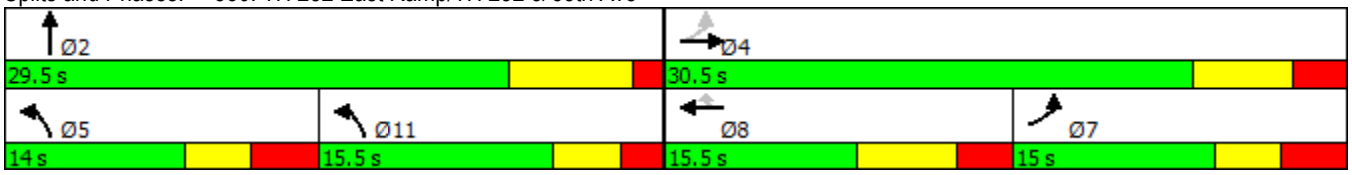
Splits and Phases: 520: 85th Ave & TH 252 West Ramp



Phase Number	2	4	5	7	8	11
Movement	NBT	EBTL	NBL	EBL	WBT	NBL
Lead/Lag				Lag	Lead	
Lead-Lag Optimize				Yes	Yes	
Recall Mode	Max	None	None	None	None	None
Maximum Split (s)	29.5	30.5	14	15	15.5	15.5
Maximum Split (%)	49.2%	50.8%	23.3%	25.0%	25.8%	25.8%
Minimum Split (s)	27	17	13	15	15.5	15
Yellow Time (s)	5.5	4.5	3	3	4.5	3
All-Red Time (s)	1.5	2.5	3	3	2.5	2
Minimum Initial (s)	10	7	7	7	7	7
Vehicle Extension (s)	5.5	3	3	3	3	3
Minimum Gap (s)	3.5	0.2	0.2	0.2	0.2	3
Time Before Reduce (s)	30	0	0	0	0	0
Time To Reduce (s)	20	0	0	0	0	0
Walk Time (s)						
Flash Dont Walk (s)						
Dual Entry	Yes	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	29.5	0	45	29.5	14
End Time (s)	29.5	0	14	0	45	29.5
Yield/Force Off (s)	22.5	53	8	54	38	24.5
Yield/Force Off 170(s)	22.5	53	8	54	38	24.5
Local Start Time (s)	0	29.5	0	45	29.5	14
Local Yield (s)	22.5	53	8	54	38	24.5
Local Yield 170(s)	22.5	53	8	54	38	24.5

Intersection Summary		
Cycle Length		60
Control Type	Actuated-Uncoordinated	
Natural Cycle		60

Splits and Phases: 530: TH 252 East Ramp/TH 252 & 85th Ave



B/C worksheet

Control Section	T.H. / Roadway	Location	Beginning Ref. Pt.	Ending Ref. Pt.	State, County, City or Township	Study Period Begins	Study Period Ends
	CSAH 109	At TH 252	7.82	7.85	Hennepin County	1/1/2013	12/31/2015

Description of Proposed Work: Convert at-grade intersection into grade-separated interchange - Injury Crashes Only (CMF ID 460)
Convert at-grade intersection into grade-separated interchange - Property Damage Crashes Only (CMF ID 461)

Accident Diagram Codes			1. Rear End	2. Sideswipe Same Direction	3. Left-Turn	5. Right Angle	4, 7 Run Off Road	8, 9 Head-On Sideswipe Same	Pedestrian	6, 90, 98, 99 Other	Total
Study Period: Number of Crashes	Fatal	**F**				1					**1**
	Personal Injury (PI)	**A**		1							**1**
		B			1						**1**
		C	9	1	1	1					**12**
	Property Damage	**PD**	37	11	1	1	5			1	**56**
% Change in Crashes *Use FHWA cmfclearinghouse for Crash Reduction Factors	Fatal	**F**				-57%					
	PI	**A**		-57%							
		B			-57%						
		C	-57%	-57%	-57%	-57%					
	Property Damage	**PD**	-36%	-36%	-36%	-36%	-36%			-36%	
Change in Crashes = No. of crashes **X** % change in crashes	Fatal	**F**				**-0.57**					**-0.57**
	PI	**A**		**-0.57**							**-0.57**
		B			**-0.57**						**-0.57**
		C	**-5.13**	**-0.57**	**-0.57**	**-0.57**					**-6.84**
	Property Damage	**PD**	**-13.32**	**-3.96**	**-0.36**	**-0.36**	**-1.80**			**-0.36**	**-20.16**

Year (Safety Improvement Construction): **2022**

Project Cost (exclude Right of Way): **$ 26,307,000**

Right of Way Costs (optional):

Traffic Growth Factor: **3%**

Capital Recovery

1. **Discount Rate**: **1.3%**
2. **Project Service Life (n) See Appx F**: **30**

Type of Crash	Study Period: Change in Crashes	Annual Change in Crashes	Cost per Crash	Annual Benefit
F	-0.57	-0.19	$ 1,180,000	$ 224,405
A	-0.57	-0.19	$ 590,000	$ 112,202
B	-0.57	-0.19	$ 170,000	$ 32,330
C	-6.84	-2.28	$ 87,000	$ 198,541
PD	-20.16	-6.73	$ 7,800	$ 52,464
Total				$ 619,942

B/C= 0.91

Using present worth values,

B= $ 23,920,580

C= $ 26,307,000

See "Calculations" sheet for amortization.

Updated 3-02-2018

CSAH 109 (85th Ave) Expansion Project

List of Attachments

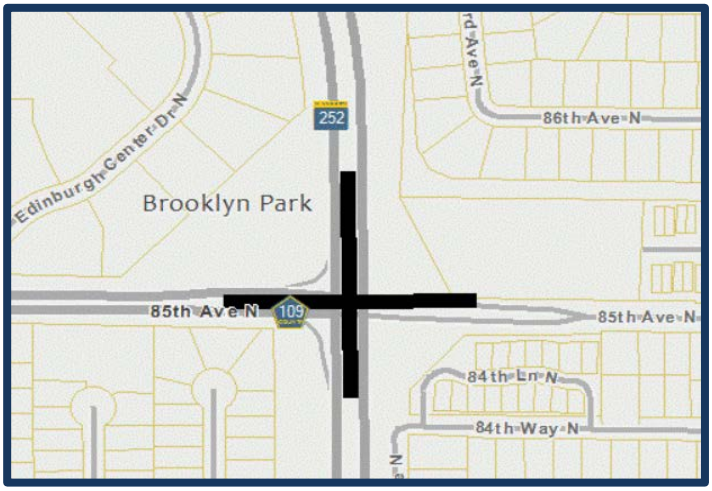
1. Project Narrative
2. Project Location Map
3. Existing Intersection Deficiencies
4. Proposed Concept
5. Hennepin County 2018-2022 Transportation Capital Improvement Program
6. Draft 2040 Brooklyn Park Comprehensive Plan
7. Hennepin County Board Resolution – 2018 Regional Solicitation
8. Interchange Planning Review Committee Approval Letter
9. Metropolitan Council PAICS Prioritized Intersections
10. MnDOT 50 Series Map
11. TH 252 Conversion Study – Public Engagement Summary
12. TH 252 Conversion Study – Access Concept Evaluation Summary
13. Crash Modification Factors
14. Crash Detail Listing (2013-2015)
15. Brooklyn Park Pedestrian and Bicycle Plan
16. MnDOT Letter of Support
17. Brooklyn Park Letter of Support

Attachment 1 - Project Narrative

2018 REGIONAL SOLICIATION

HENNEPIN COUNTY, MINNESOTA

Project Location



Existing Conditions

Project Overview	
Project Name:	CSAH 109 (85th Ave) Expansion Project
Roadway:	CSAH 109 (85th Ave)
Project Termini:	At TH 252
Project Location:	City of Brooklyn Park

Solicitation Information	
Applicant:	Hennepin County
Funding Requested:	$7,000,000
Total Project Cost:	$26,307,000

Project Information

The proposed project will convert the existing at-grade intersection to an interchange to improve safety and mobility along the TH 252 between I-694 and TH 610. The existing intersection experiences routine congestion and high crash rates (especially those resulting in injuries).

Brooklyn Center, Brooklyn Park, Hennepin County, and MnDOT have been working towards identifying improvements along the TH 252. This project addresses one of the six existing at-grade intersections along the corridor. Recently, Corridors of Commerce funding was awarded for mobility and safety improvements along TH 252, and this application seeks to further minimize local costs for the project.

Project Benefits

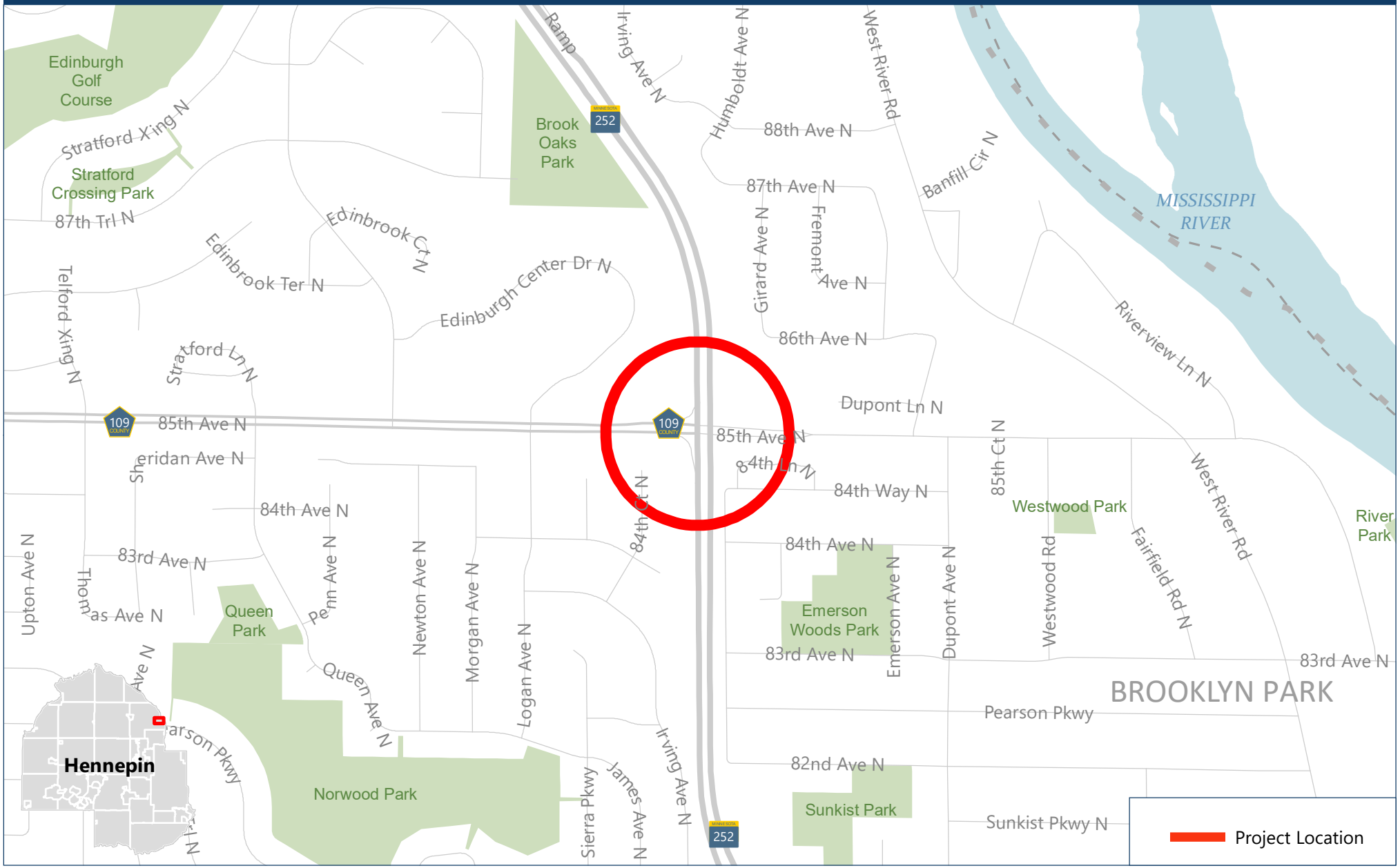
The proposed interchange will provide significant safety and mobility benefits along the TH 252 corridor. Elimination of an at-grade intersection will offer more reliable travel times and allow TH 252 to better accommodate changes in traffic volumes (typically caused by poor weather or crash events). Furthermore, the interchange will eliminate unnecessary stops for through vehicles along TH 252, providing a significant reduction in crashes (especially rear-end crashes resulting in injuries).

Additionally, the project will include off-road facilities for non-motorized users that provides a more direct connection across TH 252 when compared to the nearby bridge that requires a longer travelling path.

TH 252 at CSAH 109 (85th Ave) Interchange Project

HENNEPIN COUNTY
MINNESOTA

Attachment 2 - Project Location Map



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

N

0 0.25 0.5 Miles

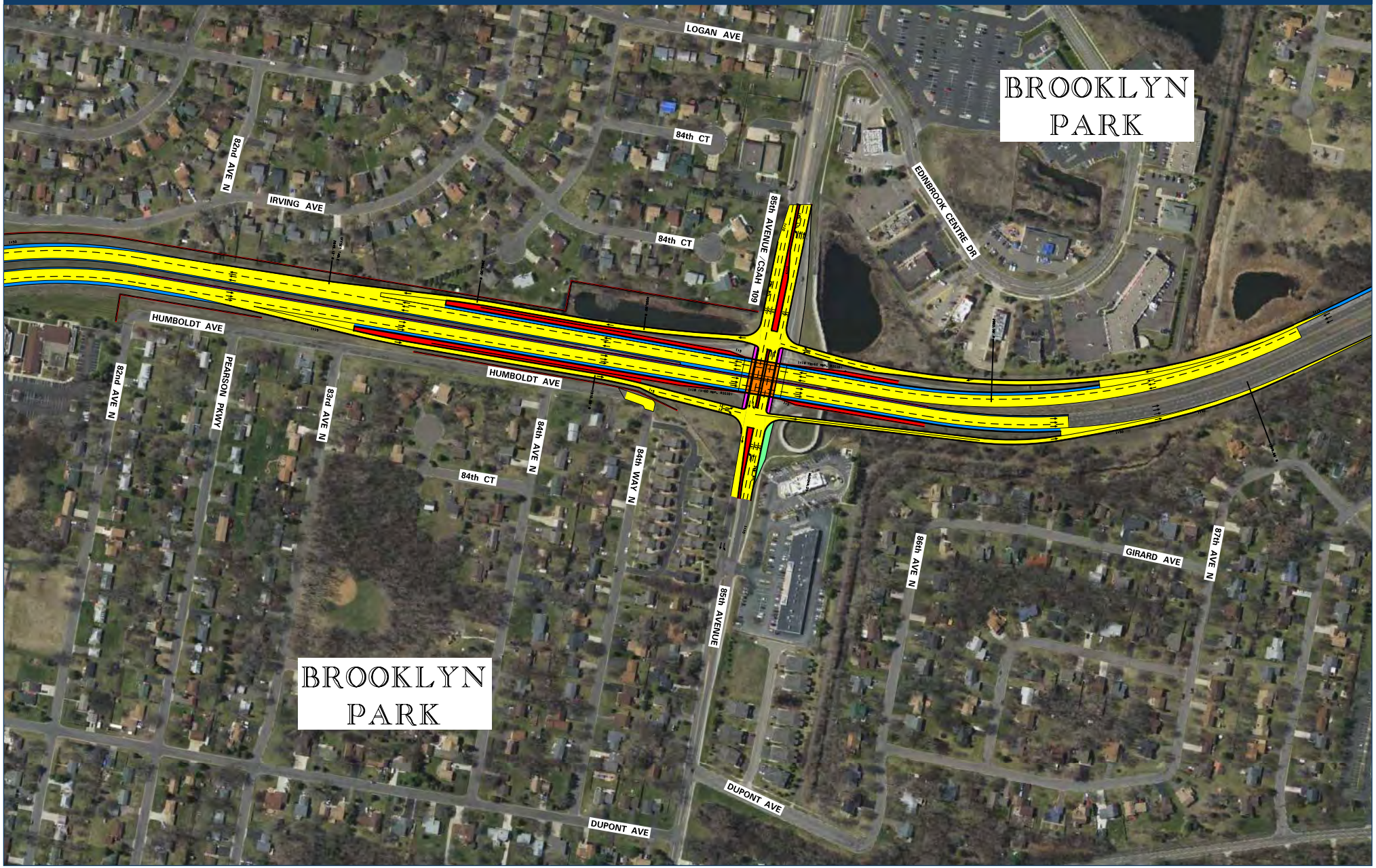
Publication date: 5/31/2018

Attachment 3 - Existing Intersection Deficiencies

TH 252 at CSAH 109 (85th Ave) Interchange Project

HENNEPIN COUNTY
MINNESOTA

Attachment 4 - Proposed Concept



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.

N

500 Feet

Publication date: 7/5/2018

Attachment 5 - Hennepin County 2018-2022 Transportation Capital Improvement Program

Project Name: 2167700 TH 252 / CSAH 109 85th Avenue N interchange
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2017
Funding Completion: 2017

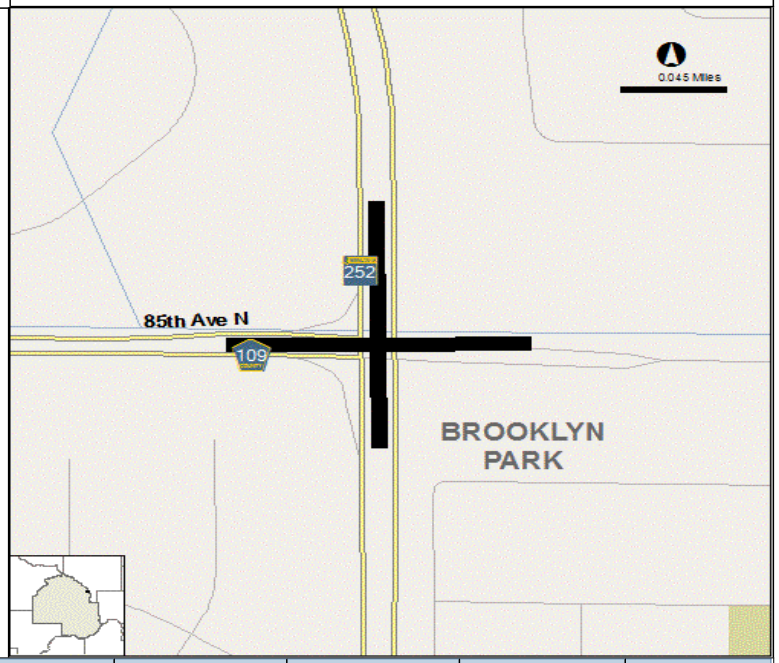
Summary:

Construct interchange at the intersection of 85th Avenue (CSAH 109) at TH 252 in the City of Brooklyn Park.

Purpose & Description:

The proposed project is still in the planning stage, so a design has not yet been developed. Hennepin County is working with the City of Brooklyn Center, City of Brooklyn Park, and MnDOT on a study (CP 2155600) that will determine the recommended locations and designs of future interchanges along TH 252. Traffic congestion and safety concerns along the corridor, specifically at intersections, warrants the conversion of TH 252 to a freeway.

Hennepin County will be leading the study, however, other agencies and the public are expected to provide extensive input.



REVENUES	Budget to Date	12/31/17 Act & Enc	Balance	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Bonds - GO Roads	7,000,000	-	7,000,000	-	-	-	-	-	-	7,000,000
Mn/DOT Trunk Hwy Fund	8,000,000	-	8,000,000	-	-	-	-	-	-	8,000,000
Brooklyn Park	5,000,000	-	5,000,000	-	-	-	-	-	-	5,000,000
Total	**20,000,000**	**-**	**20,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**20,000,000**

EXPENDITURES	Budget to Date	12/31/17 Act & Enc	Balance	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Land	2,000,000	-	2,000,000	-	-	-	-	-	-	2,000,000
Construction	16,000,000	-	16,000,000	-	-	-	-	-	-	16,000,000
Consulting	2,000,000	-	2,000,000	-	-	-	-	-	-	2,000,000
Equipment	-	-	-	-	-	-	-	-	-	-
Furnishings	-	-	-	-	-	-	-	-	-	-
Other Costs	-	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-	-
Total	**20,000,000**	**-**	**20,000,000**	**-**	**-**	**-**	**-**	**-**	**-**	**20,000,000**

Attachment 5 - Hennepin County 2018-2022 Transportation Capital Improvement Program

Project Name: 2167700 TH 252 / CSAH 109 85th Avenue N interchange
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2017
Funding Completion: 2017

Current Year's CIP Process Summary	Budget to Date	2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	2022 Estimate	Beyond 2022	Total
Department Requested	20,000,000	-	-	-	-	-	-	20,000,000
Administrator Proposed	20,000,000	-	-	-	-	-	-	20,000,000
CBTF Recommended	20,000,000	-	-	-	-	-	-	20,000,000
Board Approved Final	20,000,000	-	-	-	-	-	-	20,000,000

Scheduling Milestones (major phases only):

Scoping:	2017 - 2018
Design:	TBD
Procurement:	TBD
Construction:	TBD
Completion:	TBD

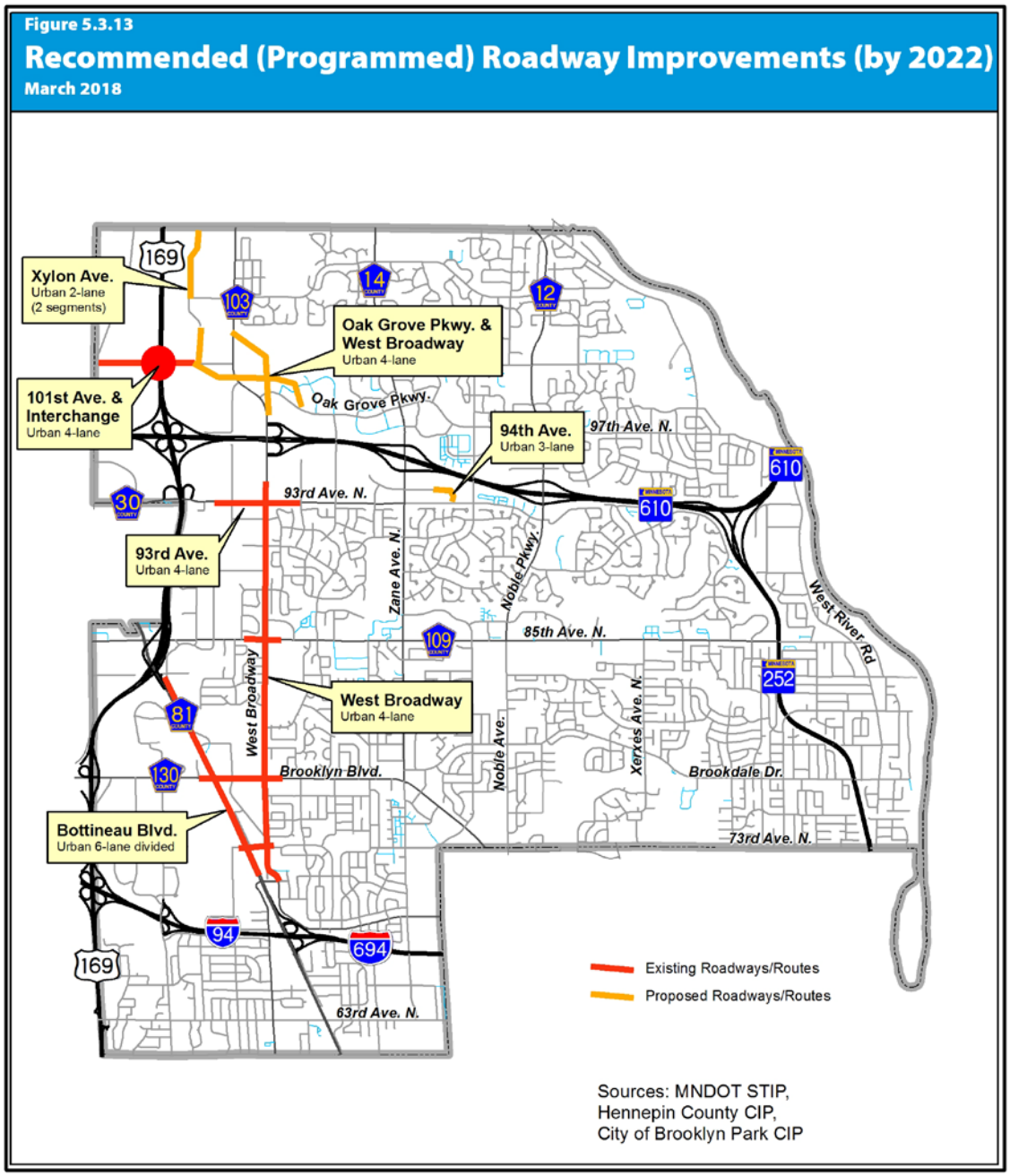
Project's Effect on Annual Operating Budget:
Additional planning and design work is required to determine impact to department staff or annual operating costs are anticipated by this project.

Annual Impact for Requesting Department:	0
Annual Impact for all other Depts:	0
Total	**0**

Board Resolutions / Supplemental Information:

Changes from Prior CIP:

Last Year's CIP Process Summary	Budget to Date	2017	2018	2019	2020	2021	Beyond	Total
Department Requested	-	-	-	-	-	-	-	-
Administrator Proposed	-	-	-	-	-	-	-	-
CBTF Recommended	-	-	-	-	-	-	-	-
Board Approved Final	-	20,000,000	-	-	-	-	-	20,000,000



5.3.13 Recommended (Planned) Roadway Improvements (by 2040)

HIGHER PRIORITY

TH 252 Conversion to Freeway. The city is currently working with the City of Brooklyn Center, MnDOT, Hennepin County, FHWA and Met Council on a study to determine the preferred option for converting TH 252 from TH 610 to I-94 to a 6 lane freeway. This project may include managed (MnPASS) lanes and be extended along I-94 to Dowling Avenue. The City of Brooklyn Center has

received funding and is planning to upgrade 66th Avenue to a full interchange and remove the signal at 70th Avenue in the 2021/2022 timeframe. This would leave four remaining signalized intersections. The safety and congestion issues along TH 252 are amongst the worst in the state. The preferred option for the remainder of TH 252, may include interchanges at 85th Avenue and Brookdale Drive and closures at 73rd Avenue and Humboldt Avenue/81st Avenue. If and when these locations are upgraded, the city would expect to upgrade 85th Avenue (restripe to 3 lane) to the east to West River Road and Brookdale Drive (restripe to 3 lane) to the west to Humboldt Avenue. The total cost of this upgrade is expected to be in the $100-200 million range.

93rd Avenue (CSAH 30) Reconstruction from Louisiana Ave to Zane Ave. This segment is planned to be upgraded to a four lane divided facility with turn lanes and trails along both sides by both the City and County. It is not currently in either CIP, but is expected to be included in both soon. There are several undeveloped sites along this segment of CSAH 30 and to the east and west of this segment that are anticipated to develop soon. This segment serves as a reliever route to TH 610, which is currently experiencing noticeable congestion during the peak periods. The total cost of this upgrade is expected to be in the $10-15 million range.

93rd Avenue Reconstruction from Zane Ave. to Regent Ave. This segment of 93rd Avenue is owned by the city and is just now experiencing adjacent development. The programmed extension of 94th Avenue down to 93rd Avenue in this segment and the pending turn restrictions at Zane Ave/94th Avenue when coupled with this development are expected to warrant the reconstruction of this segment to a 3 lane urban Major Collector roadway with trails along both sides. The timing of this construction may be coordinated with the segment of county owned 93rd Avenue to the immediate west. The total cost of this upgrade is expected to be approximately $2 million.

109th Avenue from Jefferson Hwy. to Winnetka Ave. 109th Avenue to the east of Winnetka Avenue was reconstructed to a 3 lane roadway in 2010 by the cities of Brooklyn Park and Champlin. The segment between Jefferson Highway and Winnetka is currently being studied by the cities and the preferred option is a four lane divided roadway with trails along both sides. This would include upgrading the geometry at the TH 169 intersection to add capacity. The total cost of this upgrade is expected to be in the $8-12 million range.

Winnetka Avenue (CSAH 103) from Regional Trail to 109th Ave. This segment of CSAH 103 is expected to be upgraded to a 3 lane urban roadway with trails along both sides by the city and county as development occurs in this area and after the completion of CSAH 103 to the immediate south. This project may include a

Attachment 7 - Hennepin County Board Resolution - 2018 Regional Solicitation

HENNEPIN COUNTY
MINNESOTA

Hennepin County, Board of Commissioners

RESOLUTION 18-0258

2018

The following resolution was moved by Commissioner Mike Opat and seconded by Commissioner Debbie Goettel:

WHEREAS, the Metropolitan Council has given notice that funding through the Regional Solicitation is available; and

WHEREAS, a board resolution must be submitted with the application for Regional Solicitation funding;

BE IT RESOLVED, that Hennepin County be authorized to apply for funding grants through the Regional Solicitation and recognize its role as the public agency sponsor for the following projects (separated by category), if funding is awarded:

Roadway reconstruction/modernization

- Programmed in 2018-2022 CIP

1. County State Aid Highway 5 (CSAH 5) (Minnetonka Boulevard) from Trunk Highway 100 to France Avenue in Saint Louis Park - CP 2168100

2. CSAH 152 (Osseo Rd) from CSAH 2 (Penn Avenue) to 49th Avenue in Minneapolis - CP 2174100

3. CSAH 153 (Lowry Avenue) from Washington Street NE to Johnson Street NE in Minneapolis - CP 1001648 & 2140900

- Project Not Programmed in 2018-2022 CIP

4. CSAH 23 (Marshall St NE) from 16th Avenue NE to 27th Avenue NE in Minneapolis - CP 2984500

Roadway expansion

- Programmed in 2018-2022 CIP

5. CSAH 109 (85th Avenue) at TH 252 in Brooklyn Park - CP 2167700

Bridges

- Programmed in 2018-2022 CIP

6. CSAH 15 (Shoreline Drive) Bridge #27592 over Tanager Channel in Orono - CP 2163400

- Projects Not Programmed in 2018-2022 CIP

7. CSAH 152 (Washington Avenue) Bridge #91333 at Bassett Creek in Minneapolis - CP 2176400
8. CSAH 158 (Vernon Avenue) Bridge #4510 over CP Rail in Edina - CP 2176600

Multi-use trails and bicycle facilities

- Programmed in 2018-2022 CIP

9. Midtown Greenway ramp access between Garfield Avenue and Harriet Avenue in Minneapolis - CP 0031547
10. CSAH 10 (Bass Lake Road) from CSAH 8 (West Broadway Avenue) to Xenia Avenue in Crystal - CP 2172800
11. CSAH 52 (Hennepin Avenue/First Avenue) from CSAH 23 (Main Street NE) to Eighth Street SE in Minneapolis - CP 2182100
12. CSAH 36 (University Avenue)/CSAH 37 (Fourth Street) from I-35W to Oak Street SE in Minneapolis - CP 2167301
13. CSAH 81 (Bottineau Boulevard) from CSAH 109 (85th Avenue) to First Avenue NW in Brooklyn Park and Osseo - CP 2182200

Pedestrian facilities

- Programmed in 2018-2022 CIP

14. A rica s with Disabiliti s Act r trofits at arious locatio s to compl t bus rapi tra sit and light rail transit s r ic s - CP 999965

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

County of Hennepin
Board of County Commissioners

YEAS	NAYS	ABSTAIN	ABSENT
Mike Opat			
Linda Higgins			
Marion Greene			
Peter McLaughlin			
Debbie Goettel			
Jan Callison			
Jeff Johnson			

RESOLUTION ADOPTED ON **6/26/2018**

ATTEST: M. Rose

Deputy/Clerk to the County Board

DEPARTMENT OF TRANSPORTATION

Metropolitan District
1500 County Road B2 West
Roseville, MN 55113

Attachment 8 - Interchange Planning Review Committee Approval Letter

July 9, 2018

Jason Pieper
Hennepin County
1600 Prairie Drive
Medina, MN 55340

Dear Mr. Pieper,

This letter is to serve as your notification that the Interchange Review Committee has determined that the proposed access changes at TH 252 and CSAH 109 (85th Avenue) is consistent with the qualifying criteria found in Appendix F of the Council's Transportation Policy Plan and no additional documentation is necessary.

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. In addition, please ensure that appropriate steps are taken to complete the Metropolitan Council's Controlled Access Approval (contact person is Steve Peterson at 651-602-1819) and FHWA's Interchange Access Request (IAR) when needed.

We appreciate your 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

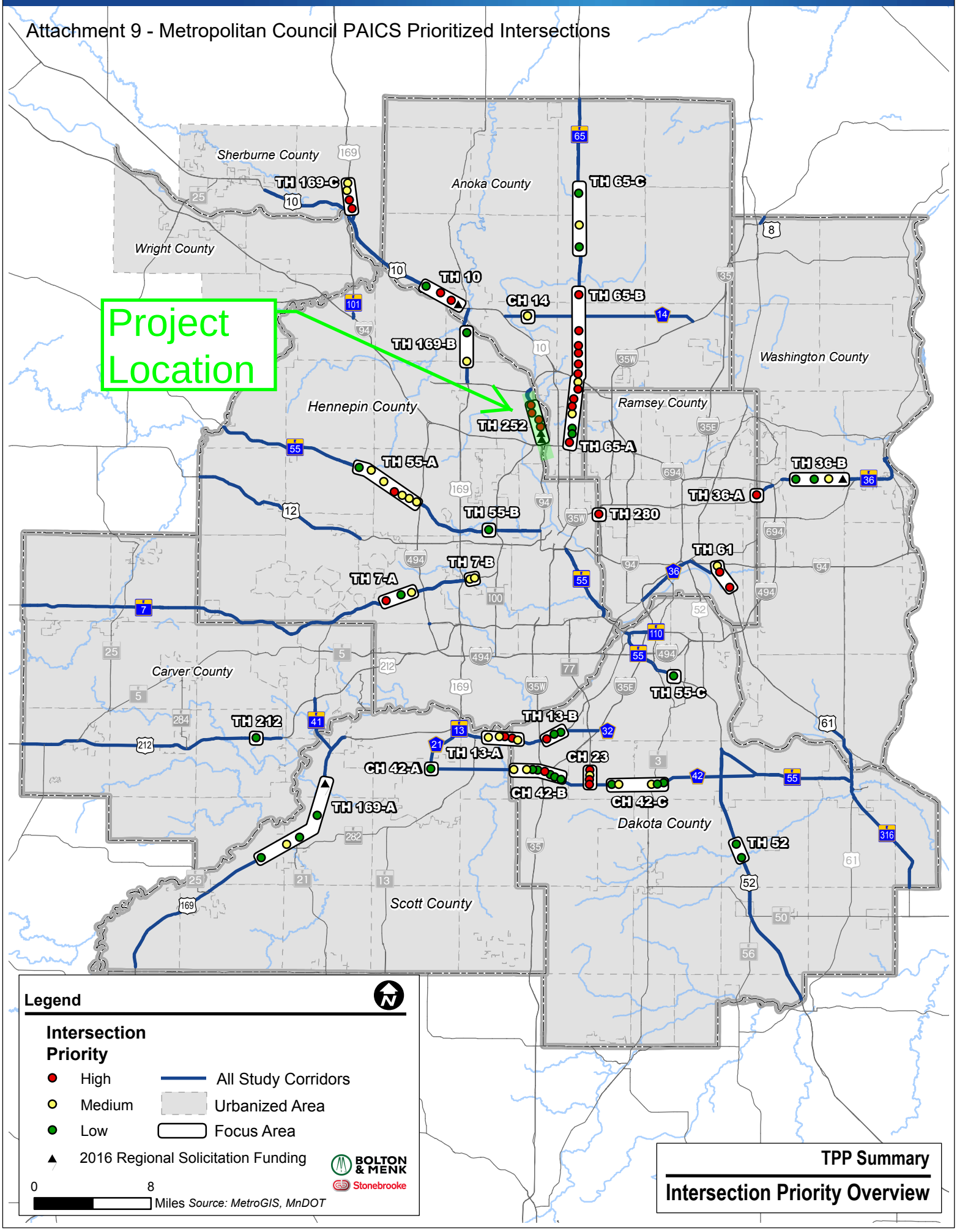
Michael J. Corbett, PE

State Program Administrator Coordinator

Copy sent via E-Mail:

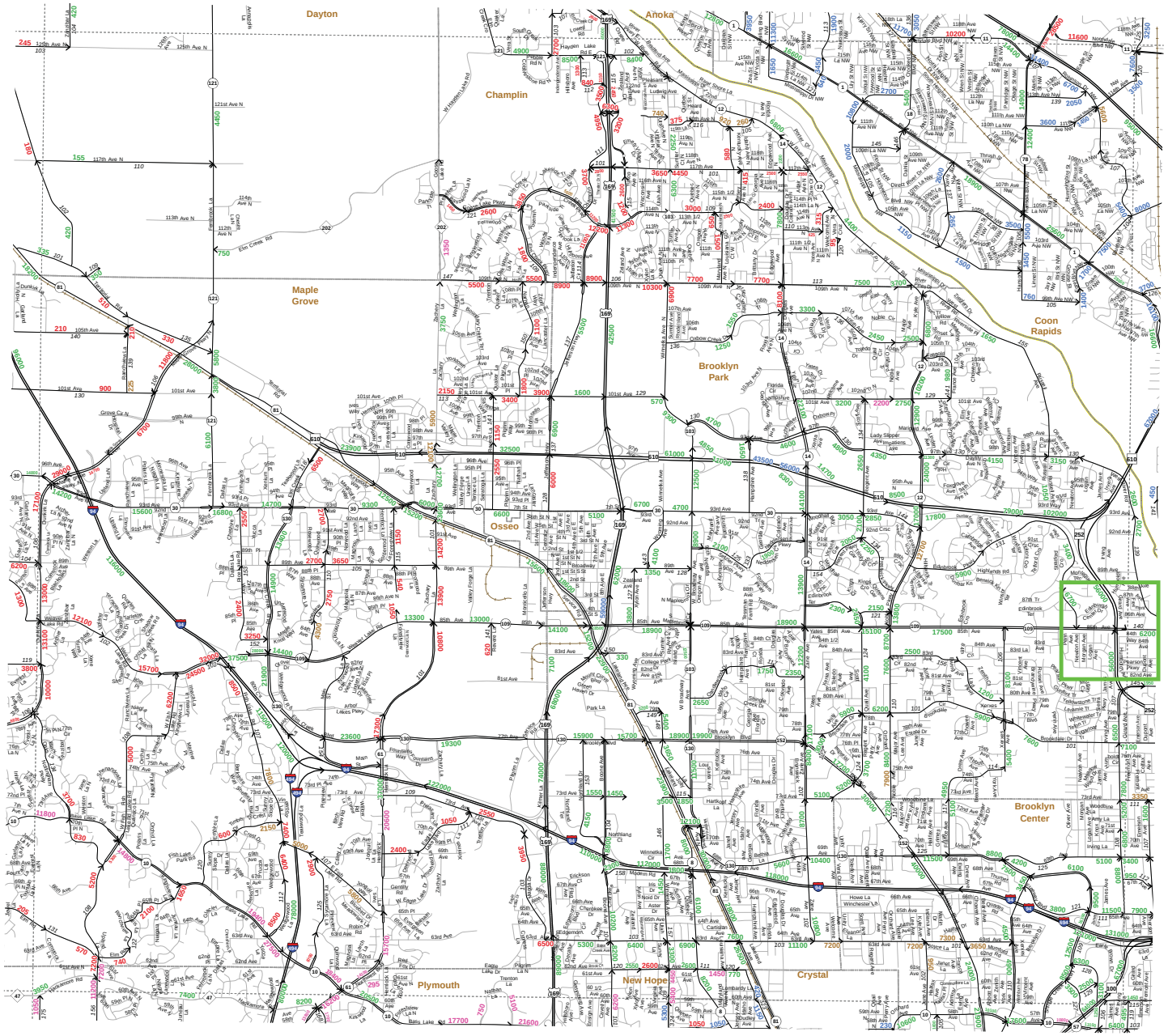
Lynne Bly, MnDOT
Jason Junge, MnDOT
April Crockett, MnDOT
Chris Hoberg, MnDOT
Cyrus Knutson, MnDOT
Steve Peterson, Metropolitan Council
Tony Fischer, Metropolitan Council
David Burns, Metropolitan Council
Jim McCarthy, FHWA
Chad Ellos, Hennepin County
John Doan, Hennepin County
Jason Staebell, Hennepin County
Jeff Holstein, City of Brooklyn Park
Doran Cote, City of Brooklyn Center

Attachment 9 - Metropolitan Council PAICS Prioritized Intersections



Attachment 10 - MnDOT 50 Series Map

2015 Publication Traffic Volumes Metro Street Series - 4F



N

0 0.25 0.5 0.75 1 Mi.

Numerals Indicate Average Annual Daily Traffic (AADT) Volumes on Designated Roads

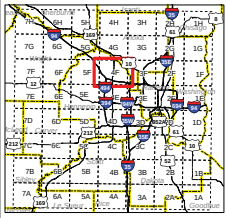
Traffic Volumes are Subject to Variability and Construction Effects
For More Info Visit:
http://www.dot.state.mn.us/traffic/data/coll-methods.html#cp

Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
http://www.dot.state.mn.us/traffic/data/index.html

MAP LEGEND

AADT Year
- 2015 2014
- 2013 2012
- 2011 and older

- Interstate 94
- US Highway 169
- MN Highway 55
- CSAH 55
- MSAS 101
- County Road 55
- Other Roads
- Railroads
- Street Series Grid
- Cities
- COUNTIES
- Lakes
- Rivers
- Perennial Streams
- Ditches
- National Forests
- National Parks
- Tribal Gov't's
- State Forests
- State Parks



Map Source:
Minnesota Department of Transportation
Office of Transportation Data and Analysis
Traffic Volume Program
2015 AADT Product
http://www.dot.state.mn.us/traffic/data/data-products.html

To view this data using an online interactive map please visit: http://www.dot.state.mn.us/traffic/data/tma.html

01

As part of the work, the project team is reaching out and engaging the public using a variety of tools and approaches. These efforts include to date:

- ***Brooklyn Park Open House***
- ***WHEN: Wednesday, September 6, 2017***
- ***TIME: 5:30-7 p.m.***
- ***WHERE: Discover Church, 1400 81st Ave N, Brooklyn Park, MN 55444***

- ***Brooklyn Center Open House***
- ***WHEN: Thursday, September 7, 2017***
- ***TIME: 5:30-7 p.m.***
- ***WHERE: Brooklyn Center Community Center, 6301 Shingle Creek Pkwy, Brooklyn Center, MN 55430***

About This Study

MnDOT, Hennepin County and the cities of Brooklyn Center and Brooklyn Park are studying several access concepts to improve safety and mobility along Hwy 252 between Hwy 610 and I-694. Additional goals of the project include providing community connectivity, pedestrian accommodations, access to transit services, and maintaining existing infrastructure investments.

Two open houses were held in early September to provide information about the corridor issues and needs along with the purpose of the study. The meetings were well-attended by local residents, commuters and businesses. The project team also asked open house attendees to provide input on the proposed project.

Summary of Work

- Study traffic flows and the crash history in the area
- Estimate future traffic flows and options to improve safety and circulation
- Develop options for interchanges, overpasses or closures to replace signalized intersections
- Develop conceptual designs and recommend one option for further study
- Seek feedback from residents, business owners and commuters
- Identify how to fund the improvement

About this Document

Engagement activities yielded a rich variety of information regarding resident ideas and preferences for the future experience of residents and motorists. The Engagement Report summarizes what we learned through Open House engagement activities. Descriptions for each event is included within this document, as well as an Appendix with additional information about community engagement and its importance for the Highway 252 Study.

Access Concept Evaluation Summary

Attachment 12 - TH 252 Conversion Study - Access Concept Evaluation Summary

Evaluation Criteria[1]	Concept 1	Concept 2	Concept 3	Concept 4	Concept 5	Concept 6
Connectivity/ Interchange Spacing	Good connectivity Interchange spacing too close	Good connectivity Interchange spacing too close	Good connectivity Interchange spacing too close	Best connectivity Adequate interchange spacing	Best connectivity Adequate interchange spacing	Better Connectivity Adequate Interchange Spacing
Changes in Local Network Travel Times	Low <5% increase in peak hour travel times	Low <5% increase in peak hour travel times	Low <5% increase in peak hour travel times	High 5-10% increase in peak hour travel times	Medium 5% increase in peak hour travel times	High 5-10% increase in peak hour travel times
Changes in Safety (Local System)	4 percent reduction in crashes	6 percent reduction in crashes	5 percent reduction in crashes	Comparable to no freeway conversion	Comparable to no freeway conversion	Comparable to no freeway conversion
Changes in Safety (Hwy 252)[2]	Crash cost savings per year $3.4M	Crash cost savings per year $3.4M	Crash cost savings per year $3.3M	Crash cost savings per year $3.7M	Crash cost savings per year $3.7M	Crash cost savings per year $3.6M
Pedestrian and Bicycle Access to Transit and Neighborhoods	Better access 4 connections across Hwy 252	Better access 4 connections across Hwy 252	Best access 5 connections across Hwy 252	Better access 4 connections across Hwy 252	Best access 5 connections across Hwy 252	Good access 3 connections across Hwy 252
Right of Way Impacts	Medium	Medium	High	Low	Low	Low
Preliminary Cost Estimate	Medium	High	High	Medium	High	Low

Note:

[1]All evaluation criteria take into account the need to minimize traffic, safety, and right of way impacts on disadvantaged communities (i.e., low-income, minority).

[2]Crash cost savings compared to the existing conditions.

Attachment 13 - Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 460

Convert at-grade intersection into grade-separated interchange

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Interchange design

Study: ***Revision of the Hand Book of Road Safety Measures*, Elvik, R. and Erke, A., 2007**

Star Quality Rating:	★★★★★

Crash Modification Factor (CMF)	
Value:	0.43
Adjusted Standard Error:	0.05
Unadjusted Standard Error:	0.03

Crash Reduction Factor (CRF)	
Value:	57 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	5
Unadjusted Standard Error:	3

Applicability	
Crash Type:	All
Crash Severity:	A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not Specified
Traffic Volume:	

Attachment 13 - Crash Modification Factors

CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF Details

CMF ID: 461

Convert at-grade intersection into grade-separated interchange

Description:

Prior Condition: ***No Prior Condition(s)***

Category: Interchange design

Study: ***Revision of the Hand Book of Road Safety Measures*, Elvik, R. and Erke, A., 2007**

Star Quality Rating:	★★★★☆

Crash Modification Factor (CMF)	
Value:	0.64
Adjusted Standard Error:	0.14
Unadjusted Standard Error:	0.08

Crash Reduction Factor (CRF)	
Value:	36 *(This value indicates a **decrease** in crashes)*
Adjusted Standard Error:	14
Unadjusted Standard Error:	8

Applicability	
Crash Type:	All
Crash Severity:	O (property damage only)
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Not Specified
Traffic Volume:	

Attachment 14 - Crash Detail Listing (2013-2015)

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
Intersection - CSAH 109 (85th Ave N) at TH 252 Interchange																						
109	7.84	0	0	0	15	2013	3	11	16	2	130710183	3	465	N	1	1	2	1	1	2	1	98
109	7.85	0	0	0	15	2013	5	22	14	4	131430175	3	465	N	1	1	2	1	1	2	1	98
109	7.85	0	0	0	15	2013	6	8	17	7	131600194	3	465	N	1	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2013	6	14	16	6	131680188	3	465	N	1	1	2	5	1	1	1	98
109	7.85	0	0	0	15	2013	7	27	11	7	132140241	3	465	N	1	1	2	1	1	3	2	98
109	7.85	0	0	0	15	2013	8	13	8	3	132250304	3	465	N	1	1	2	5	1	1	1	98
109	7.85	0	0	0	15	2013	9	18	17	4	132620234	3	465	N	1	1	2	5	1	2	1	98
109	7.85	0	0	0	15	2013	9	24	17	3	132680210	3	465	C	1	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2013	10	18	9	6	132910258	3	465	N	1	1	2	5	1	1	1	98
109	7.85	0	0	0	15	2013	11	23	5	7	133270032	3	465	N	1	1	2	1	4	1	1	98
109	7.85	0	0	0	15	2013	12	5	10	5	133390152	3	465	C	1	3	2	1	1	1	5	98
109	7.85	0	0	0	15	2013	12	4	12	4	133400500	3	465	C	1	1	2	1	1	4	3	98
109	7.85	0	0	0	15	2013	12	9	14	2	140030290	3	465	N	1	1	3	1	1	1	1	98
109	7.85	0	0	0	15	2014	1	14	10	3	140140246	3	465	N	1	1	2	5	1	4	5	98
109	7.85	0	0	0	15	2014	2	14	15	6	140500379	3	465	N	1	1	2	1	1	1	1	1
109	7.85	0	0	0	15	2014	3	13	14	5	140730193	3	465	N	1	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2014	4	2	20	4	140930006	3	465	C	1	1	2	1	4	1	1	98
109	7.85	0	0	0	15	2014	6	21	13	7	141790240	3	465	N	1	1	2	1	1	2	1	98
109	7.85	0	0	0	15	2014	6	19	14	5	141920195	3	465	N	1	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2014	7	17	12	5	142150196	3	465	N	1	1	3	1	1	1	1	98
109	7.85	0	0	0	15	2014	8	13	14	4	142390184	3	465	N	1	1	2	1	1	1	1	98

Attachment 14 - Crash Detail Listing (2013-2015)

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
109	7.85	0	0	0	15	2014	11	6	16	5	143140365	3	465	N	1	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2014	11	6	21	5	143140399	3	465	C	1	1	2	1	4	1	1	98
109	7.85	0	0	0	15	2014	11	3	17	2	143240306	3	465	N	1	1	2	1	1	2	2	98
109	7.85	0	0	0	15	2014	11	16	10	1	143520083	3	465	C	1	1	2		1	1	1	98
109	7.84	0	0.01	0	15	2015	1	10	14	7	150110254	3	465	N	1	1	2	5	1	1	1	98
109	7.84	0.02	0	0	15	2015	1	11	17	1	150120301	3	465	N	1	1	2	1	5	2	1	98
109	7.84	0.03	0	0	15	2015	1	12	9	2	150210354	3	465	N	1	1	3	1	1	1	1	98
109	7.84	0.03	0	0	15	2015	2	11	8	4	150440313	3	465	N	1	1	3	2	1	1	2	98
109	7.85	0	0	0	15	2015	2	16	11	2	150560314	3	465	C	1	1	3	1	1	2	1	98
109	7.84	0	0.01	0	15	2015	4	12	2	1	151030234	3	465	N	1	1	2	1	4	1	1	98
109	7.84	0.02	0	0	15	2015	4	23	13	5	151140166	3	465	N	1	1	2	5	1	1	1	98
109	7.85	0	0	0	15	2015	5	30	10	7	151500059	3	465	N	1	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2015	6	6	15	7	151660028	3	465	C	1	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2015	8	1	7	7	152130058	3	465	C	1	1	2	1	1	1	1	98
109	7.84	0.02	0	0	15	2015	8	25	10	3	152370242	3	465	N	1	1	2	5	1	1	1	98
109	7.84	0	0.03	0	15	2015	9	21	6	2	152640254	3	465	N	1	1	2	1	2	1	1	98
109	7.84	0	0	0	15	2015	9	26	10	7	152690102	3	465	N	1	1	2	1	1	1	1	98
109	7.84	0	0.01	0	15	2015	10	1	19	5	152900149	3	465	N	1	1	2	1	3	1	1	98
109	7.84	0	0.01	0	15	2015	10	22	8	5	153070319	3	465	N	1	1	2	1	1	1	1	98
109	7.84	0	0.01	0	15	2015	10	26	18	2	153080244	3	465	N	1	1	2	1	4	1	1	98
109	7.84	0.02	0	0	15	2015	10	19	7	2	153110171	3	465	N	1	1	2	1	1	1	1	98

Attachment 14 - Crash Detail Listing (2013-2015)

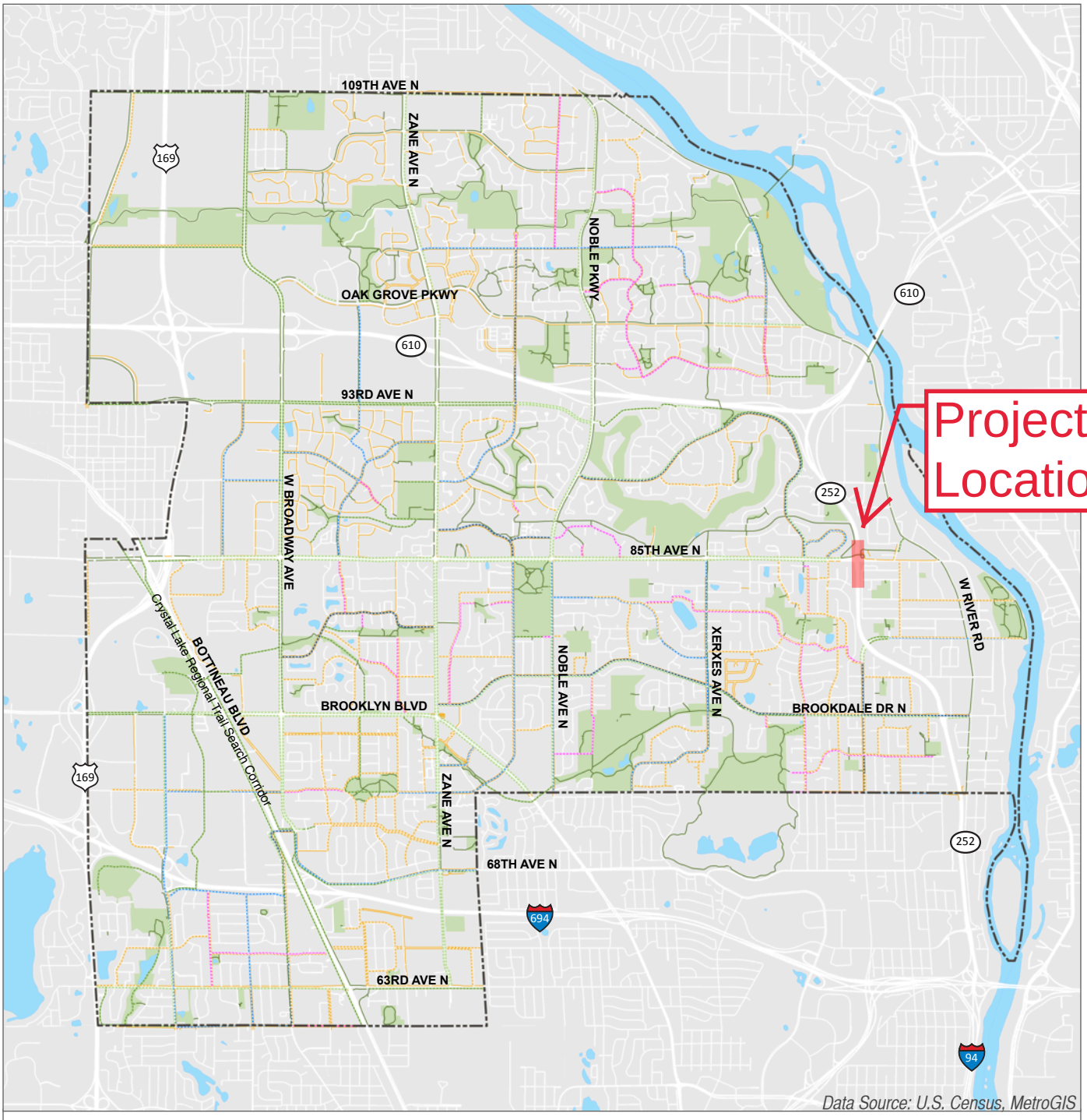
RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
109	7.84	0.02	0	0	15	2015	11	5	15	5	153150192	3	465	N	1	1	4	1	1	1	1	98
109	7.85	0	0	0	15	2015	11	19	18	5	153270320	3	465	N	1	1	2	1	4	2	1	98
109	7.84	0.03	0	0	15	2015	12	9	14	4	153500328	3	465	N	1	1	2	5	1	2	1	98
109	7.84	0.03	0	0	15	2015	12	3	8	5	160010058	3	465	N	1	1	3	1	1	1	1	98
109	7.85	0	0	0	15	2013	2	21	18	5	130520204	3	465	N	2	1	2	1	4	2	1	98
109	7.85	0	0	0	15	2013	3	1	12	6	130630395	3	465	N	2	1	2	1	1	2	1	98
109	7.85	0	0	0	15	2013	8	21	18	4	132330218	3	465	N	2	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2013	11	13	17	4	133180305	3	465	N	2	1	2	5	3	1	1	98
109	7.85	0	0	0	15	2013	12	3	9	3	133380614	3	465	N	2	1	3	1	1	2	1	98
109	7.85	0	0	0	15	2013	12	22	13	1	133560204	3	465	N	2	1	2	1	1	2	2	98
109	7.85	0	0	0	15	2014	1	24	16	6	140570163	3	465	C	2	1	2		3	4	3	98
109	7.85	0	0	0	15	2014	5	5	7	2	141250054	3	465	N	2	1	2	2	1	2	1	98
109	7.85	0	0	0	15	2014	9	7	16	1	142520211	3	465	N	2	1	2	1	1	1	1	98
109	7.84	0	0.01	0	15	2015	2	10	9	3	150490235	3	465	N	2	1	2	1	1	5	4	98
109	7.84	0	0.03	0	15	2015	5	4	15	2	151250222	3	465	N	2	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2015	9	1	8	3	152450150	3	465	A	2	1	2	1	1	1	1	98
109	7.84	0	0.03	0	15	2015	12	17	16	5	160200023	3	465	N	2	1	2		1	1	1	98
109	7.85	0	0	0	15	2014	1	6	4	2	140070399	3	465	C	3	1	2	1	4	1	1	98
109	7.85	0	0	0	15	2014	8	19	14	3	142310260	3	465	B	3	1	2	1	1	1	1	98
109	7.85	0	0	0	15	2014	9	20	22	7	142650025	3	465	N	3	1	2	1	4	1	1	98
109	7.85	0	0	0	15	2014	1	26	9	1	140340340	3	465	N	4	26	1	1	1	2	5	98

Attachment 14 - Crash Detail Listing (2013-2015)

RD NO	MILE PT	LEFT DIST	RIGHT DIST	ROAD TYPE	INTER TYPE	CRSH YR	CRSH MONTH	CRSH DAY	CRSH HOUR	CRSH DO WK	CRSH NO	MUN	CITY CODE	MAX SEV	CRSH DIAG	CRSH TYPE	NO VEH	RD CHAR	CRSH LIGHING	CRSH PRI WEATHER	RD SUR	CRSH WKZO TYPE
109	7.84	0	0.03	0	15	2015	1	14	19	4	150160022	3	465	N	4	32	1	5	6	2	2	98
109	7.84	0.03	0	0	15	2015	6	6	1	7	151590232	3	465	N	4	26	1	1	4	1	1	98
109	7.84	0.02	0	0	15	2015	8	16	4	1	152280146	3	465	N	4	26	1	1	4	1	1	98
109	7.85	0	0	0	15	2014	11	14	13	6	143200055	3	465	C	5	1	3	2	1	4	3	98
109	7.85	0	0	0	15	2015	10	3	1	7	152790228	3	465	K	5	1	2	1	4	1	1	98
109	7.84	0	0.01	0	15	2015	1	8	15	5	150210360	3	465	N	7	26	1	5	1	4	5	98
109	7.85	0	0	0	15	2014	10	13	15	2	142970238	3	465	B	90	51	1	1	1	1	1	98
109	7.84	0.03	0	0	15	2015	3	3	10	3	150630031	3	465	N	90	1	2	1	1	4	3	98
Total						71																

Attachment 15 - Brooklyn Park Pedestrian and Bicycle Plan

Figure 3.1 – Network Vision: Pedestrian and Bicycle Recommendations



Existing

- Sidewalk
- Shared-use path / park trail

Recommended

- New sidewalk
- New shared-use path
- Upgrade sidewalk to path
- Neighborhood slow street
- Conventional bike lane
- Buffered bike lane

Attachment 16 - Letter of Support from MnDOT

DEPARTMENT OF TRANSPORTATION

MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113

June 12, 2018

Carla Stueve, P.E., P.T.O.E
Hennepin County Engineer
Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

Re: Letter of Support for Hennepin County
Metro Council/Transportation Advisory Board 2018 Regional Solicitation Funding Request for 85th Avenue (CSAH 109) Roadway Expansion Project – at TH 252

Dear Ms. Stueve,

This letter documents MnDOT Metro District's support for Hennepin County's funding request to the Metro Council for the 2018 regional solicitation for 2022-23 funding for its proposed 85th Avenue (CSAH 109) Roadway Expansion Project – at TH 252.

As proposed, this project would impact MnDOT right-of-way on MN 252. As the agency with jurisdiction over MN 252, MnDOT will support Hennepin County and will allow the improvements proposed in the application for the 85th Avenue (CSAH 109) Roadway Expansion Project. Details of a future maintenance agreement with Hennepin County will need to be determined during project development to define how the project improvements will be maintained for the project's useful life.

Based on 2018 legislative action, Metro District will be able to direct Corridors of Commerce funding toward major roadway improvements on MN 252, affecting your project area and beyond. I would request that you coordinate your proposed project development with MnDOT Area staff so that our agencies can work together to best leverage our respective efforts.

MnDOT Metro District looks forward to continued cooperation with Hennepin County as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to your Area Manager at April Crockett@state.mn.us or 651-234-7728.

Sincerely,

Scott McBride
Metro District Engineer

CC: April Crockett, Metro District West Area Manager
Lynne Bly, Metro Program Director
Dan Erickson, Metro State Aid Engineer

Equal Opportunity Employer

Attachment 17 - Letter of Support from Brooklyn Park

Engineering Services Division

City of Brooklyn Park
City Hall
5200 85th Ave. N.
Brooklyn Park, MN 55443
763-424-8000
www.brooklynpark.org

Jesse M. Struve, P.E.
City Engineer
763-493-8114

June 1, 2018

Carla Stueve, P.E., P.T.O.E
Hennepin County Engineer
Transportation Project Delivery
1600 Prairie Drive
Medina, MN 55340

RE: Support for 2018 Regional Solicitation Application
85th Avenue (CSAH 109) Roadway Expansion Project – at TH 252

Dear Ms. Stueve:

The City of Brooklyn Park hereby expresses its support for the Hennepin County Regional Solicitation federal funding application for the proposed roadway expansion project on CSAH 109 (85th Avenue) at Trunk Highway 252 in Brooklyn Park.

TH 252 experiences regular congestion and high crash rates due to the existing traffic volumes and presence of at-grade intersections. The proposed project would convert the intersection to grade separation to improve safety and mobility in the area.

Thank you for making us aware of this application effort and the opportunity to provide support. The city looks forward to working with you on this project.

Sincerely,

Jesse Struve, P.E.
City Engineer