



February 16, 2018

Jean M. Keely
Blaine City Engineer
City of Blaine
10801 Town Square Drive
Blaine, MN 55449

Attention Local Government:

Recently the Minnesota Department of Transportation received recommendations from stakeholders and the public for projects to be considered for its 2018 Corridors of Commerce program. From among those recommended projects, MnDOT will award \$400 million to selected projects across the State. You are receiving this letter because you have been identified as a local government that would be impacted by one or more of the recommended projects.

As a part of the scoring criteria for the Corridors of Commerce program, **all** cities and counties which would be touched by the suggested project need to have a resolution of support for the project in order for that project to receive 45points in the "Community Consensus" category. Projects which do not receive a resolution of support from all governments are not disqualified from the program, but they will not receive 45points out of total of 700 from this criteria, which will put them at a distinct disadvantage in the scoring.

Enclosed with this letter is a list of regionally submitted projects for the program. Projects highlighted in yellow have been identified as impacting your government specifically. MnDOT will need to receive a resolution of support for those highlighted projects from you by April 16, 2018 in order for the project to be eligible to receive the 45-points in the Community Consensus category. A resolution of support for the project/s will not replace any needed future municipal consent requirements, should the project be selected for the program. MnDOT is not requesting any specific language in the resolution and you are free to reference multiple projects in a single resolution. MnDOT's goal is to minimize the amount of administrative effort on your part. However, the resolution of support needs to reference the specific project/s attached and cannot be generic support for transportation improvements.

Once you have completed a resolution of support for the projects, you can either send it or e-mail it to me at one of the addresses below;

Patrick Weidemann
MnDOT Office of Transportation System Management
395 John Ireland Blvd., MS 440
St. Paul, MN 55155

Or

E-mail: pat.weidemann@state.mn.us

You are welcome to submit the resolution of support at any time, but it must be in our office by the 4:30 p.m. on April 16 for it to count towards receiving the 45-points. If you have already submitted a resolution of support for the project/s, you can disregard this letter. If you choose to not support a project/s on the list, you do not need to take any action on that project/s. If we do not have a resolution in support of a listed project/s by the deadline date, the project will not be receiving the 45-points.

MnDOT appreciates your assistance with this process. If you have any questions or concerns, please do not hesitate to give me a call.

Sincerely,

Patrick J. Weidemann
Director of Capital Planning and Programming
MnDOT Office of Transportation System Management
(651) 366-3758
pat.weidemann@state.mn.us

Metro District
Corridors of Commerce Recommendations

District	Name (First)	Name (Last)	State Highway	Location Description	Project Type
M	Ben	Nelson	10/169	Ramsey/Anoka city limit, signal to interchange at Thurston Avenue, signal to overpass at Fair Oak Avenue, interchange modifications at W. Main Street, to east of W. Main Street interchange plus supporting roadway improvements	Convert a section of roadway into freeway design with interchange accesses (instead of signals or stop signs).
M	Emily	Jorgensen	36	The intersection of Trunk Highway 36 and County Road 17 (Lake Elmo Avenue).	Convert a signalized intersection on the roadway into an interchange.
M	Emily	Jorgensen	36	Intersection of TH 36 and TH 120 (Century Avenue).	Convert a signalized intersection on the roadway into an interchange.
M	Emily	Jorgensen	97	4 lane expansion of TH 97 from I-35 to Hwy 61 in Forest Lake.	Expand the roadway from two lanes to four lanes and intersection control to maintain local access.
M	Stephen	Mann	I-35W	When exiting I-694 east to I-35W northbound, the merge lane is pretty rough and you have to mix with traffic entering the cloverleaf to go west on 694. Also, traffic going from west 694 to north 35W have to merge. Suggestion would be to modify it from under the bridge and add an "exit only" lane from 35W to Hwy 96. Driving this daily, so I know it would alleviate choke points. By the way, I love the X-bridge on 96 over 35W! (I live near St. Cloud and frequently use the same style bridge over Hwy 15 by Sam's Club in north St. Cloud!)	Other: Add an exit only lane to help merging traffic at 35W North of 694
M	Frank	Paiko	I-494	I-35W / I-694 System Interchange	Other: Add an EB auxiliary lane from TH 100 to I-35W.
M	Frank	Paiko	I-35W		Other: Add flyover ramp from NB I-35W to WB I-694.
M	Frank	Paiko	36	Cleveland Avenue to I-35E	Other: Add an EB Lane from the lane drop at Cleveland to the I-35E interchange, on the median side.
M	Joseph	Reichert	36	Manning Ave	Convert a signalized intersection on the roadway into an interchange.
M	Joe	Triplett	8	Approximately TH 61 in Forest Lake up to and including the intersection of Karmel Avenue in Chisago City.	Expand the roadway from two lanes to four lanes.
M	Paul	Oehme	101	reconstruction and expansion of TH 101 from 2 lane rural section to 4 lane divided urban section is approximately 1.1 miles.	Expand the roadway from two lanes to four lanes.
M	Frank	Paiko	I-94	W.B I-94 from the TH610 on ramp to the auxiliary lane leading to N.B TH101. Maple Grove to Rogers.	Other: Add a lane between termini listed above.
M	Tony	Fischer	62	I-35W to TH 77	Other: add an eastbound auxiliary lane
M	Tony	Fischer	I-94	Fish Lake interchange to Maple Grove Parkway	Other: add an auxiliary lane in each direction from the west ramps of the Fish Lake interchange to the east ramps at Maple Grove Parkway
M	Tony	Fischer	I-494	TH 212 in Eden Prairie to TH 5 at MSP Airport	Other: add a MnPASS lane to each direction
M	Tony	Fischer	I-494	West of France Ave to TH 77	Other: add a MnPASS lane to each direction from west of the I-35W interchange to the west ramps at TH 77 and add a MnPASS lane to eastbound only from the France Ave exit to I-35W
M	Tony	Fischer	I-35W	TH 36 to Mississippi River	Other: add a MnPASS lane to southbound only using performance based design (avoid major bridge impacts like the I-35W Urban Partnership Agreement project did)
M	Tony	Fischer	I-94	TH 52 westbound entrance to Jackson St/12th St exit	Other: add a westbound only buffer lane beginning with widening the TH 52 entrance to 2 lanes before entering I-94, carry new lane to drop at the exit to the northbound I-35E exit, extend current auxiliary lane to drop at the Jackson St/12th St exit
M	Tony	Fischer	I-94	from west Jct with I-35E to 5th/6th St entrance	Other: add a westbound only lane from the west junction of I-35E (decision lane with right lane to southbound I-35E) to fit into the 4-lane section at the entrance from 5th/6th St out of downtown St. Paul
M	Tony	Fischer	I-94/280		Other: reconstruct system interchange of I-94/TH 280 and local interchange of TH 280/Franklin Av to provide southbound TH 280 access to the Cretin Av exit, eliminate/replace left side I-94 ramps and revise the Franklin Av interchange for better freight connections
M	Tim	Markfort	252	system interchange of I-94 and TH 280 up to local interchange of TH 280 with Franklin Av. Extend the 3rd lane between Brookdale and 610 ramp in both directions. It makes no sense why there are only two lines for this approximate mile of road.	Other: Make Hwy 252 three lanes the entire length

Metro District
Corridors of Commerce Recommendations

M	Tim	Markfort	10	Make hwy 10 three lanes from about 85th (where it reduces to two lanes) to hwy 35W both directions. When headed North on Hwy 10 three lanes of inbound traffic get compressed into two lanes for about an mile and then it opens to three lanes. When headed South on Hwy 10 towards 35W it goes from four lanes to three and then around 85th it reduces to two lanes for about a mile until the left exit lane starts for 35W North. Please expand this section to three lanes. Remove the stop light on 252 at 70th. Replace it with a pedestrian overpass for the bus stop. The interchange was closed over the summer and it made Hwy flow much smoother.
M	Tim	Markfort	252	
M	Michael	Mady	77	Provide a flyover from northbound MN 77 (Cedar Avenue) to westbound MN 62 (Crosstown). This is an outdated clover leaf, a bottleneck, and is dangerous for drivers of all kinds of vehicles.
M	Michael	Markell	494	From Highway 100 to highway 77
M	Jeanne	Markell	62	From Tracy to 35W
M	Joseph	Klein	I-94	From I-35W junction in Minneapolis to I-35E junction in St. Paul
M	Todd	Wagner	36	North St. Paul to St. Croix River Bridge
M	Todd	Wagner	110	Mendota to Inver Grove Heights
M	John	Holkanen	212	US 212, Chaska, from Carver County 11, Jonathan Carver Parkway, to Norwood Young America, County Road 34
M	Ron	Hippen	101	Southbound on Highway 101 in Rogers from Diamond Lake road to I-94 east and west bound.
M	Tracy	French	10	The ramp from 35W southbound to approximately County Road J W
1	Matthew	Loyas	61	Highway 61 in Saint Paul from Warner Road to thousand feet south of Warner Road TH 169 MnPASS from CH 21 to I-494 northbound and spot mobility improvements southbound (reduced scope project identified in 169 Mobility Study as Stage A)
M	Lisa	Freese	169	Stage A improvements include: i. Northbound (NB) TH 169 - initial NB TH 169 MnPASS lane ii. Southbound (SB) TH 169 - restripe TH 101 exits as center decision lane instead of right lane add and 2-2 split iii. SB TH 169 - connect Pioneer on-ramp auxiliary lane to downstream 3-lane section iv. SB TH 169 - merge westbound I-494 into 2 lanes and then add separated CD road from eastbound (EB) I-494 into 3rd lane
M	Lisa	Freese	169	TH 169 MnPASS from Marschall Road (CSAH 17) to I-494 Full MnPASS on both the northbound and southbound directions includes Stages A, D & E from the 169 Mobility Study Implementation Plan
M	Lisa	Freese	13	The proposed project includes the construction of a grade separation, connecting frontage roads, and access ramps at the intersection of TH 13 and Dakota Ave. in the city of Savage, Scott County. The project limits are from west of Dakota Ave. to east of Yosemite Ave. The project will provide a supporting road network that removes direct access to TH 13 and offers alternate routes and safer access to TH 13 for truck traffic generated from the adjacent Ports of Savage and industrial uses. The supporting road network and the underpass connecting Dakota Ave. will facilitate movement across TH 13 and allow for right-in right-out access through the use of access ramps on to TH 13 at Yosemite Ave.
M	Tony	Fischer	I-94/252/I-694	TH 610 on TH 252 through the Dowling Ave interchange on I-94
				Make hwy 10 three lanes from about 85th (where it reduces to two lanes) to hwy 35W both directions. When headed North on Hwy 10 three lanes of inbound traffic get compressed into two lanes for about an mile and then it opens to three lanes. When headed South on Hwy 10 towards 35W it goes from four lanes to three and then around 85th it reduces to two lanes for about a mile until the left exit lane starts for 35W North. Please expand this section to three lanes. Remove the stop light on 252 at 70th. Replace it with a pedestrian overpass for the bus stop. The interchange was closed over the summer and it made Hwy flow much smoother.
				Other: Disconnect 70th street from Hwy 252 in Brooklyn Center
				Other: Fly over
				Other: Expand the freeway by 2 lanes, rebuild the 494
				Expand the roadway from two lanes to four lanes.
				Add a MnPASS lane to the roadway.
				Convert a section of roadway into freeway design with interchange accesses (instead of signals or stop signs).
				Convert a section of roadway into freeway design with interchange accesses (instead of signals or stop signs).
				Expand the roadway from two lanes to four lanes.
				Convert a signalized intersection on the roadway into an interchange.
				Other: Make the ramp from 35W Southbound onto Highway 10 Westbound extend all the way to where Highway 10 changes from 2 lanes going west to 3 lanes. This would avoid the traffic from southbound having to merge with the traffic from northbound and help eliminate the northbound traffic from backing up onto 35W Northbound causing significant traffic delays and accidents.
				Other: Lengthen the left turn lanes from Highway 61 onto Warner Road. A lot of commercial trucks turn left there. They go slow and bog down Highway 61 north bound traffic approaching I-94.
				Add a MnPASS lane to the roadway.
				Add a MnPASS lane to the roadway.
				Add a new interchange to the roadway.
				Expand the roadway from two lanes to four lanes.

Metro District
Corridors of Commerce Recommendations

M	John	Doan submitting on behalf of the TH 252/I94 Corridor Policy Advisory Committee	252	TH 252 from I94/I-694 to TH 610 The proposed project includes the construction of a grade separation, connecting frontage roads, street closures, and access ramps near the intersection of TH 13 and Chouen Ave. near the city boundary of Savage and Burnsville in Scott and Dakota Counties. The project limits are from Quentin Ave. to Washburn Ave.	Other: Convert TH 252 from a signalized expressway to a limited access freeway with interchanges at 66th Ave N, Brookdale Dr. and 85th Ave N. Add MnPASS lane along northbound TH 252 from I-94 to TH 610. Access closures at 70th Ave N, 73rd Ave N and Humboldt/81st Ave N.
M	Lisa	Freese	13		Add a new interchange to the roadway.
M	Tyler	Hamilton	13	From the interchange with Highway 169 east of Shakopee to the interchange with MN-77 Near the Red Line and "Twin Cities Premium Outlets" should all be a grade-separated/access controlled freeway. Far too much unnecessary congestion and accidents that could be prevented and lots of truck traffic.	Convert a section of roadway into freeway design with interchange accesses (instead of signals or stop signs).
M	Lyndon	Robjert	5		Expand the roadway from two lanes to four lanes. Convert a signalized intersection on the roadway into an interchange.
M	Tom	Nikunen	169	Trunk Highway 5 from Rolling Acres Road in Victoria to TH 41 in Chamhassen	Add a MnPASS lane to the roadway.
M	Mark	Krebsbach	77	The intersection of Highway 169, Highway 282, and Scott County Road 9.	
M	Mark	Krebsbach	55	Northbound Trunk Highway 77 from 140th Street in Apple Valley to Old Shakopee Road in Bloomington.	
M	Bob	Jackson	61	West Junction of CSAH 42 in Rosemount to Hastings City Line	Expand the roadway from two lanes to four lanes. Add a new interchange to the roadway.
M	Bob	J	61	Project 1 of Making 61 a Freeway: Put an interchange in at highway 61 and highway 10	Convert a signalized intersection on the roadway into an interchange.
M	Bob	J	61	Project 2 of Making 61 a Freeway: Put an interchange in at highway 61 and highway 95	Add a new interchange to the roadway.
M	Bob	J	61	Project 3 of Making 61 a Freeway: Put an interchange in at highway 61 and Afton Road	
M	Bob	J	61	Project 4 of Making 61 a Freeway: Put an interchange in at highway 61 and Warner and Burns roads	Add a new interchange to the roadway.
M	John	Zimmerman	101		
M	Kathryn	Sarnecki	156	S Diamond Lake Rd to I-94 in Rogers TH-156 (new intersection with access to Barge Channel Road) between US 52 and Annapolis Street East	Other: Add flyover bridge for SB Hwy 101 traffic to access I-94 and avoid two stoplights, just like the NB Hwy 101 flyover bridge. Redesigning the intersection with Barge Channel Road and the at-grade, mainline rail crossing at that location.
M	Jen	Whittington	65	109th Ave in Blaine	Convert a signalized intersection on the roadway into an interchange.
M	Jen	Whittington	65	117th Ave in Blaine	Convert a signalized intersection on the roadway into an interchange.
M	Jen	Whittington	65	just south of 105th Ave to north of 117th Ave in Blaine	Convert a section of roadway into freeway design with interchange accesses (instead of signals or stop signs).
M	Jen	Whittington	65	Highway 10 through 117th Ave in Blaine	Convert a section of roadway into freeway design with interchange accesses (instead of signals or stop signs).
M	Jen	Whittington	65	Both signals at the Highway 10/Highway 65 interchange in Blaine	Other: Remove both signals at the highway 10/highway 65 interchange and make the interchange operate with a free flow design
M	Karl	Keel	I-35W/I-494		Other: Interchange improvements for safety, capacity and reducing the bottlenecks at the interchange, for the efficient movement of freight. Phase I - North bound to West Bound flyover ramp
M	Karl	Keel	I-35W/I-494	1.I35W/I494 Interchange Turbine Interchange Improvements - Phase I, \$85M I35W/I494 Interchange Turbine Interchange Improvements - Phase I, \$85M plus, Eastbound I494 between France Ave. and I35W (1.4 miles of Auxiliary lane) from the I494/TH62 Congestion Relief Study, \$12.9M	Other: Improvements for the safety, capacity and reducing the bottlenecks for the efficient movement of freight.

Metro District

Corridors of Commerce Recommendations

M	Karl	Keel	I-35W/I-494	I-35W/I-494 Interchange Turbine Interchange Improvements - Phase I, \$85M plus, Eastbound I-494 between France Ave. and I-35W (1.4 miles of Auxiliary lane) from the I494/TH62 Congestion Relief Study, \$12.9M, plus, Eastbound I-494 between East Bush Lake Road and TH100 (0.5 miles of Auxiliary lane) from the I494/TH62 Congestions Relief Study, \$2.2 M.	Other: Improvements for the safety, capacity and reducing the bottlenecks for the efficient movement of freight.
M	David	Roden	I-694	Southbound I-694 to I-94 Eastbound	Other: Change the current cloverleaf type ramp to a flyover ramp.
M	Kristin	Asher	62	Add lanes on TH 62 in each direction from TH 77 to Portland Avenue to continue Crosstown Commons Improvements.	Other: Add auxiliary lanes on TH 62 in each direction from TH 77 to Portland Avenue to continue Crosstown Commons improvements.
M	Kristin	Asher	62	Add lanes on TH 62 in each direction from Penn Avenue to TH 169 to continue Crosstown Commons improvements.	Other: Add lanes on TH 62 in each direction from Penn Avenue to TH 169 to continue Crosstown Commons improvements.
M	Kristin	Asher	62/77	Close loop ramp from westbound Highway 62 to southbound Highway 77, and reconstruct ramp and traffic signal to accommodate westbound Highway 62 to southbound Highway 77. These ramp modifications will improve the northbound to westbound traffic movement.	Other: Close loop ramp from westbound Highway 62 to southbound Highway 77, and reconstruct westbound ramp and traffic signal on Highway 77 to accommodate westbound Highway 62 to southbound Highway 77. These ramp modifications will improve the northbound to westbound traffic movement.
M	wayne	johnson	I-35E/I-35W	35E - 35W split in the north Metro - Columbus Township to Highway 97 exit to Forest Lake / Columbus twp	Other: Recommend 4 lanes - 2 from 35E and 2 from 35W, then far right lane becomes exit only for Highway 97 exit to Forest Lake
M	Joseph	Lux	36	Construct MnPASS managed lanes between I-35W and I-35E, in both directions, as identified in the MnPASS Phase 3 study.	Add a MnPASS lane to the roadway.
M	John	Hagen	I-94		Other: The proposed project includes an access from westbound TH 610 to eastbound I-94 - including a bridge over the TH 610 connection to I-94 and bridges over I-94, an access from westbound I-94 to the future westbound CSAH 610, and connections between TH 610 and the future CSAH 610. This project will also include an auxiliary lane on I-94 between Maple Grove Parkway and the south ramps of the proposed I-94 and Brockton Lane interchange to improve traffic flow and safety elements.
M	Abigail	Whelan	10	Intersection of I-94 and TH 610	Other: The project will reduce corridor delays by 75 percent by eliminating all at-grade access points and signals. It also will result in a 57 percent reduction in crashes, enhancing the safety, reliability and efficiency of the movement of people, goods and services.
M	Steve	Kummer	36	The intersections of Fairok and Hwy 10 in Anoka, and the intersection of Thurston and Hwy 10 in Anoka.	Other: Expand Highway 36 from 4 to 6 lanes from 35W/Cleveland to 35E along median. 1) Reconfigure existing "circle" ramp entrance from 35W/Cleveland south to increase speed of entering traffic; 2) Fix drainage/flooding problem at 36/Fairview interchange (Up to 4 feet of water during large events); 3) Provide aux. lane for entering traffic from Snelling to 36 interchange; use median to separate merging traffic from Snelling Ave; 4) Expand Snelling/Co Rd B intersection - increase I.T lane lengths on EB Co Rd B leading to Snelling; 4) Provide longer taper for on ramps from hamline in both EB and WB directions instead of relying on aux exit lane for merging traffic; 5) shorten Dale St entrance to WB 36 - why is the length of the ramp is necessary? Use for stormwater mitigation; 6) rebuild rail bridge over 36 just W of 35E - increase span length to accommodate a longer ramp taper from 35E EB entering 36 WB
M	Virginie	Nadimi	55	TH 55 (Hiawatha Avenue) at Hennepin County Road 4 (Lake Street) interchange.	Other: Reconfigure the existing interchange at Hiawatha Avenue (Trunk Highway 55) and Lake Street (Hennepin County State Aid Highway 3) from a Single Point Urban Interchange to a Tight Diamond Interchange.