

**2020 – Senate Capital Investment Committee  
Local Project Overview for Capital Budget Request Form**

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**Project Title:**

**MARKED TRUNK HIGHWAY 65 GRADE SEPARATIONS AT 99<sup>TH</sup> AVENUE AND 117<sup>TH</sup> AVENUE; APPROPRIATION AND BOND SALE AUTHORIZATION**

**Local Project Contact:**

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**Project Sponsor:**

City of Blaine, MN.

**Project Summary:**

\$2,000,000 is requested for a grant to the city of Blaine to complete the preliminary engineering, environmental documentation and final design for grade separations and associated improvements to marked Trunk Highway 65 at 99<sup>th</sup> Avenue and 117<sup>th</sup> Avenue in the city of Blaine.

**Project Description:**

The project would complete the preliminary engineering, environmental documentation and final design for grade separations and associated improvements to TH65 at 99<sup>th</sup> Avenue and 117<sup>th</sup> Avenue in the city of Blaine.

MnDOT, in partnership with Anoka County and the Cities of Blaine, Spring Lake Park, and Ham Lake began a study in 2018 to study cost-effective roadway alternates to the existing at-grade, signalized intersections on this corridor to address capacity, access, mobility, and safety. The current TH65 Planning and Environmental Linkages (PEL) study shall provide the stakeholder outreach and guidance for the eventual layout of the project.

The immediate costs are estimated at \$4M to prepare each grade separation to a 'shovel ready' status. It is anticipated that final construction funding will include a combination of local, state, and federal sources.

**Project Rationale:**

TH 65 is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. TH 65 is the only continuous north/south corridor of its size and

capacity in Anoka County. Within the project area, TH 65 is currently a four- to six-lane divided highway with the following characteristics:

- Classified as a principal arterial with a primary function of providing mobility, while also providing access to adjacent land uses
- Six-lane divided roadway from CSAH 10 to just north of 93rd Avenue; four-lane divided roadway north of 93rd Avenue and south of CSAH 10
- Auxiliary southbound lane present between approximately TH 10 and 95th Avenue
- Posted speed limit is 55 miles per hour (mph) from 81st Avenue to 109th Avenue; speed limit rises to 60 mph north of 109th
- Signalized intersections are present at approximately ½-mile intervals south of 117th Avenue. No movements are restricted at the signalized intersections.
- Serves approximately 40,000 to 60,000 vehicles per day
- Service to provide access to Hwy 65 commercial/retail corridor spanning Fridley, Spring Lake Park, Blaine and East Bethel.

This segment of TH 65 handles similar traffic volumes compared to the parallel section of Interstate 35W, yet does not have the fully controlled access (i.e., access only provided at interchanges) that allows for a freer flow of traffic.

TH 65 has experienced substantial growth in local and regional travel demand within the project limits, creating traffic levels that exceed current roadway capacity. In order to address this the signals are timed to favor moving traffic on TH 65 using very large cycle lengths (up to 250 seconds) with the majority of the green time given to TH 65. As a result, the side streets suffer significant delays during the peak hours. Many users wait several cycles just to get onto or across TH 65 with delays up to 10 minutes. As a result, TH 65 has become a physical barrier for the City of Blaine. TH 65 congestion is also contributing to crash rates that exceed critical crash rates for similar facilities.

### **Project Timeline:**

The PEL study is anticipated to be complete by the spring of 2021. The project would begin as soon as a funding source is identified. The goal will be to have the preliminary engineering, environmental documentation, final design and right-of-way acquisition all completed by 2022 to be ready for federal construction funding in the 2024-2025 cycle.

### **Other Considerations:**

The project is supported and helps a coalition of communities along the corridor from the Twin Cities core all the way north to Kanabek County. The North TH65 Corridor Coalition includes five cities, three counties, and six Townships. The project has benefits far outside its immediate location.

The City of Blaine has offered to take the lead on these initial stages of the project.

There will be significant cost savings by combining the up-front engineering and environmental work for the two locations.

### **Who will own the facility?**

The project will be owned by the Minnesota Department of Transportation.

### **Who will operate the facility?**

The project will be operated by the Minnesota Department of Transportation.

**Who will use or occupy the facility?**

The project will be used by the general public and include all modes of transportation: passenger vehicles, freight, transit, bicycles, and pedestrians.

**Public Purpose:**

The purpose of the TH 65 corridor improvement project is to improve motorized and non-motorized traffic flow along and across TH 65 by decreasing average travel times and reducing delays, reducing crash frequencies along the corridor, and creating an environment where pedestrians and bicyclists are safe and are able to conveniently access destinations across and along the TH 65 corridor safely. Creating these conditions will better connect residents and businesses on opposite sides of the corridor, resulting in a more cohesive community.

As transportation improvements are considered for the TH 65 corridor, they should also avoid adversely impacting transit mobility and meet the fiscal limitations for transportation improvements in the region.

**Impact on State Operating Subsidies:**

No State operating funds are required by this appropriation.

**Description of Previous Appropriations:**

No previous appropriations for grade separated intersections on TH65 at 99<sup>th</sup> Avenue or 117<sup>th</sup> Avenue have been made.

**PROJECT BUDGET:**

The project is estimated at \$4M of which \$2M is requested in state funding which is at the 50% funding match requirement. The future construction costs are estimated to be in excess of \$25M for the two locations.

The request is to provide money appropriated from the bond proceeds account in the state transportation fund in an amount up to \$2,000,000 in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 16A.631 to 16A.675, and by the Minnesota Constitution, article XI, section 4 to 7. These are General Obligation Bond funds which typically have been included as part of the Local Road Improvement Program (LRIP).

**Non-State Match:**

The non-state match will be provided by the City of Blaine through a combination of General Fund revenues, MSAS funds, and additional grants to be solicited.

**Funds Requested (Dollars In Thousands):**

(\$ in thousands)

<b>PROJECT FUNDING SOURCES</b>				
Funding Source	Prior Years	FY 2020	FY 2022	FY 2024
<i>State Funds Requested</i>				
State Transportation Bond Funds		2,000		
<i>Non-State Funds Already Committed (by Source)</i>				
City of Blaine General Fund & MSAS	100	1,900		
<i>Pending Contributions (by Source)</i>				
<b>TOTAL</b>	<b>100</b>	<b>3,900</b>		

(\$ in thousands)

<b>TOTAL PROJECT COSTS</b>				
Cost Category	Prior Years	FY 2020	FY 2022	FY 2024
Property Acquisition				
Predesign Fees				
Design Fees	100	3,900		
Project Management				
Construction				
Relocation Expenses				
One Percent for Art				
Occupancy Costs				
Inflationary Adjustment				
<b>TOTAL</b>	<b>100</b>	<b>3,900</b>		

<b>STATUTORY REQUIREMENTS</b>	
<b>The following requirements will apply to projects after adoption of the bonding bill.</b>	
1) Is this project exempt from legislative review? (M.S. 16B.335 subd. 1a)	YES
Predesign Review: (M.S. 16B.335 subd. 3)	
Does this request including funding for predesign?	N/A
Has the predesign been submitted to Dept. of Administration?	N/A
Has the predesign been approved by the Dept. of Administration?	N/A
2) Will the project design meet the Sustainable Building Guidelines? (M.S. 16B.325)	N/A
3) Will the project designs meet applicable requirements and guidelines for energy conservation and alternative energy sources? (M.S. 16B.335 subd. 4 and 16B.32)	N/A
4) Will the project meet public ownership requirements? (M.S. 16A.695)	YES
5) Will a use agreement be required? (M.S. 16A.695 subd. 2)	NO
6) Will program funding be reviewed and ensured? (M.S. 16A.695 subd. 5)	N/A

7) Will the matching fund requirements be met?(M.S. 16A.86 subd. 4)	YES
8) Will the project be fully encumbered prior to the Cancellation Deadline of Dec. 31, 2022? (M.S. 16A.642)	YES
9) Full Funding Required (M.S. 16A.502 and M.S. 16B.31)	YES
10) Guideway Project (M.S. 174.93)	
Is this a Guideway Project?	NO
Is the required information included in this request?	N/A
11) Has the governing body of the political subdivision passed a resolution of support, which indicates this project's priority number if the applicant is submitting multiple requests?	YES

Please return completed form to Committee Administrator.  
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