

Project Overview

The Future of Highway 65



Planning and Environmental Study

The Minnesota Department of Transportation and partners are planning the future of Highway 65 from between Bunker Lake Boulevard in Ham Lake and County Road 10 / Mounds View Boulevard in Spring Lake Park.

The **primary** transportation problems are:

VEHICLE SAFETY



VEHICLE CONGESTION



The **secondary** transportation problem is:

WALKING / BIKING ACCESS



Problems and Considerations

In Spring 2019, the Highway 65 community identified the primary transportation problems and considerations for the corridor. This shared understanding will guide the development and selection of design options for the future.

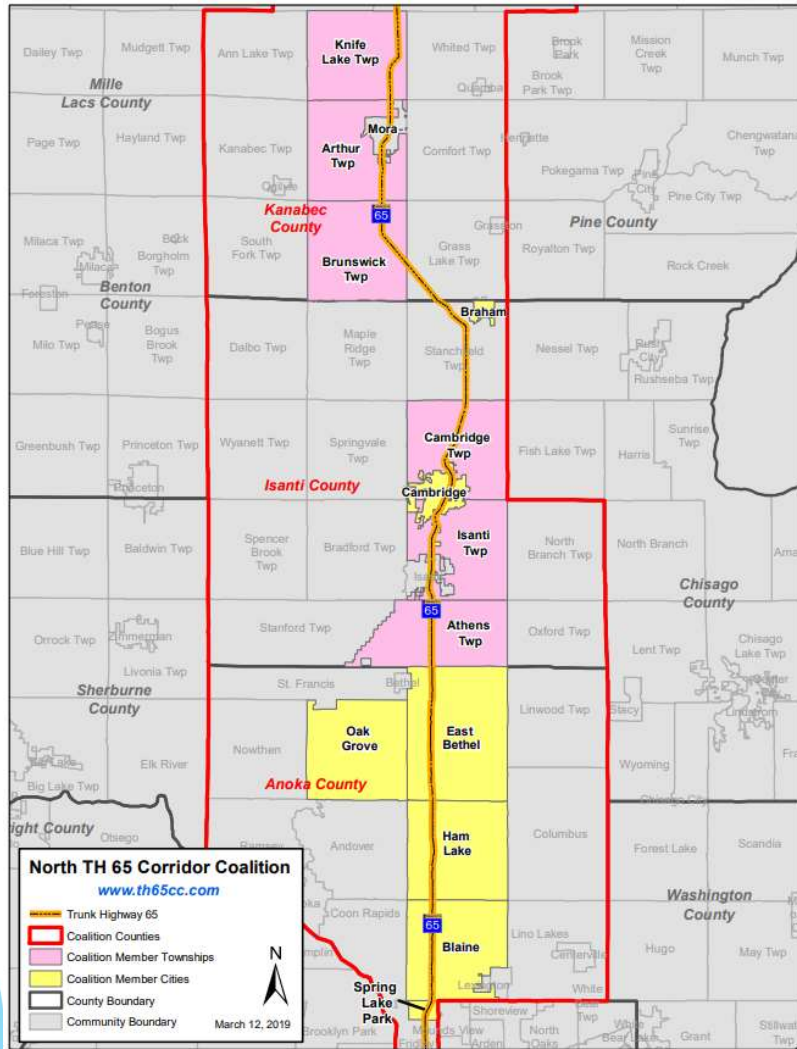
Other considerations include:

MAINTAINING TRANSIT SERVICE



IMPLEMENTATION COST





MnDOT

- Metro District

Counties

- Anoka
- Isanti
- Kanabec

Cities

- Blaine
- Braham
- Cambridge
- East Bethel
- Ham Lake
- Spring Lake Park
- Oak Grove

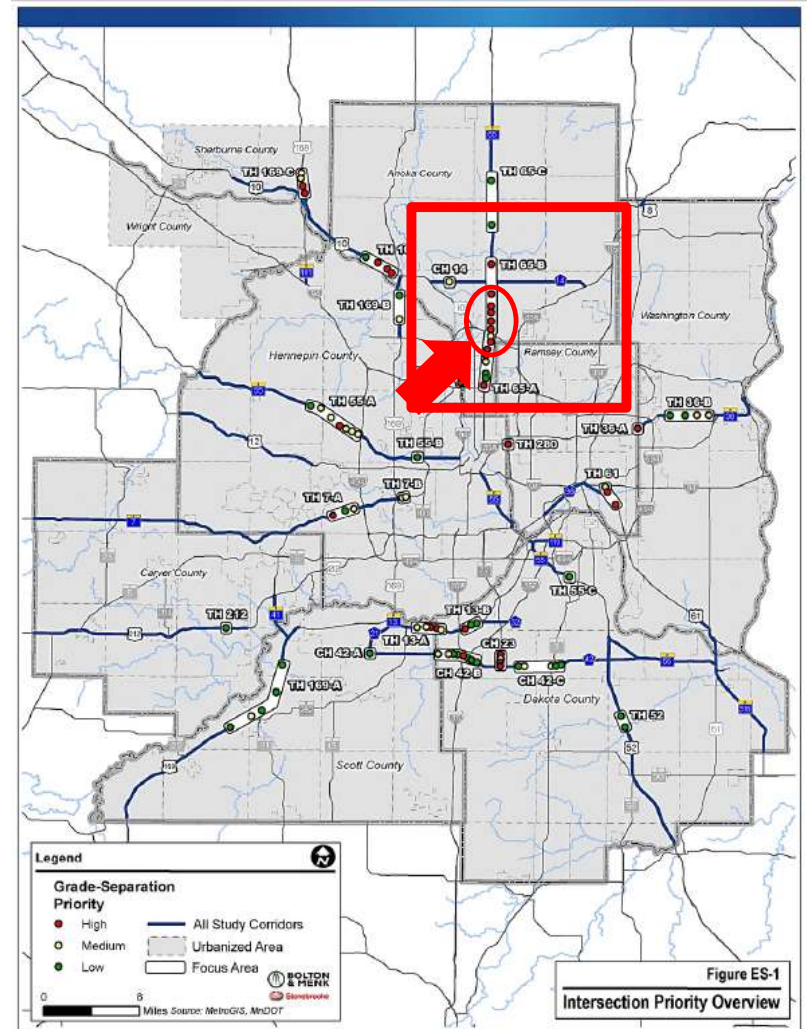
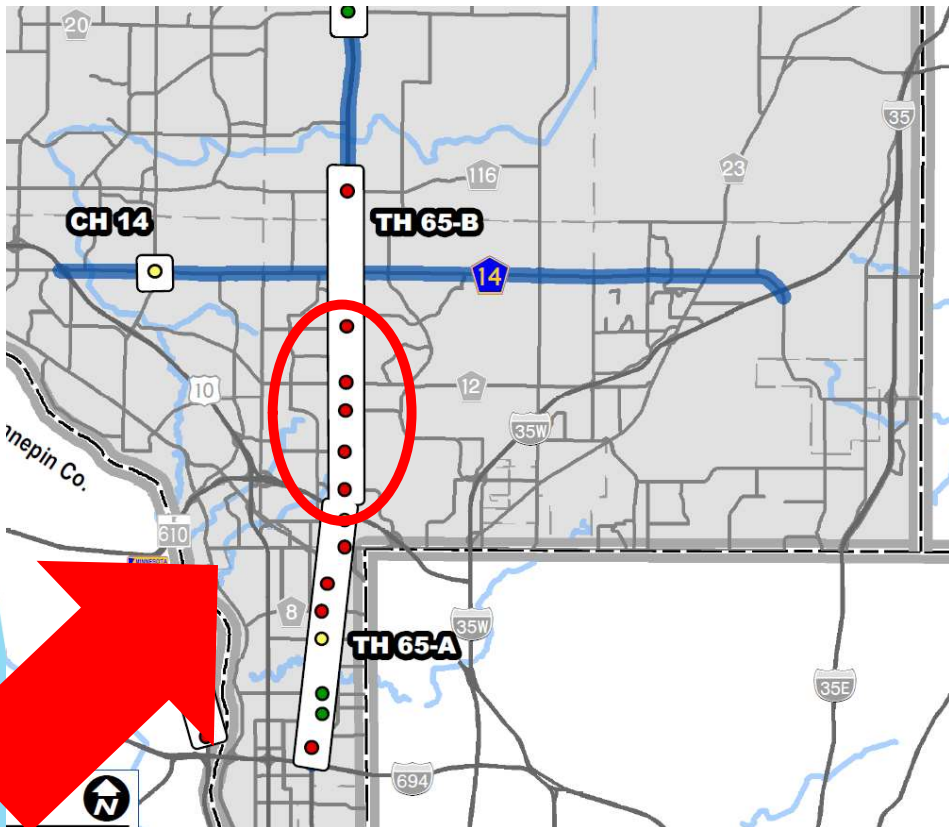
Townships

- Arthur
- Athens
- Brunswick
- Cambridge
- Ford
- Isanti
- Knife Lake



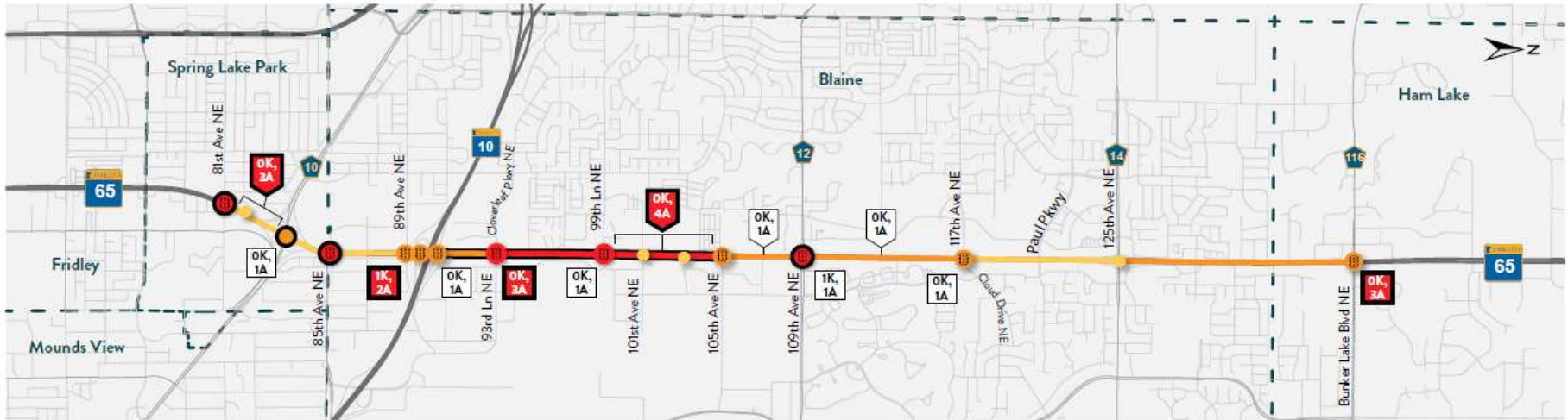


PRINCIPAL ARTERIAL INTERSECTION CONVERSION STUDY



HIGHWAY 65 CRASH MAP

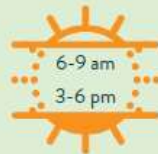
Hwy 65 from 81st Ave NE to Bunker Lake Blvd NE



CRASH STATS

 **68%**
of crashes along the road are rear-end crashes.

 **10%**
of crashes are angle crashes.




6-9 am
3-6 pm

Approximately 43% of all crashes occur during peak traffic periods. Of the peak-period crashes, 32% occur from 3-6pm.








69% of crashes occur during daylight hours and 76% of crashes occur on dry road surfaces.


LEGEND

-  Roadways
-  City Boundaries
-  Signalized Intersections with backup delays greater than 100 seconds (LOS F)

INTERSECTIONS





- Number of Total Crashes
-  5 - 20
 -  20 - 50
 -  > 50
 -  Crash Rate higher than Critical Rate

 Number of crashes with fatalities (K), number of crashes with severe injuries (A)

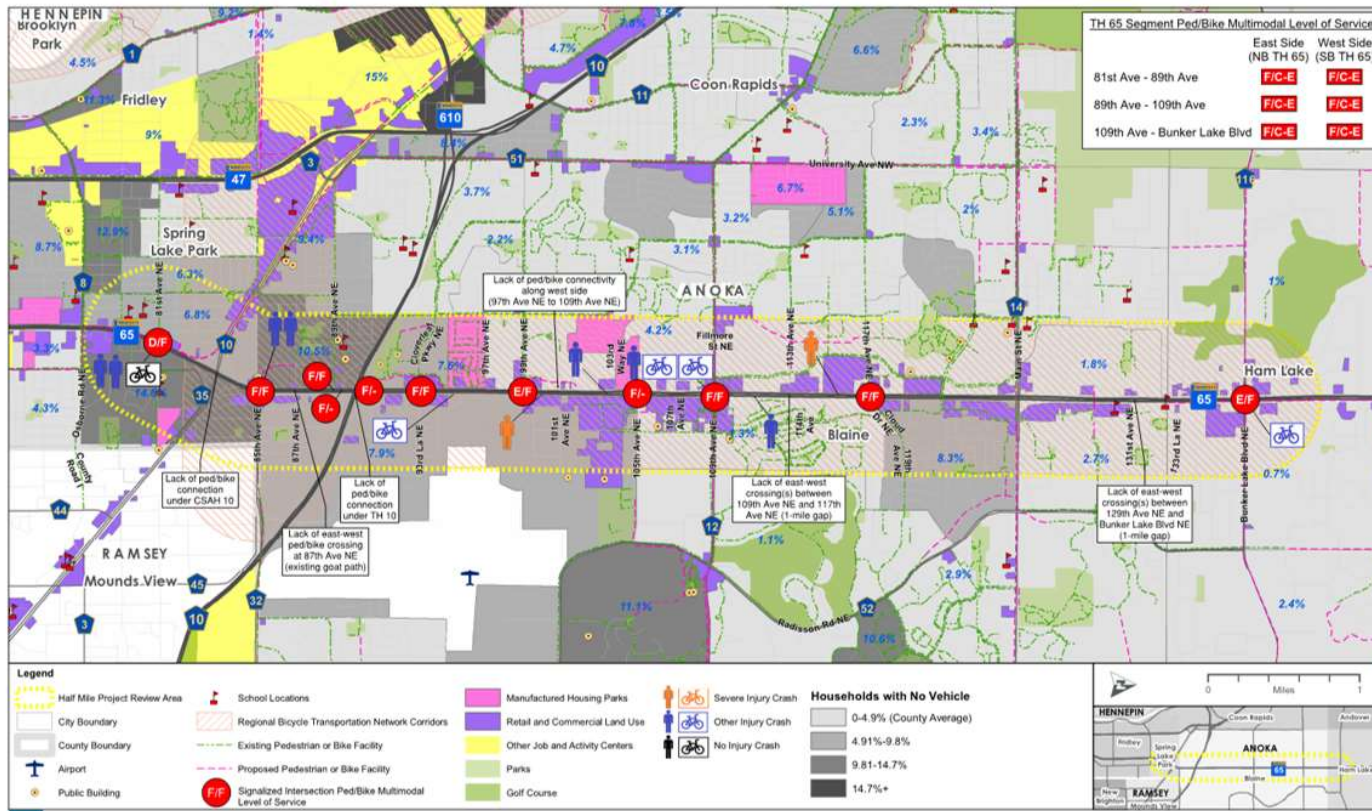
 Number of crashes with fatalities (K), number of crashes with severe injuries (A); Fatality + Severe Injury Crash Rate higher than Critical Rate

Critical Rate is a calculated statistical rate that determines whether crashes are significantly higher than averages on similar facilities.

HIGHWAY 65 ROADWAY

- Number of Total Crashes
-  5 - 20
 -  20 - 50
 -  > 50
 -  Crash Rate higher than Critical Rate

Hwy 65 - Bike & Pedestrian Crash Map



MN Department of Transportation TH 65 Access Planning and Environmental Corridor Study (2013-2017)

Calls for Service on Hwy 65



From 2013-2017 (five years)

- 953 reported crashes from 81st to Bunker Lake Blvd.

1,000 calls for service in the past eight years

- 946 were in the past seven
- Calls were related to road and driving altercations, congestion related driving behavior

Thus far in 2021

- 102 accidents, 270 traffic citations

Hwy 65 - Continuing Progress

January 2022

- Final PEL Report
- Moved into the NEPA Phase
 - Non-Programmatic Categorical Exception

April 2022

- Purpose & Need Submitted
- Public Outreach
- Project Team Completed Draft Alternative Analysis
 - Submitted for Review on April 15, 2022



Hwy 65 - Continuing Progress

Alternative 1A is the recommended Layout
Value Engineering Study May 2-6



FHWA Approval Anticipated in June



Hwy 65 - Continuing Progress



Preliminary 30% Design of full Corridor through 2022

Final Design of 99th Ave Intersection in 2023

**Construction on track to begin late 2024
IF Fully Funded**