# TIMELINE

COMPLETION OF HWY 610 CONNECTIONS TO EB I-94 AND EXTENSION TO COUNTY ROAD 30

Proposed final construction



WB I-94 CONSTRUCTED
UTILIZING MN CORRIDORS
OF COMMERCE FUNDS
Construction of 2.5

mile segment to I-94

#### FOURTH SEGMENT CONSTRUCTED WITH FEDERAL ARRA FUNDS

Hwy 610 constructed from Hwy 169 to Elm Creek Boulevard

SECOND MISSISSIPPI RIVER BRIDGE COMPLETED

# THIRD SEGMENT CONSTRUCTED

Hwy 610 constructed between Hwy 252 and Hwy 169

SECOND SEGMENT CONSTRUCTED

Hwy 610 constructed between Hwy 47 and the new Hwy 10

#### FEDERAL FUNDING

\$36 million federal funds received for Hwy 610

# FIRST SEGMENT CONSTRUCTED

Hwy 610 constructed between Hwy 252 and Hwy 47 (new river crossing)

#### DESIGN/EIS APPROVAL

- Design Public Hearing
- Final Environmental Impact Study approval

#### **DEIS APPROVAL**

- Draft Environmental Impact Statement approval
- Location public hearing
- Commissioner's decision on location

# ALTERNATIVES EVALUATION

First Level Evaluation of Alternatives Hwy 610 & Hwy 252 Route Location Study

#### **REPORT APPROVAL**

Hwy 610 Project Development Report approval

#### PRELIMINARY STUDY

North Crosstown Corridor Study

# A History of Highway 610

Highway 610 has been poised to become a major corridor in the northern Twin Cities Metropolitan Area since 1973. Originally proposed as a "North Crosstown" for the rapidly developing suburbs in the 1960s, route studies began in the 1970s. However, a lack of funding delayed the project until the mid-1980s when the first segments were completed.

In 1986, Highway 610 was constructed between Highway 252 and the junction of Highways 47 and 10. This roadway provided drivers with the only river crossing between Highway 169 in Anoka and I-694 in Brooklyn Center. Property values in Coon Rapids jumped after the bridge was constructed, due to better access to I-94 and downtown Minneapolis.

In 1991, the project received a \$36 million boost when north suburban mayors traveled to Washington, D.C. to lobby for federal funding. Their trip was the culmination of more than two decades of planning and lobbying by civic leaders. This funding was used to extend Highway 610 east to Highway 10 in 1999 and to Highway 169 in 2000. The early 2000s saw funding to extend and connect Highway 610 from Highway 169 to I-94 with limited connections to I-94.

#### **Local Initiatives**

The City of Maple Grove and Hennepin County have invested significantly within the project area by relocating and enhancing local infrastructure in anticipation of Highway 610. The city has used their available resources to construct the new Maple Grove Parkway interchange with I-94 at a cost of over \$30 million to replace the sub standard County Road 30 interchange. The City of Maple Grove also invested heavily in the area around the Highway 610/CSAH 81 roadways to prepare the local infrastructure for the Highway 610 corridor. The Highway 610 segment from Highway 169 to Elm Creek Boulevard was completed under a design-build contract using primarily a federal ARRA grant. The Highway 610 segment from Elm Creek Boulevard to I-94 has been constructed utilizing Minnesota Corridors of Commerce funding. Local officials continue to seek funding to complete connections of Highway 610 to eastbound I-94 and to CSAH 30.

### For more information, please contact:

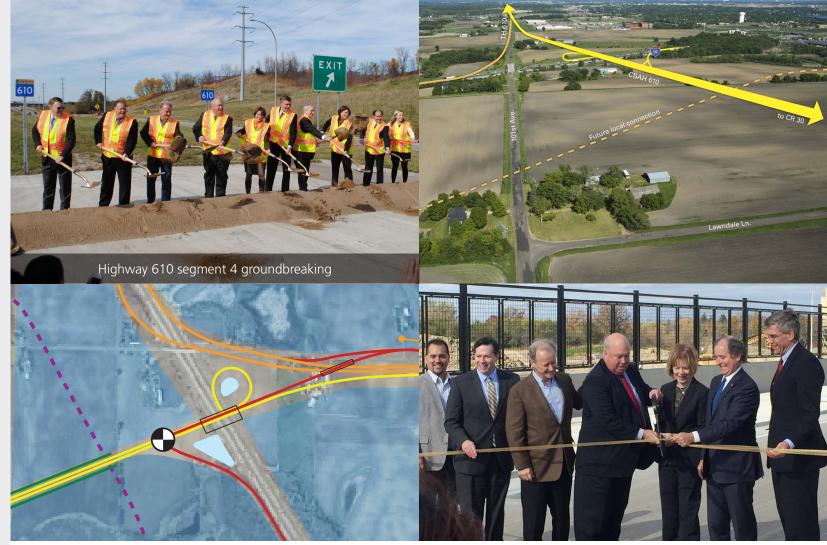
Ken Ashfeld, City of Maple Grove 12800 Arbor Lakes Parkway, Maple Grove, MN 55369 Phone: 763.494.6350 | Email: kashfeld@maplegrovemn.gov

> Minnesota Department of Transportation 1500 Co. Rd. B2, Roseville, MN 55113 Phone: 651.234.7500



# Completing the Final Connections





We need ONE more ribbon cutting to complete the connections...

# Connecting Highway 610, I-94 & CR 30

Vital connections for the northwest Twin Cities Metropolitan Area

Project Partners:







#### Connecting Highway 610, I-94 & CR 30 Highway 610 Project Area Completed 2017 **Drainage Ponds** Office/Commercial/Mixed-Use Final connections by MnDOT (unfunded) City-led CSAH 610 project (proposed improvements) Approximately **3,000 trips** that use the I-94 east Proposed CSAH 610 trails Hospital/Medical ramps have an origin/destination in Wright County Future local connections Residential or beyond. These trips travel about 10 miles on the county and state system to reach Wright County. 105th Ave To TH 610 manufacturing/ distribution centers 101st Ave Lawndale Lane 610 610 The Grove Serves traffic **Fernbrook** from west: NW Development Athletic Hennepin and **Project Summary** Fields Grove Wright County Complex Senior • Project cost = \$53 million **Fernbrook** Elementary School • Preliminary design completed • State environmental documents completed To Arbor Lakes job concentration

center

Highway 610 is a vital east-west link for the growing northern suburbs. The Highway 610 extension to County Road 30 will provide improved regional connections to three important roadways in the northwest Twin Cities Metropolitan Area: I-94, Highway 610, and County Road 30. The County Road 30 corridor, as it extends to the west, serves a larger area between Highway 55 and I-94 that currently goes unserved by an arterial roadway system.

The Maple Grove Parkway ramps to and from east I-94 currently serve about 30,000

trips per day. This ramp pair

volume is the 3rd highest on

I-94 in the metro area!

Maple Grove

The project will help promote jobs and economic development in the region by improving connections between areas west of I-94 to other job centers in the region, including major employers along Highway 610. There are 600 acres of mixed-use development planned in this area and a new regional hospital that is encouraging the development of additional medical facilities.

**Regional Significance** 

- Consistent with local and regional plans

- Technical analysis **complete** for interstate access (update
- Right of way needs acquired or identified; ready for
- Project supported by state, county, and local officials
- Shovel ready within 12 months