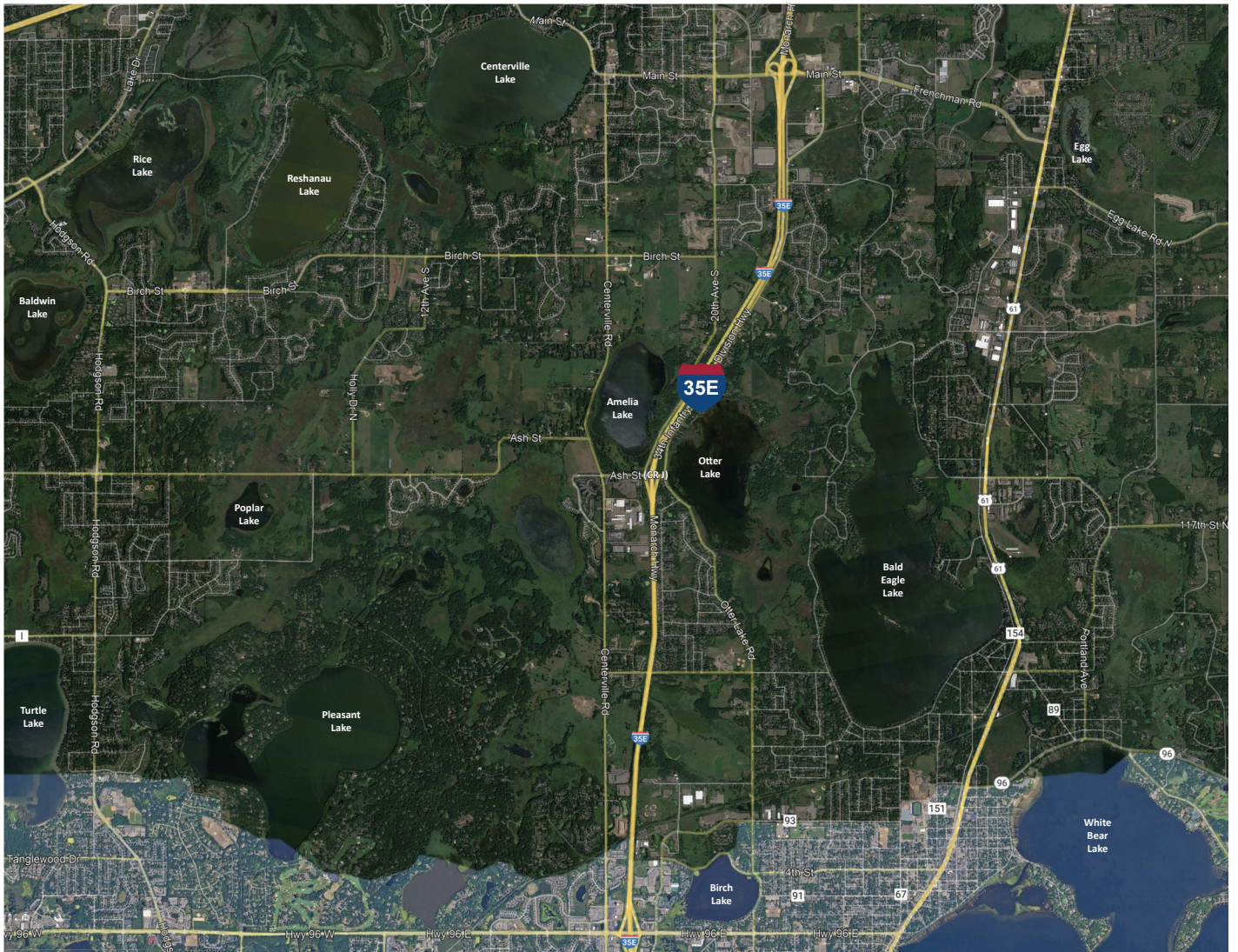


County Road J and I-35E Interchange Centerville Rd to Otter Lake Rd

Welcome!

Where do you live?

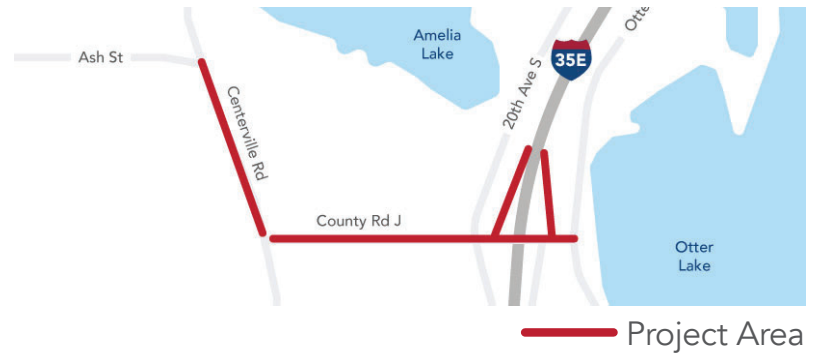
Place a (●) pin on the map where you live. This helps us see who we've reached.
(Place your pin on the margin if you live outside the area shown.)



County Road J and I-35E Interchange Centerville Rd to Otter Lake Rd

Project Location & Background

County Road J from Centerville Road to Otter Lake Road – including the interchange with I-35E – is scheduled for reconstruction in 2025. Ramsey County is leading the project in partnership with the Minnesota Department of Transportation, Anoka County, White Bear Township, North Oaks and Lino Lakes.



The existing I-35E and County Road J interchange –and the surrounding area – has several safety, congestion and access issues that impact pedestrians, bicyclists and motorists. Additional development is expected near the interchange in the next five years, which will increase traffic and worsen safety issues.

Three areas are targeted for improvement:

- The I-35E and County Road J interchange.
- County Road J from Centerville Road to Otter Lake Road.
- Centerville Road from County Road J to North Ash Street.

Project Schedule



County Road J and I-35E Interchange

Centerville Rd to Otter Lake Rd

What is Purpose & Need?

A Purpose and Need Statement explains why a proposed project should be implemented. It is required when a project will receive federal funding. The “purpose” explains the problem(s) the project will address while the “need” provides data that supports the problem. It is a statement of the transportation problem, not a list of solutions.

Project Purpose

The purpose of the project is to improve mobility as well as walkability/bikeability, safety, and pavement conditions along County Road J (Ash Street) and at the I-35E interchange for all users.

Project Needs

The **primary need** that led to initiation of the project is to **improve mobility**. **Secondary needs** that may also be addressed include **improving walkability and bikeability, and enhancing safety**.

Step 1



Data collection: analyze existing and future conditions, begin ongoing public engagement

Identify purpose & need and evaluation criteria

Develop alternatives and conduct initial evaluation

Step 2



Detailed evaluation and screening of alternatives carried forward from step 1

Step 2A



Refinement of remaining alternatives

Identify preferred alternative

Evaluation Criteria for Step 2 and Step 2A

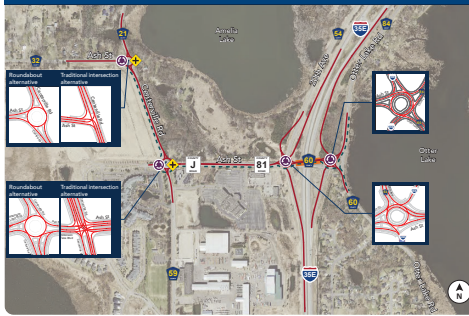
- Vehicle Safety
- Traffic Operations
- Walkability/Bikeability
- Asset Management
- Compatibility with Adopted Local and Regional Plans
- Right-of-way Impacts
- Environmental Justice
- Wetlands
- Northern Long-Eared Bat
- Utility Impacts
- Cost



County Road J and I-35E Interchange Centerville Rd to Otter Lake Rd

Alternatives Considered (1-4)

Alternative Concept 1

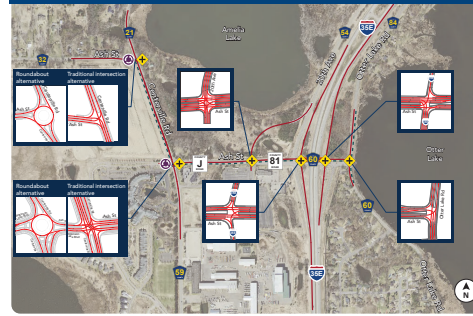


Legend
 - Roadway Alternative Concept
 - Proposed trail
 - Proposed bridge
 - Roundabout or traditional controlled intersection*
 - Roundabout
 - Traditional controlled intersection*
 *Intersection control type (signal or stop) will be determined by further analysis

Advance to preliminary design

- More favorable traffic operations
- Lower crash estimates
- Lower cost estimate
- Lower conservation easement impacts

Alternative Concept 2



Legend
 - Roadway Alternative Concept
 - Proposed trail
 - Proposed bridge
 - Roundabout or traditional controlled intersection*
 - Roundabout
 - Traditional controlled intersection*
 *Intersection control type (signal or stop) will be determined by further analysis

Remove from consideration

- Higher crash estimates
- Higher right-of-way impacts
- Higher conservation easement impacts
- Higher cost estimate

Alternative Concept 3

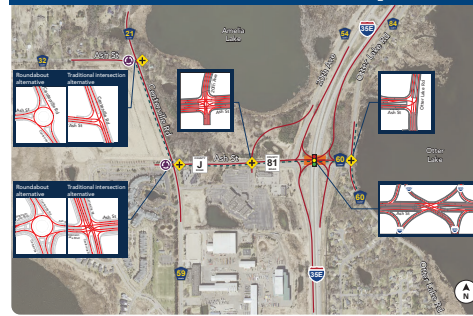


Legend
 - Roadway Alternative Concept
 - Proposed trail
 - Proposed bridge
 - Roundabout or traditional controlled intersection*
 - Roundabout
 - Traditional controlled intersection*
 *Intersection control type (signal or stop) will be determined by further analysis

Remove from consideration

- Higher right-of-way impacts
- Higher conservation easement impacts
- More favorable traffic operations
- Lower crash estimates
- Lower cost estimate

Alternative Concept 4



Legend
 - Roadway Alternative Concept
 - Proposed trail
 - Proposed bridge
 - Roundabout or traditional controlled intersection*
 - Roundabout
 - Traffic signal
 - Traditional controlled intersection*
 *Intersection control type (signal or stop) will be determined by further analysis

Remove from consideration

- Highest square footage of new bridge structure
- Higher right-of-way impacts
- Higher conservation easement impacts
- Higher cost estimate

Overall Recommendation

Alternative 1 is the technically recommended option. This recommendation is based on the option performing better than or relatively equal to the other alternatives for all the evaluation criteria and not having any unique design, operational, or maintenance issues. Efforts to further reduce adverse impacts associated with the recommended alternative will continue as the design process advances.



County Road J and I-35E Interchange Centerville Rd to Otter Lake Rd

Alternatives Considered (5-8)

Alternative Concept 5



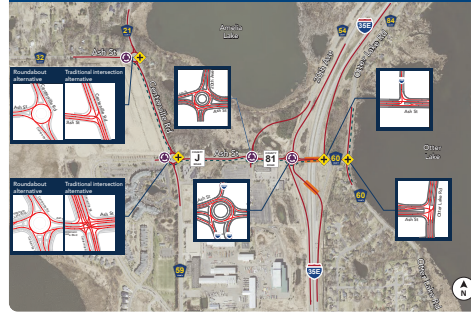
Legend

- Roadway Alternative Concept
- Proposed trail
- Proposed bridge
- Roundabout or traditional controlled intersection*
- Roundabout
- Traffic signal
- Traditional controlled intersection*

*Intersection control type (signal or stop) will be determined by further analysis

- Remove from consideration**
- Lower crash estimates
 - Higher conservation easement impacts
 - Higher right-of-way impacts
 - Higher cost estimate

Alternative Concept 6



Legend

- Roadway Alternative Concept
- Proposed trail
- Proposed bridge
- Roundabout or traditional controlled intersection*
- Roundabout
- Traditional controlled intersection*

*Intersection control type (signal or stop) will be determined by further analysis

- Remove from consideration**
- Lower crash estimates
 - Higher conservation easement impacts
 - Adds a second bridge
 - Higher cost estimate

Alternative Concept 7



Legend

- Roadway Alternative Concept
- Proposed trail
- Proposed bridge
- Roundabout or traditional controlled intersection*
- Roundabout
- Traditional controlled intersection*

*Intersection control type (signal or stop) will be determined by further analysis

- Remove from consideration**
- Adds a second bridge
 - Higher cost estimate
 - Lower crash estimates
 - Lower right-of-way impacts
 - Lower conservation easement impacts

Alternative Concept 8



Legend

- Roadway Alternative Concept
- Proposed trail
- Proposed bridge
- Roundabout or traditional controlled intersection*
- Roundabout
- Traditional controlled intersection*

*Intersection control type (signal or stop) will be determined by further analysis

- Remove from consideration**
- Design concerns with southbound off-ramp
 - Adds a second bridge
 - More favorable traffic operations
 - Lower right-of-way and conservation easement impacts
 - Lower cost estimate

Overall Recommendation

Alternative 1 is the technically recommended option. This recommendation is based on the option performing better than or relatively equal to the other alternatives for all the evaluation criteria and not having any unique design, operational, or maintenance issues. Efforts to further reduce adverse impacts associated with the recommended alternative will continue as the design process advances.

