June 3, 2026

Ken Slama
Cooperative Agreements Engineer
MnDOT Metro Office of State Aid
1500 West County Rd B2
Roseville, MN 55113

RE: FY26 Metro Local Partnership Program Request
Trunk Highway 65 and CSAH 116 (Bunker Lake Boulevard) Project

Dear Mr. Slama:

The City of Ham Lake, in partnership with the Minnesota Department of Transportation (MnDOT), Anoka County, and the City of Blaine, respectfully requests $1,000,000 in FY26 Local Partnership Program (LPP) funding to support the construction of a grade-separated interchange at the intersection of Trunk Highway (TH) 65 and CSAH 116 (Bunker Lake Boulevard).

The TH 65 and Bunker Lake Boulevard Project will replace the existing at-grade, signalized intersection with a grade-separated interchange that elevates TH 65 over Bunker Lake Boulevard, incorporates a peanut roundabout at the ramp terminals, improves local roadway connections, and delivers critical pedestrian and bicycle facilities. This project addresses longstanding safety, congestion, and reliability issues at one of the most critical intersections on the TH 65 corridor. See **Appendix A – Project Layout.** Support for the project, in the form of letters of support and governing body resolutions, from the City of Ham Lake, Blaine, and Anoka County, can be referenced in **Appendix E – Project Support.**

Project Need

TH 65 is a MnDOT-owned principal arterial that serves as the only continuous north–south corridor of its size and capacity in Anoka County, connecting the Twin Cities Metropolitan Area to northern suburban and rural communities, see **Figure 1** . Bunker Lake Boulevard is a major east–west county arterial providing access to residential neighborhoods, commercial and industrial development, and regional destinations within the Cities of Andover, Blaine, Ham Lake and Ramsey. The intersection of TH 65 and Bunker Lake Boulevard is one of the most critical and constrained locations along the corridor, carrying approximately 48,000 vehicles per day on TH 65, including more than 4,000 heavy commercial vehicles. See **Appendix C – Existing Conditions** to see the existing conditions of the intersection. This places a heavy burden on regional travel on TH 65 at the expense of local community access and safety.

Figure 1 - Anoka County highway and interstate system

Today, TH 65 throughout Anoka County is a significant barrier for all modes of travel. During peak hours, considerable congestion and backups make local access on and off TH 65 unsafe and very inconvenient, with very few gaps in traffic and signals prioritizing TH 65 travel. Local traffic waits up to 10 minutes to cross or enter TH 65 during peak hours, see **Figure 2**. Average travel speeds on TH 65 during peak hours range from 22 to 25 miles per hour on a 65-mph section, indicating excessive delay. Additionally, anticipated growth in the region is expected to add 13,500 more trips to TH 65 in the project area by 2045. As a result, the corridor is at a tipping point, and without investment, congestion is expected to nearly double during peak-hour travel time, from 24 minutes to 40 minutes, by 2045.

Figure 2 - Stacked traffic on Highway 65

Safety Impact

Crashes are common, with a total of 70 in five years (2020-2024), including one fatal and one serious injury (See **Table 1**). As a result, the project area has a crash rate that is three times higher than that of similar intersections statewide. Of the 70 crashes, 43 (61%) were rear-end crashes, of which 29 (67.44%) occurred on the northbound or southbound approaches (on TH 65). More than half of rear-end crashes occurred between 6 AM and 10 AM or 3 PM and 7 PM, indicating that congestion is a contributor. Such conditions further increase the likelihood of risky driver behavior such as red-light running and unsafe turning movements. See detailed crash analysis in **Appendix F – Supporting Documentation**.

Table 1: Highway 65 & Bunker Boulevard Crash Rates

Intersection	Total Crashes	Severe Crashes (K+A)	Observed Crash Rate	Statewide Average	Critical Crash Rate	Critical Index
Hwy. 65 and Bunker Lk. Blvd.	70	2	0.74	0.693	0.93	0.80
Hwy. 65 and 131st Ave.	4	0	0.05	0.145	0.21	0.23
Bunker Lk. Blvd. and Johnson St.	8	0	0.31	0.145	0.45	0.70

According to the Metropolitan Council's Vulnerability Assessment report (page 40), a large portion of central and northern Anoka County is more than 6 miles from a hospital, another reason trip reliability on TH 65 is critical. TH 65 is also a Tier 2 Regional Truck Freight Corridor designated by the Metropolitan Council. As many as 2,000 trucks use TH 65 daily. Local area manufacturers and truck drivers who utilize TH 65 regularly express concerns with signal operations and safety along the corridor. Based on these concerns, drivers stated they avoid this intersection and corridor if possible.

Since the project area's land uses are primarily residential and commercial/retail, there is demand for pedestrian and bicycle traffic, especially for short trips along and across the corridor. Crosswalks and

sidewalks are provided in the east/west direction at all signalized intersections with TH 65, including Bunker Lake Boulevard. However, this is forcing interaction with high-speed and high-volume highway traffic. This exposes pedestrians and cyclists to significant risk, which is why most choose to avoid the intersection. Additionally, there is currently a noticeable gap in the local sidewalk and trail connection along Bunker Lake Boulevard in the project area. Finally, for those who do dare to travel through the intersection on foot or by bicycle, the current pedestrian and bicycle multimodal level of service (MMLOS) is E or F, depending on the direction of travel.

Project Context

The purpose and need for the TH 65 and Bunker Lake Boulevard Project are well established. The project was identified as a key incremental improvement within the broader TH 65 corridor and evaluated through the 2021 Planning and Environmental Linkages (PEL) Study. Since 2020, project partners have invested in planning, design, and construction to improve mobility along TH 65 in the northern suburbs. MnDOT funded and led the PEL Study to assess existing conditions and identify potential corridor improvements. The study examined freight movement, pedestrian and bicycle activity, traffic safety, and environmental considerations. By identifying environmental impacts and other risks early, it helped streamline future project development and implementation. The study included extensive community engagement to support meaningful participation from all communities and laid the foundation for a long-term partnership among Anoka County, MnDOT, and the Cities of Blaine and Ham Lake.

Project Readiness

Project partners have since remained committed to working together to fully fund and deliver phase one, which includes $200 million in improvements for TH 65, from 97th Avenue NE to 119th Avenue NE in Blaine, planned to begin construction in 2026. Project partners continue to remain committed to advancing the TH 65 and Bunker Lake Boulevard Project through a well-defined funding strategy that demonstrates both readiness and sponsor commitment. The project is programmed for construction in FY2028 and is included in the Statewide Transportation Improvement Program (STIP #002-716-026). To date, the project has secured multiple funding commitments, including a successful $7M FY26 Community Project Funding award supported by Representative Tom Emmer (MN-06), as well as a recently awarded $1,000,000 Minnesota Department of Employment and Economic Development's Transportation and Economic Development Infrastructure (TEDI) grant. These recent awards will be supplemented by a $10,000,000 award from the Surface Transportation Grant Program through the Metropolitan Council's Regional Solicitation Program. These funds build on local commitments from Anoka County and partner cities, with local contributions sourced from County State Aid funds, Municipal State Aid funds, local option sales tax revenues, and municipal participation. Evidence of the funding sources can be referenced in **Appendix F – Supporting Documentation**.

The project also furthered the engagement efforts to the public and partner agencies, as explained in the Engagement Plan. The most recent open house was held in early February 2026. For more information on these efforts, visit the project website.

Alignment with Past Plans and Studies

The proposed project is consistent with multiple local, regional, and state plans. The project need and grade separation solutions are identified in the Principal Arterial Intersection Conversion Study completed in 2017 (see pg. 24). This study and the proposed plan to grade-separate Highway 65 and Bunker Lake Boulevard are shown in the 2040 Ham Lake Comprehensive Plan (see pages 6-11). This intersection of Highway 65 and Bunker Lake Boulevard (County Highway 116) has also consistently appeared as a priority for safety improvements in Anoka County Transportation Plans. The proposed project is also consistent with goals, objectives, and strategies identified in the Metropolitan Council's 2040 Transportation Policy Plan.

More recently, the 2050 Transportation Policy Plan includes an interactive map that identifies the proposed intersection on Highway 65 and Bunker Lake Boulevard as a regionally significant project interchange. The intersection is also listed as a top location to address in Anoka County's 2025 Comprehensive Safety Action Plan (SS4A) Rural Intersection Prioritization List (see pg. 502). Further, the MnDOT Metro District Freight Plan draft identifies the project site as a key non-interstate corridor.

Project Cost & Schedule

The City of Ham Lake is respectfully requesting $1 million in LPP funds to help close the remaining funding gap. The TH 65 and Bunker Lake Boulevard Project was awarded $10 million from the Metropolitan Council's Regional Solicitation (STBG) Grant Award,$1 million from the Minnesota Department of Transportation's Transportation Economic Development Infrastructure (TEDI) Program, and a $4.3M appropriation from the recently passed MN Bonding Bill. Documentation of these awards has been included in **Appendix F - Supporting Documentation.** The TH 65 and Bunker Lake Boulevard Project has an estimated future cost of $43.8 million.

Table 2 shows a project cost estimate for the entire TH 65 and Bunker Lake Boulevard Project. A fully itemized cost estimate can be referenced in the attached **Appendix D – Project Cost Estimate. Table 3** shows sources of funding secured to date and other competitive funding programs that will be pursued.

An estimated project development schedule can be referenced in **Table 4.** This tentative schedule is for all project elements. This timeline is consistent with the Local Partnership Program requirements. The proposed project is currently in the preliminary design phase.

Table 2: Anticipated Project Costs (2028 Dollars)

Total Project Investment Needed	*Cost*
Anticipated Right-of-way Cost	$800,000
Construction Cost (Incl. 10% Contingency)	$37,200,000
Engineering/Administration	$5,774,000
Total Project Cost	**$43,774,000**

Table 3: Secured and Pending Funding Sources

Secured and Anticipated Funding Sources	*Amount*	*% of Total Cost*
Metropolitan Council Regional Solicitation – STBG (secured)	$10,000,000	23%

FY26 Community Project Funding - Rep. Emmer (secured)	$7,000,000	16%
Transportation Economic Development Infrastructure *(secured)*	$1,000,000	2%
MN Legislature – 2026 State Bonding Bill *(secured)*	$4,300,000	10%
FY2026 BUILD Grant - Capital Construction (*pending*)	$25,000,000	-
MnDOT Local Partnership Program – LPP (*pending*)	$1,000,000	-
MnDOT Corridors of Commerce - COC (future request)	$7,774,000	-
Total of Identified Funding Sources	$56,074,000	**100%**

Table 4: Project Schedule

Project Activity	***Years***
MnDOT Planning and Environmental Linkages (PEL) Study	August 2018 – Summer 2021
Preliminary Design & Environmental Documentation	September 2024 – Spring 2027
Final Design, Permitting & ROW Acquisition	January 2026 – Summer 2027
Bidding	April 2027
Construction	Fall 2027 – Summer 2028

Benefits to the Trunk Highway and Local Road System

The primary purpose of the TH 65 and Bunker Lake Boulevard Project is to address critical safety and mobility issues at one of the most constrained and high-risk intersections along the TH 65 corridor. TH 65 is a principal arterial that serves as the only continuous north-south corridor of its size and capacity in the area. The nearest major alternative routes providing this level of north-south mobility are State Highway 169 (15 miles to the west) and Interstate 35 (10 miles to the east). Hence, TH 65 carries regional through traffic and also provides essential access to adjacent businesses and residences. The corridor accommodates 48,340 vehicles daily, including 4,159 heavy commercial vehicles. Despite this role, the existing at-grade, signalized intersection at Bunker Lake Boulevard no longer meets current or future needs and functions as a significant barrier to east–west movement within the City of Ham Lake.

Safety and Operational Improvements

Today, the intersection of TH 65 and Bunker Lake Boulevard features excessive delays and safety risk, resulting in frequent crashes: 70 in five years (2020-2024), including 1 fatal and 1 serious injury. For motorists traveling north–south on TH 65, traffic regularly slows or stops during peak periods as queues from the signalized intersection extend onto the mainline. During a.m. and p.m. peak periods, the crashes and near-misses reported are caused by impatient drivers making risky moves to avoid the up to 10-minute wait times on turning maneuvers that occur today.

The proposed project replaces the existing signalized intersection with a grade-separated interchange by elevating TH 65 over Bunker Lake Boulevard and introducing peanut roundabout ramp terminals. This improvement fundamentally changes how users experience this location and restores the trunk highway's intended function of safely and efficiently moving people and goods. By eliminating the need

for through traffic on TH 65 to stop at a signalized intersection, the project removes a major source of congestion and driver non-compliance with traffic control devices. North–south travelers will experience smoother, more reliable travel with fewer speed changes, reduced congestion, and a substantially lower risk of severe crashes caused by queuing and sudden stops. While local traffic will no longer need to interact with regional highway traffic to navigate across the corridor. The grade separation also ensures that future increases in corridor traffic can be accommodated without reintroducing safety or operational deficiencies at this location.

Table 5: Travel Time on TH 65: 131st to 147th

	2045 No Build	2045 Roundabout	2045 TDI/Signal	2045 RCUT
AM Travel Time (Minutes)				
NB TH 65	**3.33**	**2.69**	**2.58**	**3.05**
SB TH 65	**3.35**	**2.82**	**2.83**	**3.60**
PM Travel Time (Minutes)				
NB TH 65	**3.86**	**2.75**	**2.77**	**3.31**
SB TH 65	**3.55**	**2.73**	**2.74**	**3.14**

Table 6: Travel Time on CSAH 116: Lincoln Ave to Eveleth Ave

	2045 No Build	2045 Roundabout	2045 TDI/Signal	2045 RCUT
AM Travel Time (Minutes)				
EB Bunker Lake	**4.04**	**1.54**	**1.50**	**3.16**
WB Bunker Lake	**4.72**	**1.50**	**1.77**	**3.64**
PM Travel Time (Minutes)				
EB Bunker Lake	**3.15**	**1.52**	**1.93**	**4.03**
WB Bunker Lake	**2.98**	**1.67**	**1.74**	**3.57**

Freight users experience particularly meaningful benefits. TH 65 is a designated regional freight corridor, carrying thousands of trucks daily (2,800 HCAADT) that support manufacturing, logistics, and construction activity throughout Anoka County and the greater region. Eliminating recurring congestion and signal delay at Bunker Lake Boulevard improves travel time reliability (see **Table 5 and Table 6**), reduces vehicle wear from stop-and-go conditions, and enhances safety for both freight operators and nearby communities. Freight mobility benefits will extend to freight haulers in north Anoka and Isanti County because of the significant role TH 65 plays in connecting the Twin Cities Urban Core to outlying rural communities.

Local Access and Road Network Enhancements

Additionally, a new frontage road connection east of TH 65, between 131st Avenue NE and Eveleth Street NE, will enable the disconnection of two local road access points onto TH 65, near the congested intersection. This will eliminate dangerous conflict points between future free-flow TH 65 traffic and slower-speed local route movements. Eveleth Street NE connects directly to Bunker Lake Boulevard to the north, meaning the new frontage-road connection will help ensure that local short trips stay on the local system rather than the highway system. The new frontage road connection will also help mitigate traffic volume increases on Aberdeen Street NE, which was built solely to provide access to adjacent properties.

The project also delivers substantial benefits to the local road system by restoring dependable east–west connectivity across TH 65. Currently, drivers approaching from Bunker Lake Boulevard routinely wait through multiple signal cycles, sometimes up to ten minutes during peak hours, to cross or enter TH 65. These excessive delays contribute to frustration and encourage risky behaviors such as accelerating through short gaps or violating traffic control devices. The interchange design will eliminate the ongoing disregard for traffic control devices.

Additional improvements to Bunker Lake Boulevard also include capacity expansion with the addition of another through lane, access management with a reduced conflict intersection at Johnson Street NE, and intersection operations improvements with a new roundabout at Lincoln Street NE. These improvements to Bunker Lake Boulevard and the adjacent local system will ensure proper traffic distribution on the local system and reduce conflicts with Bunker Lake Boulevard, which will see increased traffic volumes and flow with the new interchange at TH 65 and Bunker Lake Boulevard.

Multimodal and Community Connectivity

Non-motorized users experience a transformative improvement as part of the project. Today, pedestrians and bicyclists face long crossing distances (100+ ft), extended signal wait times, and direct exposure to high-speed traffic that strongly discourages walking and biking. The proposed interchange shortens crossing distances and separates non-motorized travel from highway traffic, creating a safer and more comfortable environment.

Multi-use trails on both sides of Bunker Lake Boulevard, combined with grade-separated crossings, provide new pedestrian and bicycle routes that improve community connectivity. These facilities help fill a noticeable gap in the Central Anoka County Regional Trail, which connects nearby neighborhoods to Bunker Hills Regional Park. By prioritizing separation, visibility, and comfort, the project ensures that improvements to the trunk highway enhance, rather than diminish, local access and safety for all users.

Collectively, these benefits ensure that TH 65 functions as a safer, more efficient trunk highway while the surrounding local road system supports reliable access, multimodal travel, and community connectivity.

Traffic Management

The project partners' approach to traffic management for the TH 65 and Bunker Lake Boulevard Interchange Project will focus on maintaining safe and reliable operations on TH 65 while minimizing impacts to local access in the Cities of Blaine and Ham Lake. Given TH 65's role as a principal arterial and regional freight corridor, construction will be staged to maintain traffic on the highway throughout the project. Temporary lane shifts, narrowed lanes, and reduced speeds will be used on TH 65 to maintain at least two lane of traffic in each direction during most construction phases. Short-term closures or traffic restrictions, if required, will be limited to off-peak periods and coordinated closely with MnDOT to minimize regional impacts. Advance warning signage and traveler information will be provided to alert motorists to changing conditions.

Traffic on Bunker Lake Boulevard will be managed through staged construction, temporary alignments, and signed detours using the surrounding local roadway network and frontage roads. Local access to

neighborhoods, businesses, and emergency services will be maintained throughout construction. Pedestrian and bicycle detours will be clearly signed and coordinated with construction staging to provide safe, continuous routes through the project area. Additionally, the project will require excavation deeper than Class 5 and will be prepared accordingly as the project continues to develop.

Leveraging Additional Funding

The TH 65 and Bunker Lake Boulevard Project represents a highly leveraged investment supported by substantial federal, regional, state, and local funding commitments; which total over $22 million. The total project cost is approximately $43.8 million, with a significant portion of funding already secured through competitive and discretionary programs. See **Appendix F – Supporting Documentation** for funding commitment documents. MnDOT's support through a Local Partnership Program award would help address the remaining funding gap.

Advancing this project now ensures that commuters, freight operators, local residents, and non-motorized users experience the full benefits of a modernized Highway 65 corridor that moves people and goods efficiently while supporting safe, comfortable, and connected communities on both sides of the roadway.

Sincerely,

David A. Krugler, PE
Ham Lake City Engineer
763-862-8000

Attachments

1. Appendix A – Project Layout
2. Appendix B – Project Fact Sheet
3. Appendix C – Existing Conditions
4. Appendix D – Cost Estimate
5. Appendix E – Project Support
6. Appendix F – Supporting Documentation

City of Ham Lake Minnesota

Anoka County MINNESOTA

City of Ham Lake

Trunk Highway 65 and Bunker Lake Boulevard Project

Appendix A

Project Layout

TH 65/CSAH 116 (BUNKER LAKE BLVD) PROJECT
ANOKA COUNTY - CITY OF HAM LAKE, CITY OF BLAINE

LAYOUT HISTORY

Version	Date	Description
1	10/15/2021	Initial Layout
2	11/15/2021	Updated Layout
3	12/15/2021	Updated Layout
4	1/15/2022	Updated Layout
5	2/15/2022	Updated Layout
6	3/15/2022	Updated Layout
7	4/15/2022	Updated Layout
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LAYOUT NOTES

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PRELIMINARY
SUBJECT TO CHANGE
WITHOUT NOTICE
DATE ISSUED: 10/04/2021

LAYOUT LEGEND

- PROPOSED CLEARING & GRUBBING
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONC. MEDIAN, CURB & GUTTER
- PROPOSED MASS GRADING
- PROPOSED AGGREGATE SHOULDERS
- PROPOSED BITUMINOUS PAVED DRIVEWAYS
- PROPOSED RESTORATION (HYDROSEED) AREA
- EXISTING WATERMAIN
- EXISTING FIBER OPTIC
- EXISTING OVERHEAD UTILITY
- EXISTING UNDERGROUND UTILITY
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING CONCRETE CURB & GUTTER
- EXISTING BITUMINOUS PAVEMENT
- EXISTING CONCRETE PAVEMENT
- EXISTING BUILDING
- EXISTING RETAINING WALL
- EXISTING GUARDRAIL
- EXISTING CHAIN LINK FENCE
- EXISTING WOOD FENCE
- EXISTING MISCELLANEOUS FENCE
- EXISTING TREE LINE
- EXISTING DECIDUOUS TREE
- EXISTING CONIFEROUS TREE
- EXISTING SIGN
- EXISTING TRAFFIC SIGNAL
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING GUY POLE
- EXISTING TELEPHONE PEDESTAL
- EXISTING TRANSFORMER
- EXISTING GAS METER
- EXISTING GAS VALVE
- EXISTING WATER VALVE
- EXISTING HYDRANT
- EXISTING MAILBOX
- EXISTING MONITORING WELL
- EXISTING CATCH BASIN
- EXISTING MANHOLE
- EXISTING HAND HOLE
- EXISTING FLARE END SECTION
- EXISTING CULVERT
- EXISTING CONSTRUCTION LIMITS
- EXISTING RIGHT-OF-WAY
- EXISTING PROPERTY LINE
- CONSTRUCTION LIMITS
- TEMPORARY EASEMENT
- PROPOSED PERMANENT R/W
- PROPOSED EASEMENT
- ROTATING BEACON
- HIGH TENSION CABLE BARRIER
- PROPOSED FIBER OPTIC
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED STREET LIGHTING
- PROPOSED OVERHEAD LINE
- PROPOSED UNDERGROUND LINE
- PROPOSED COMMUNICATION LINE
- STOP
- SIGNAL
- ACCESS CLOSURE
- MAJOR T.H. LIGHT POLE
- COMMERCIAL ENERGY (ANOKA COUNTY) LIGHT POLE
- PROPOSED RECTANGULAR RAPID FLASHING BEACON (RRFB)
- RAMP METER
- PROPOSED OVERHEAD GUIDE SIGN
- BICYCLE SIGNAL

LAYOUT APPROVAL

Level 1 LAYOUT APPROVAL

Approved by	Title	Date
Engineering Manager		
Engineering Manager		
Engineering Manager		
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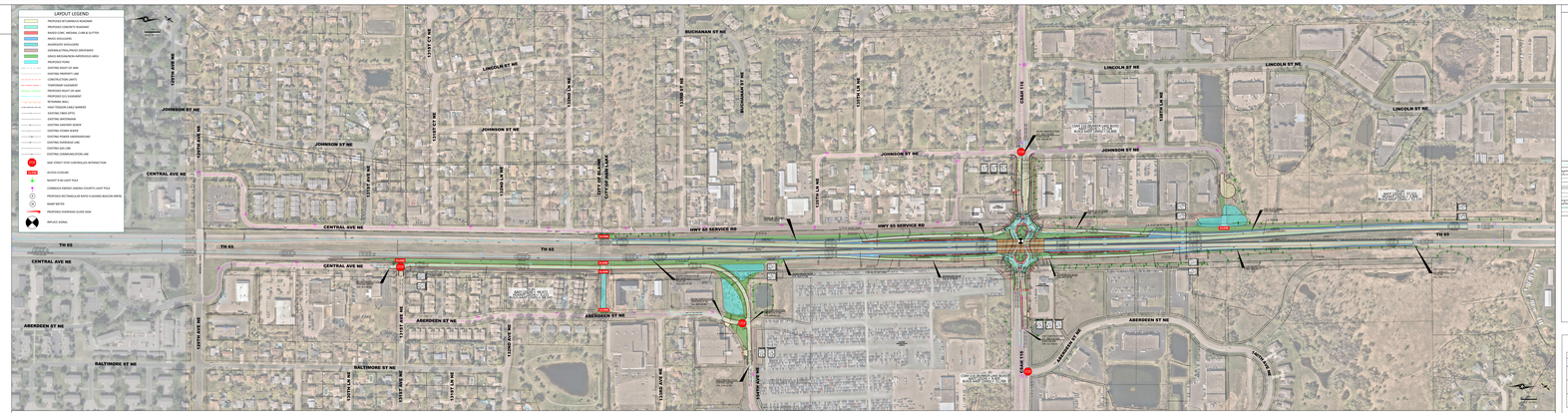
Engineering Manager		



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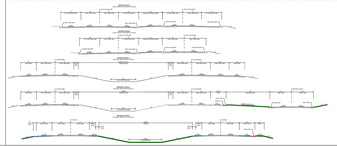
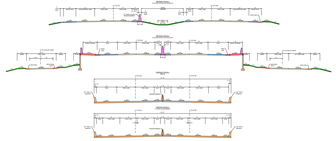
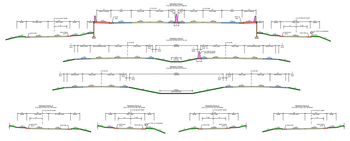
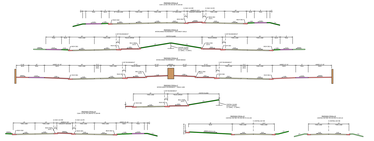
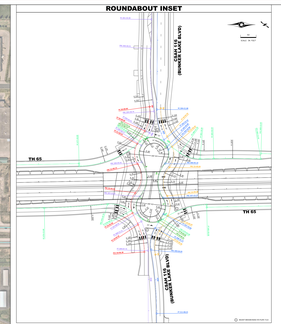








ROUNDABOUT INSET

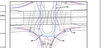


TH 65 RAMPS/CSAH 116 WEST ROUNDABOUT DESIGN SPEED SUMMARY

DESIGN VEHICLE	ENTRY	CIRCULATING	EXIT	RADIUS
WB-67	25	25	25	150
WB-67	25	25	25	150
WB-67	25	25	25	150
WB-67	25	25	25	150

TH 65 RAMPS/CSAH 116 EAST ROUNDABOUT DESIGN SPEED SUMMARY

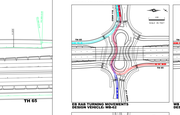
DESIGN VEHICLE	ENTRY	CIRCULATING	EXIT	RADIUS
WB-67	25	25	25	150
WB-67	25	25	25	150
WB-67	25	25	25	150
WB-67	25	25	25	150



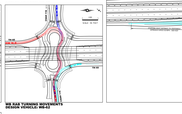
NB RAMP/CSAH 116 INTERSECTION
SB RAMP/CSAH 116 INTERSECTION

NB RAMP TURNING MOVEMENTS DESIGN VEHICLE: WB-67
SB RAMP TURNING MOVEMENTS DESIGN VEHICLE: WB-67

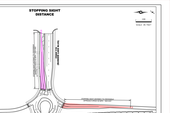
NB RAMP TURNING MOVEMENTS DESIGN VEHICLE: WB-67
SB RAMP TURNING MOVEMENTS DESIGN VEHICLE: WB-67



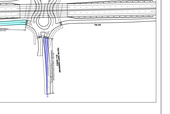
PHI ANGLE DIAGRAM AND INTERSECTION SIGHT DISTANCE TH 65 & CSAH 116



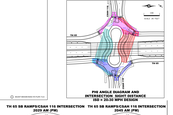
STOPPING SIGHT DISTANCE



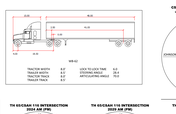
CSAH 116 (BUNKER LAKE BLVD) / JOHNSON ST INTERSECTION 2024 AM (PM)
CSAH 116 (BUNKER LAKE BLVD) / JOHNSON ST INTERSECTION 2040 AM (PM)



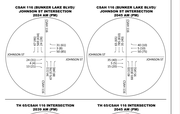
TH 65 NB RAMP/CSAH 116 INTERSECTION 2024 AM (PM)
TH 65 NB RAMP/CSAH 116 INTERSECTION 2040 AM (PM)



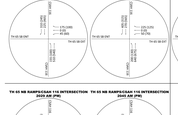
TH 65/CSAH 116 INTERSECTION 2024 AM (PM)
TH 65/CSAH 116 INTERSECTION 2040 AM (PM)



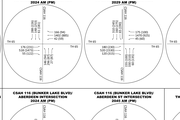
TH 65/CSAH 116 INTERSECTION 2024 AM (PM)
TH 65/CSAH 116 INTERSECTION 2040 AM (PM)



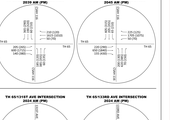
TH 65 SB RAMP/CSAH 116 INTERSECTION 2024 AM (PM)
TH 65 SB RAMP/CSAH 116 INTERSECTION 2040 AM (PM)



CSAH 116 (BUNKER LAKE BLVD) / ABERDEEN STREET 2024 AM (PM)
CSAH 116 (BUNKER LAKE BLVD) / ABERDEEN STREET 2040 AM (PM)



TH 65/117ST AVE INTERSECTION 2024 AM (PM)
TH 65/129ST AVE INTERSECTION 2040 AM (PM)



PLAN VIEW LAYOUT

BOLTON & MENK
MINNESOTA DEPARTMENT OF TRANSPORTATION
Anoka County MINNESOTA
Equal Opportunity Employer
City of Ham Lake Minnesota

City of Ham Lake

Trunk Highway 65 and Bunker Lake Boulevard Project

Appendix B

Project Fact Sheet

THRIVE ON MINNESOTA 65
Bunker Lake Blvd

Minnesota State Highway 65 & Bunker Lake Blvd. Project

updated February 2026

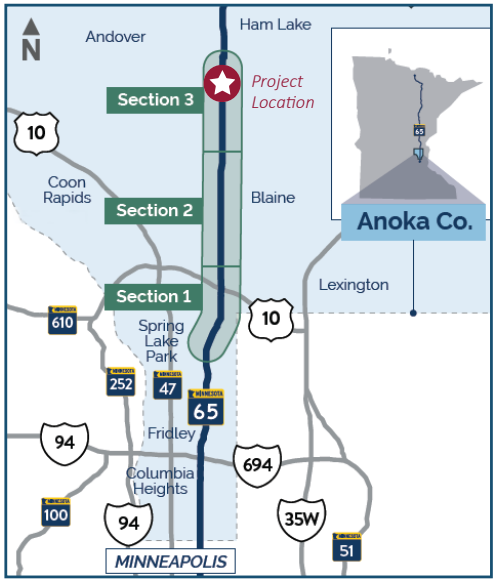
Project Overview

Anoka County, in partnership with MnDOT and the Cities of Ham Lake and Blaine, are working to implement a new interchange at the State Highway 65 and Bunker Lake Boulevard intersection. This project also includes improvements to the supporting highway and local roadway system.

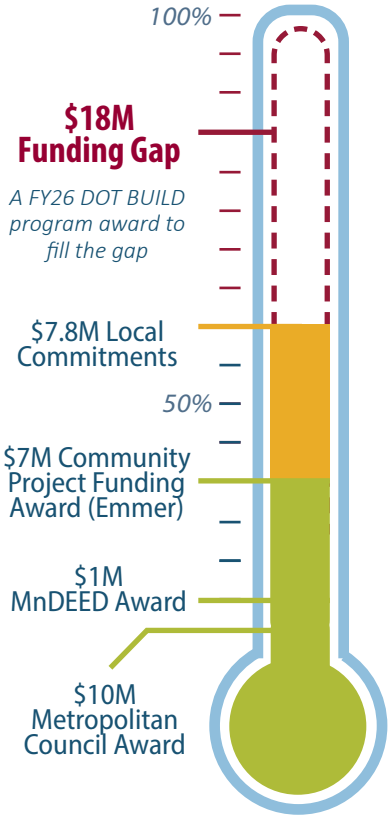
State Highway 65 is a vital arterial roadway in Anoka County, Minnesota, serving as the only continuous north/south corridor of its size and capacity between the Twin Cities' urban core and the county's northern suburban communities. As the corridor functions today, it is inefficiently serving regional demands, and it is also a significant barrier for local and non-motorized travel within the communities of Ham Lake and Blaine.

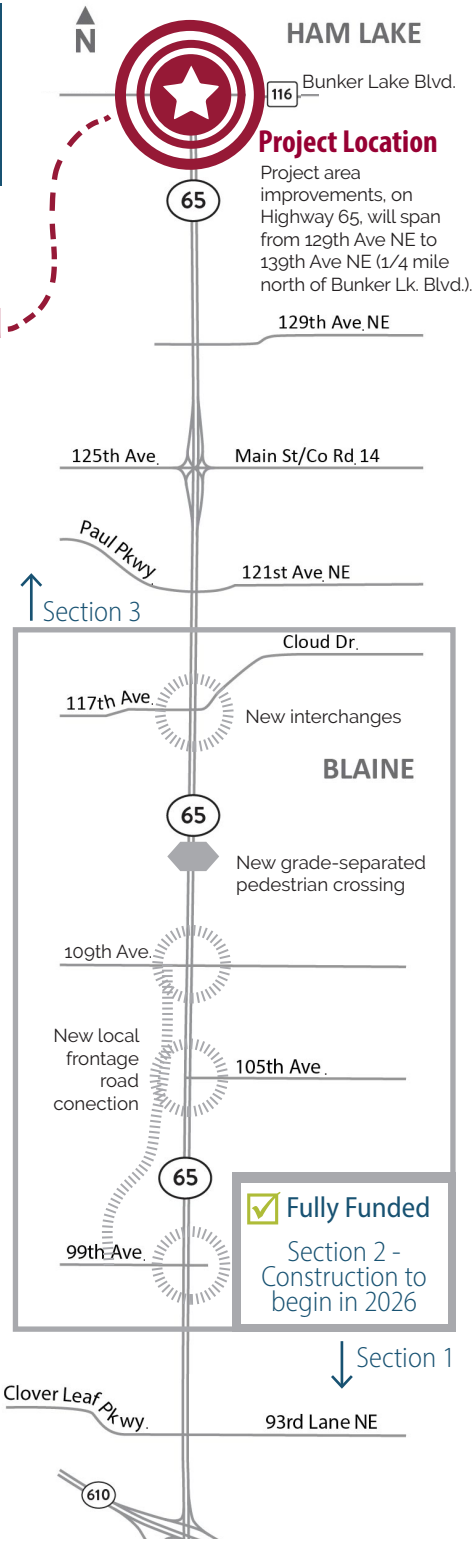
This project will address the needs for the northern half of section 3 identified in the 2021 MnDOT PEL Study. Construction on the first phase (section 2), a $200 million investment, will begin in 2026.

A 2021 MnDOT Planning and Environmental Linkages (PEL) Study identified three sections (phases) and improvements for Highway 65 between Spring Lake Park and Ham Lake.



$43.8 M Total Project Need





Project Area Issues

- 70 crashes in five years; 1 fatal and 1 serious injury. Fatal and severe injury crash rates are 3x higher than the state average.
- Hwy. 65 is difficult for pedestrians and bicyclists to cross, and most avoid non-motorized travel in the area.
- Without improvement, congestion will nearly double during peak hour travel, from 24 minutes to 40 minutes by 2045. Local traffic waits up to 10 minutes to cross or enter Hwy. 65 during peak hours.

New Interchange Benefits

- ☑ Reduced crashes
- ☑ Reliable Hwy. 65 travel time
- ☑ Reduced local traffic crossing time to approx. 3 minutes
- ☑ Dedicated bicycling and walking routes separated from Hwy. traffic

Project Schedule

2024-25	2026	2027-28
Preliminary design and environmental documentation	Final design and right-of-way	Construction

Scan QR code to visit the project website at 65andBunker.com

Anoka County MINNESOTA | DEPARTMENT OF TRANSPORTATION | BlaineMN Live | Work | Grow | City of Ham Lake Minnesota

Project Contact: Jorge Bernal | Anoka County Project Manager | 763-324-3185 | Jorge.Bernal@anokacountymn.gov

THRIVE ON MINNESOTA 65
Bunker Lake Blvd

Minnesota State Highway 65 & Bunker Lake Blvd. Project

updated February 2026

Existing Conditions

Proposed Improvements

Scan QR code to visit the project website at 65andBunker.com

Anoka County MINNESOTA | DEPARTMENT OF TRANSPORTATION | BlaineMN Live | Work | Grow | City of Ham Lake Minnesota

Project Contact: Jorge Bernal | Anoka County Project Manager | 763-324-3185 | Jorge.Bernal@anokacountymn.gov

City of Ham Lake

Trunk Highway 65 and Bunker Lake Boulevard Project

Appendix C

Existing Conditions

Trunk Highway 65 and Bunker Lake Boulevard intersection

Trunk Highway 65 and Bunker Lake Boulevard intersection

New frontage road connection between 131st Avenue NE and Eveleth Street NE

Bunker Lake Blvd and Arberdeen St NE intersection

Bunker Lake Blvd westbound

Bunker Lake Blvd and Johnson St NE intersection

Bunker Lake Boulevard eastbound

Trunk Highway 65 southbound and Johnson Street NE/139th Ave NE

City of Ham Lake

Trunk Highway 65 and Bunker Lake Boulevard Project

Appendix D

Cost Estimate

Opinion of Probable Cost - Concept Level Cost Estimate

TH 65 & Bunker Lake Blvd - Grade Separated Roundabout

Ham Lake, MN

1/16/2026

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Unit Price	Total Qty	Total Cost	TH 65 - MnDOT		Anoka County		City of Blaine		City of Ham Lake	
						Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
MAJOR ROADWAY ITEMS													
	REMOVE BITUMINOUS PAVEMENT	SY	$ 5.00	59,800	$ 299,100	50,220	$ 251,100.00	5,800	$ 29,000.00	1,000	$ 5,000	2,800	$ 14,000
	REMOVE CONCRETE MEDIAN	SY	$ 6.00	1,000	$ 6,000	400	$ 2,400.00	600	$ 3,600.00	-	$ -	-	$ -
	REMOVE CURB & GUTTER	LF	$ 6.00	5,700	$ 34,200	1,200	$ 7,200.00	2,600	$ 15,600.00	400	$ 2,400	1,500	$ 9,000
	REMOVE WOOD NOISE WALL	SF	$ 4.00	24,000	$ 96,000	-	$ -	-	$ -	24,000	$ 96,000	-	$ -
	SAWING BITUMINOUS PAVEMENT	LF	$ 3.00	3,500	$ 10,500	2,900	$ 8,700.00	300	$ 900.00	100	$ 300	200	$ 600
	EXCAVATION - COMMON	CY	$ 18.00	44,900	$ 808,200	32,000	$ 576,000.00	5,400	$ 97,200.00	2,500	$ 45,000	5,000	$ 90,000
	COMMON EMBANKMENT (CV)	CY	$ 26.00	130,400	$ 3,390,400	123,400	$ 3,208,400.00	700	$ 18,200.00	4,100	$ 106,600	2,200	$ 57,200
	AGGREGATE SURFACING (CV) CLASS 1	CY	$ 65.00	300	$ 19,500	300	$ 19,500.00	-	$ -	-	$ -	-	$ -
(1)(2)(3)	AGGREGATE BASE (CV) CLASS 5	CY	$ 48.00	25,600	$ 1,228,800	22,300	$ 1,070,400.00	1,300	$ 62,400.00	800	$ 38,400	1,200	$ 57,600
(1)(2)	SELECT GRANULAR EMBANKMENT (CV)	CY	$ 18.00	51,100	$ 919,800	45,200	$ 813,600.00	2,100	$ 37,800.00	1,600	$ 28,800	2,200	$ 39,600
(1)(2)(3)	TYPE SP 12.5 WEARING COURSE MIX (3,C)	TONS	$ 108.00	30,200	$ 3,261,600	25,000	$ 2,700,000.00	1,800	$ 194,400.00	1,400	$ 151,200	2,000	$ 216,000
	CURB AND GUTTER	LF	$ 38.00	26,000	$ 988,000	16,100	$ 611,800.00	3,100	$ 117,800.00	2,900	$ 110,200	3,900	$ 148,200
	CONCRETE MEDIAN	SF	$ 8.00	11,200	$ 89,600	3,400	$ 27,200.00	7,800	$ 62,400.00	-	$ -	-	$ -
	CONCRETE MEDIAN BARRIER	LF	$ 250.00	2,700	$ 675,000	2,700	$ 675,000.00	-	$ -	-	$ -	-	$ -
	6" CONCRETE WALK	SF	$ 17.00	20,200	$ 343,400	19,600	$ 333,200.00	600	$ 10,200.00	-	$ -	-	$ -
	CONCRETE PAVEMENT 8.0"	SY	$ 156.00	500	$ 78,000	500	$ 78,000.00	-	$ -	-	$ -	-	$ -
	RRFB	EACH	$ 25,000.00	6	$ 150,000	6	$ 150,000.00	-	$ -	-	$ -	-	$ -
	NOISE WALL	SF	$ 140.00		$ -	-	$ -	-	$ -	-	$ -	-	$ -
	Subtotal				**$ 12,398,000**		**$ 10,533,000**		**$ 650,000**		**$ 584,000**		**$ 632,000**
STRUCTURAL ITEMS													
	BRIDGE	SF	$ 250.00	26,000	$ 6,500,000	26,000	$ 6,500,000.00	$ -	$ -		$ -	-	$ -
	MECHANICALLY STABILIZED EARTH WALL	SF	$ 165.00	25,000	$ 4,125,000	25,000	$ 4,125,000.00	$ -	$ -		$ -	-	$ -
	Subtotal				**$ 10,625,000**		**$ 10,625,000**		**$ -**		**$ -**		**$ -**
	All Roadway Construction Subtotal				**$ 23,023,000.00**		**$ 21,158,000.00**		**$ 650,000.00**		**$ 584,000.00**		**$ 632,000.00**
SPECIAL LUMP SUM CONSTRUCTION ITEMS													
	REMOVE SIGNAL SYSTEM	LS	$ 25,000.00	1	$ 25,000	1	$ 25,000.00		$ -		$ -		$ -
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS	$ 250,000.00	1	$ 250,000		$ -		$ -	0.5	$ 125,000	0.5	$ 125,000
(4)	LIGHTING	LS	$ 200,000.00	1	$ 200,000	0.92	$ 184,000.00	0.03	$ 6,000	0.02	$ 4,000	0.03	$ 6,000
(5)	URBAN DRAINAGE	LS	$ 1,500,000.00	1	$ 1,500,000	0.92	$ 1,380,000.00	0.03	$ 45,000	0.02	$ 30,000	0.03	$ 45,000
(6)	RTMC INFRASTRUCTURE	LS	$ 250,000.00	1	$ 250,000	1	$ 40,000.00		$ -		$ -		$ -
	Subtotal				**$ 2,225,000**		**$ 1,629,000**		**$ 51,000**		**$ 159,000**		**$ 176,000**
PERCENTAGE ITEMS													
	MOBILIZATION	5%			$ 1,262,400	0.92	$ 1,161,408.00	0.03	$ 37,872.00	0.02	$ 25,248	0.03	$ 37,872
	MISC REMOVALS (SIGNS, TREES, ETC.)	2%			$ 505,000	0.92	$ 464,600.00	0.03	$ 15,150.00	0.02	$ 10,100	0.03	$ 15,150
	SIGNING & PAVEMENT MARKINGS	3%			$ 757,500	0.92	$ 696,900.00	0.03	$ 22,725.00	0.02	$ 15,150	0.03	$ 22,725
	TURF ESTABLISHMENT AND EROSION CONTROL	5%			$ 1,262,400	0.92	$ 1,161,408.00	0.03	$ 37,872.00	0.02	$ 25,248	0.03	$ 37,872
	LANDSCAPING/STREETSCAPE	3%			$ 631,200	0.92	$ 580,704.00	0.03	$ 18,936.00	0.02	$ 12,624	0.03	$ 18,936
	TRAFFIC CONTROL/STAGING	5%			$ 1,262,400	0.92	$ 1,161,408.00	0.03	$ 37,872.00	0.02	$ 25,248	0.03	$ 37,872
	CONTINGENCY FOR MISSING ITEMS	20%			$ 5,049,600	0.92	$ 4,645,632.00	0.03	$ 151,488.00	0.02	$ 100,992	0.03	$ 151,488
	Subtotal				**$ 10,731,000**		**$ 9,872,000**		**$ 322,000**		**$ 215,000**		**$ 322,000**
					Construction Cost (2025 Dollars)	$ 35,979,000		$ 32,659,000		$ 1,023,000		$ 958,000		$ 1,130,000
					Construction Cost (2028 Dollars)	$ 37,200,000		$ 33,965,000		$ 1,064,000		$ 996,000		$ 1,175,000
					Anticipated Right-of-Way Cost (2028 Dollars)	$ 800,000				$ 800,000				
					Design & Construction Engineering (16%)	$ 5,774,000		$ 5,312,080.00		$ 173,220.00		$ 115,480.00		$ 173,220
					Total Cost (2028 Dollars)	**$ 43,774,000**		**$ 39,277,080**		**$ 2,037,220**		**$ 1,111,480**		**$ 1,348,220**

Notes:

1. Local and county pavement section assumed is 6 inch bituminous pavement,6 inch aggregate base, and 12 inch granular.
2. Trunk highway pavement section assumed is 8 inch bituminous pavement, 12 inch aggregate base, and 24 inch granular.
3. Trail pavement section assumed is 3 inch bituminous pavement and 6 inch aggregate base.
4. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs Box Lights. No Lighting Proposed for Trail.
5. Full Storm Sewer System and Pond for Roadway included.
6. Camera, Ramp Metering, Weather Station Included.

City of Ham Lake

Trunk Highway 65 and Bunker Lake Boulevard Project

Appendix E

Project Support

TOM EMMER
6TH DISTRICT, MINNESOTA

HOUSE MAJORITY WHIP

COMMITTEES
FINANCIAL SERVICES
VICE CHAIR
SUBCOMMITTEE ON DIGITAL ASSETS, FINANCIAL TECHNOLOGY, AND ARTIFICIAL INTELLIGENCE

Congress of the United States
House of Representatives
Washington, DC 20515-2306

326 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2331

DISTRICT OFFICES
9201 QUADAY AVENUE NE
SUITE 206
OTSEGO, MN 55330
(763) 241-6848

February 12, 2026

The Honorable Sean Duffy
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Support for Anoka County's 2026 Better Utilizing Investment to Leverage Development (BUILD) Discretionary Grant Application

Dear Secretary Duffy,

I am writing in support of the Anoka County BUILD Discretionary Grant Application. This funding is essential to reconstruct the Highway 65 (TH 65) and Bunker Lake Blvd (CSAH 116) intersection and implement a new interchange by elevating TH 65 over Bunker Lake Boulevard, along with key improvements to the highway and local transportation systems. This initiative represents the second phase of substantial local investment in the TH 65 corridor, with a $200 million project underway directly south of the proposed project.

Crashes and fatality rates on TH 65 are three times higher than the state average, a result of excessive highway access and long queues. Aside from I-35, TH 65 is the only primary arterial route of its size and capacity in the area, supporting 60,000 commuters and freight vehicles daily.

TH 65 plays a critical role in connecting residents to employment, with over 33,000 jobs within a mile of the corridor. Without this new interchange investment, peak travel delays in the project area are expected to rise from 24 to 40 minutes by 2045. These delays will hinder mobility for commuters and freight haulers and inhibit the long-term economic vitality of Anoka County and local communities along the TH 65 corridor.

For the reasons above, I respectfully request that you give this grant application your full and fair consideration. Please contact Emma Diehl at emma.diehl@mail.house.gov with any questions.

Sincerely,

Tom Emmer

Representative Tom Emmer (MN-06)
United States House of Representatives

TINA SMITH
MINNESOTA

SUITE SH-720
HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510-2310
(202) 224-5641

United States Senate

February 17, 2026

The Honorable Sean Duffy
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: Letter of Support for Anoka County, MN's Application for the Better Utilizing Investments to Leverage Development (BUILD) Grant

Dear Secretary Duffy,

I am writing to urge your support for Anoka County's United States Department of Transportation (USDOT) BUILD grant application. The grant would help fund improvements to the Trunk Highway 65 (TH 65) and Bunker Lake Blvd (CSAH 116) intersection by elevating TH 65 over Bunker Lake Blvd and implementing other key improvements to the highway and local transportation systems.

The intersection at TH 65 and Bunker Lake Blvd is a major bottleneck for both regional and local transportation. This directly impacts the accessibility of essential services, schools, workplaces, and economic opportunities. Without this new interchange, peak congestion in the corridor is projected to increase by 16 minutes by 2045. Such delays would significantly constrain the movement of people and goods, exacerbate safety issues, slow economic growth, and reduce the quality of life for residents.

These improvements would provide safer, more reliable access to employment, schools, healthcare, and daily needs. This project also preserves another large investment in the TH 65 corridor, a $200 million commitment from local and regional partners to implement four new interchanges south of Bunker Lake Blvd. These investments recognize that TH 65 is a vital north-south artery, connecting the Twin Cities with northern suburban and rural communities, and accommodating up to 60,000 daily travelers.

The requested BUILD award would fill the project's funding gap. Anoka County has secured competitive grant funding from several sources: $10 million from the Metropolitan Council's Regional Solicitation funds, $1 million from MNDEED's Transportation Economic Development Infrastructure Program, and $7 million from Congressman Emmer's Community Project Funding request, which I supported.

For the reasons above, I encourage your strong consideration of this proposal. If you have any questions, please contact Jack Smyth by email at jack_smyth@smith.senate.gov.

Sincerely,

Tina Smith

Tina Smith

United States Senator

Senator Michael Kreun
Senate District 32

Minnesota Senate Building
95 University Ave West, Suite 2321
St. Paul, MN 55155-1606

Phone: (651) 296-1282
Email: Sen.Michael.Kreun@mnsenate.gov

Senate
State of Minnesota

November 24, 2025

Attn: Rashmi Brewer
State Programs Engineer
395 John Ireland Blvd
St. Paul, MN 55155

RE: Support for the City of Blaine's Pursuit of Funding for The Highway 65 & Bunker Lake Blvd Project

To whom it may concern:

I am writing to respectfully support the City of Blaine's pursuit of competitive funding sources to deliver the MN State Highway 65 (TH 65) & Bunker Lake Blvd (CSAH 116) Project.

My support of this project stems from its dual impact: it directly addresses urgent local safety concerns while simultaneously providing significant regional benefits for the movement of goods and people. Highway 65 is a critical corridor, connecting residents of the North Metro to the urban core of the Twin Cities. The intersection at Bunker Lake Blvd has long been a challenge for both local commuters and commercial carriers, contributing to congestion, delays, and safety risks that affect the entire region.

Furthermore, the Highway 65 corridor is an area of vibrant economic activity, with ongoing and planned development both north and south of the project site. By improving mobility and safety along this stretch, the proposed enhancements will ensure that residents throughout the region have safe and efficient access to economic opportunities, supporting continued growth and prosperity.

Importantly, the planned frontage road expansion will allow for the closure of hazardous direct highway access points, mitigating poor sightlines and risky turning maneuvers. Redirecting traffic through a grade-separated interchange at Bunker Lake & Highway 65 will make travel safer for all users and streamline freight movements essential to our local and regional economy.

This project reflects a thoughtful, collaborative, and multijurisdictional approach to solving long-standing transportation issues. It aligns with regional and state priorities for safety, mobility, and economic development, and I urge your favorable consideration of funding support.

Sincerely,

Michael E. Kreun

Senator Michael Kreun
State of Minnesota

Nolan West
State Representative

District 32A

Minnesota House of Representatives

December 8, 2025

Attn: Rashmi Brewer
State Programs Engineer
395 John Ireland Blvd
St. Paul, MN 55155

RE: Support for the City of Blaine's Pursuit of Funding for The Highway 65 & Bunker Lake Blvd Project

To whom it may concern:

I am writing to support the City of Blaine's pursuit of competitive funding sources to deliver the MN State Highway 65 (TH 65) & Bunker Lake Blvd (CSAH 116) Project.

This project directly addresses urgent local safety concerns while simultaneously providing significant regional benefits for the movement of goods and people. Highway 65 is a critical corridor, connecting residents of the North Metro to the urban core of the Twin Cities. The intersection at Bunker Lake Blvd has long been a challenge for both local commuters and commercial carriers, contributing to congestion, delays, and safety risks that affect the entire region.

The planned frontage road expansion will allow for the closure of hazardous direct highway access points, mitigating poor sightlines and risky turning maneuvers. Redirecting traffic through a grade-separated interchange at Bunker Lake & Highway 65 will make travel safer for all users and streamline freight movements essential to our local and regional economy.

This project reflects a thoughtful, collaborative, bipartisan, and multijurisdictional approach to solving long-standing transportation issues. It aligns with regional and state priorities for safety, mobility, and economic development, and I urge your favorable consideration of funding support.

Sincerely,

Nolan West

Representative Nolan West
Minnesota House of Representatives
District 32A

METROPOLITAN
COUNCIL

February 16, 2026

The Honorable Sean Duffy
Secretary, US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Secretary Duffy:

As the region's metropolitan planning organization, the Metropolitan Council of the Twin Cities region is pleased to support the Anoka County's Trunk Highway (TH) 65 Intersection Improvement project for consideration under the US Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant program. The project will create a new interchange, elevating TH 65 over Bunker Lake Boulevard, including supporting highway and local system improvements, such as addressing gaps in the non-motorized network.

Currently, TH 65 carries up to 60,000 vehicles per day and experiences significant congestion throughout the day. Crash and fatality rates along the highway are nearly three times higher than the state average. This project has been planned through a Planning and Environmental Linkages Study which identified cost-effective solutions to address capacity, access, mobility, and safety. The Council's Principal Arterial Intersection Conversion Study also identified this at-grade intersection as a high regional priority to improve safety and mobility. The improved mobility will benefit commuters, freight haulers, emergency responders, and local traffic access to both sides of the corridors, improving community connectivity.

The Council has partnered with Anoka County and project partners to advance this project and has awarded $10 million in federal funds through the competitive solicitation grant program. The Council is committed to amending the Transportation Improvement Program and long-range transportation plan, as needed, to include this project. The Metropolitan Council is in full support of the Anoka County's BUILD grant application, and we look forward to working with the county and all other project partners.

Sincerely,

Charles Carlson
Metropolitan Transportation Services Division Director
Metropolitan Council

Anoka County
TRANSPORTATION DIVISION
Respectful, Innovative, Fiscally Responsible

Highway
Transit
Surveyor
GIS
Fleet

May 20, 2026

Ken Slama
Cooperative Agreements Engineer
MnDOT Metro Office of State Aid
1500 West County Rd B2
Roseville, MN 55113

RE: Support for The City of Ham Lake's Pursuit of FY2028 Local Partnership Program (LPP) Funding

Dear Mr. Slama:

I am writing in support of the City of Ham Lake's pursuit of the FY2028 Local Partnership Program (LPP) funding for the Trunk Highway 65 (TH 65) and CSAH 116 (Bunker Lake Boulevard) Improvement Project. This funding is crucial for reconstructing the at-grade signalized intersection of TH 65 and Bunker Lake Boulevard. The project will create a new interchange that elevates TH 65 over Bunker Lake Boulevard, includes supporting highway and local system improvements, and addresses non-motorized network gaps.

My support for this initiative is rooted in the urgent need to address significant safety and mobility challenges that were thoroughly studied as part of the 2021 Planning and Environmental Linkages (PEL) Study for TH 65, led by MnDOT. The findings of this comprehensive study highlighted ongoing congestion, delays, and safety risks throughout the Highway 65 corridor, particularly at the intersection of Bunker Lake Boulevard. These challenges impact not only the efficiency of freight movement along one of Anoka County's most important corridors but also the daily travel conditions and safety of residents and businesses in our region.

The proposed project exemplifies the value of strong collaboration between Anoka County, the City of Ham Lake, the City of Blaine, and MnDOT. By expanding the frontage road system, we will be able to close direct highway access points that currently contribute to poor sightlines and dangerous turning movements. This improvement will redirect vehicle access to a new, grade-separated interchange at Bunker Lake Boulevard and Highway 65, which is planned as part of the larger trunk highway project. These actions directly reflect the recommendations of the 2021 PEL Study.

Furthermore, this project is fully consistent with the goals outlined in Anoka County's Transportation Plan, especially regarding access management on arterial and collector roadways. By implementing the proposed improvements, we can preserve mobility on key corridors and minimize the diversion of through-traffic onto neighboring residential routes, thereby safeguarding both mobility and neighborhood quality of life.

For the reasons above, I request your favorable consideration of this proposal. Should you have any questions, please contact me at 763-324-3199 or joe.macpherson@anokacountymn.gov.

Sincerely,

Joseph MacPherson

Joe MacPherson
Anoka County Engineer

ISANTI
EST. 1857
COUNTY

February 11, 2026

The Honorable Secretary of Transportation
Office of the Secretary of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RE: FY 2026 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Application

Dear Secretary of Transportation:

On behalf of Isanti County, I am writing to express support for the FY26 BUILD Discretionary Grant Application submitted by Anoka County. This funding is crucial for reconstructing the at-grade signalized intersection of Highway 65 (TH 65) and Bunker Lake Blvd (CSAH 116). The Highway 65 & Bunker Lake Blvd Project will create a new interchange, elevating TH 65 over Bunker Lake Blvd, and deliver enhancements to the local transportation system.

Located approximately 13 miles north of the project area, Isanti County relies heavily on TH 65 as a primary north–south corridor connecting residents, businesses, and freight movement to the Twin Cities metropolitan area and surrounding regional centers. Improvements at this key intersection will enhance corridor reliability, reduce congestion-related delays, and improve overall system performance for users throughout east-central Minnesota.

Isanti County is a hub for manufacturing. Larger manufacturers benefit from a convenient local supply chain of smaller firms that provide important services to area manufacturers. Manufacturing employment in the county is 14.7% of total employment - significantly higher than the nation at 10.1% and the seven-county metro area at 11.0%. The county is home to over 70 manufacturers in diverse industries, including metals, plastics, automotive parts, printing/publishing, food processing, machinery manufacturing, electronic products and materials handling. They provide finished goods or parts meeting the highest quality standards for a variety of products including medical devices, recreational vehicles, electronic equipment, food products, tanks and pressure vessels, grain-handling equipment, biofuels and water technology.

TH 65 is the only continuous north-south corridor of its size and capacity connecting Isanti County residents and businesses to the Twin Cities' urban core and the northern suburban communities. TH 65 is the lifeline for our manufacturing hub and residents that commute into the metro area for work daily. Anticipated increases in travel time delays will have a significant impact on the economic health of the industries that are vital to the region's economy providing many essential services and jobs.

Given these compelling factors, I strongly urge your favorable consideration of this proposal. Should you have any questions, please contact me at justin.bergerson@co.isanti.mn.us or 763-689-1870.

ISANTI COUNTY
EST. 1857

Sincerely,

Justin Bergerson, PE
Isanti County Engineer

Cc: Joe MacPherson P.E.; Anoka County Chief Officer, Transportation & County Engineer
Jorge Bernal, P.E.; Anoka County Engineering Manger
Ashley Hudson, AICP; Bolton & Menk, Inc Principal Transportation Planner & Funding Practice Area Lead

RESOLUTION NO. 26-23

A RESOLUTION SUPPORTING THE CITY'S SUBMITTAL OF THE TRUNK HIGHWAY 65 AND CSAH 116 (BUNKER LAKE BOULEVARD) IMPROVEMENT PROJECT TO THE MINNESOTA DEPARTMENT OF TRANSPORTATION'S FY2028 LOCAL PARTNERSHIP PROGRAM

WHEREAS, the FY 2028 Metro Local Partnership Program (LPP) helps fund locally-led projects that benefit both the local community and the trunk highway system, while not being large enough project to be led by MnDOT; and

WHEREAS, the FY 2028 LPP makes up to $5.5M available across the metro area with a maximum project award of $1,000,000; and

WHEREAS, Trunk Highway 65 (TH 65) is a State Highway that provides an important north-south transportation connection in and through the city of Blaine, Ham Lake, and Anoka County; and,

WHEREAS, traffic volumes on TH 65 have been increasing and are expected to continue to increase in the future as the area continues to grow such that congestion is and will continue to negatively impact the ability of the corridor to move traffic; and,

WHEREAS, with traffic volumes, serious and fatal crashes are expected to rise if improvements are not made at TH 65 intersections and along the adjacent supporting local transportation system; and,

WHEREAS, the Minnesota Department of Transportation (MnDOT), the Cities of Ham Lake and Blaine, and Anoka County have continued to work together since 2018 to plan for mobility and safety improvements along the corridor; and,

WHEREAS, Ham Lake has partnered with Anoka County and the City of Blaine to deliver the phase two investment along the TH 65 corridor with the proposed improvements resulting from a 2018-2021 Planning and Environmental Linkages (PEL) study led by MnDOT; and,

WHEREAS, Ham Lake is proposing to submit an application requesting $1 million in capital funds from MnDOT Metro Local Partnership Program, to reconstruct the TH 65 and CSAH 116 (Bunker Lake Boulevard) intersection and supporting segments and necessary local system improvements supporting local access closures on TH 65; and,

NOW, THEREFORE, BE IT RESOLVED that the Ham Lake City Council supports the City of Ham Lake's application to FY28 Local Partnership Program to reconstruct the TH 65 and CSAH 116 (Bunker Lake Boulevard) intersection and supporting segments and necessary local system improvements.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Ham Lake confirms that the City, in conjunction with Anoka County and the City of Blaine, is committed to administering the grant, covering any potential cost overruns, and delivering the project in line with all LPP requirements and timelines.

Adopted by the City Council of the City of Ham Lake this 1st day of June, 2026.

Brian Kirkham, Mayor

Denise Webster, City Clerk

City of Blaine
10801 Town Square Drive NE
Blaine MN 55449-8100
City Hall 763-784-6700 | **BlaineMN**.gov

June 2, 2026

Ken Slama
Cooperative Agreements Engineer
MnDOT Metro Office of State Aid
1500 West County Rd B2
Roseville, MN 55113

RE: Support for The City of Ham Lake's Pursuit of FY2028 Local Partnership Program (LPP) Funding

Dear Mr. Slama:

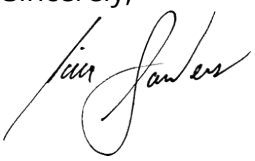
As mayor for the City of Blaine, I write to express support for the City of Ham Lake's pursuit of funding for the Trunk Highway 65 (TH 65) and CSAH 116 (Bunker Lake Boulevard) Improvement Project. This funding is crucial for reconstructing the at-grade signalized intersection of TH 65 and Bunker Lake Boulevard. The project will construct a new interchange that elevates TH 65 above Bunker Lake Boulevard, complemented by enhancements to both highway and local infrastructure. These improvements will include measures to address deficiencies in the non-motorized transportation network and closing direct highway access points.

TH 65 and Bunker Lake Boulevard Improvement Project stand as a testament to the effectiveness of collaboration among the City of Blaine, the City of Ham Lake, Anoka County, and MnDOT. This multi-jurisdictional partnership is dedicated to addressing pressing regional transportation challenges by improving one of Anoka County's most vital freight corridors. TH 65 serves as a key route for the movement of goods and commercial vehicles between the Twin Cities metro and northern Minnesota, and the intersection with Bunker Lake Boulevard has long been recognized as a major source of congestion and delay for carriers and shippers. Delays are expected to double by 2045, and the proposed project will proactively address these congestion and safety issues, ensuring that the corridor remains economically vibrant.

Most importantly, this project will help reduce crashes along a dangerous stretch of Trunk Highway 65, advancing a top priority for our community. The frontage road expansion, the focus of this funding request, will enable the closure of direct highway access points that create poor sightlines and dangerous turning maneuvers. The frontage road will redirect vehicle traffic to access Highway 65 via an improved, grade-separated interchange at Bunker Lake & Highway 65, which is planned for construction as part of the larger trunk highway project.

The project aligns with the City of Blaine's comprehensive plan goals by constructing streets that improve transportation efficiency, strengthen regional connectivity, and enhance safety for all users. I am pleased to support this critical effort and urge your consideration as we work together to create a safer, more connected future for our region. I appreciate your consideration of this important project.

Sincerely,



Tim Sanders, Mayor

February 11, 2026

The Honorable Secretary of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: Support for Anoka County's FY26 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Application

Dear Secretary of Transportation:

On behalf of the North TH 65 Corridor Coalition ("Coalition"), I am writing to express strong support for Anoka County's BUILD Discretionary Grant application. This funding is critical to replace the at-grade, signalized intersection at Trunk Highway 65 ("TH 65") and CSAH 116 ("Bunker Lake Boulevard") with a grade-separated interchange. The proposed project will construct a new interchange by elevating TH 65 over Bunker Lake Boulevard, construct a roundabout at ramp terminals to streamline traffic operations, and enhance non-motorized connections.

The Coalition is a grassroots partnership of local cities, counties, townships, and transportation stakeholders united by a single mission: advocating for long-term solutions to the safety, mobility, and economic challenges along TH 65. For more than a decade, we have championed infrastructure improvements to address severe congestion, reduce crashes, and support the growing communities from Spring Lake Park north to Kanabec County.

The TH 65 and Bunker Lake Boulevard intersection is one of the most significant bottlenecks and safety concerns on the entire corridor. Upgrading this intersection to a grade-separated interchange is essential to achieving the Coalition's mission of delivering a safer, more efficient transportation system that strengthens community connectivity, supports regional economic growth, and improves quality of life for residents and businesses. Today, the intersection suffers from excessive congestion, limiting the economic potential of the entire corridor. TH 65 is a critical highway connecting residents to more than 33,000 jobs within one mile of the corridor. Without improvements, delays at this location are projected to nearly double by 2045. Grade-separating the intersection, closing direct highway access, and completing local system connections will proactively reduce safety risks, improve travel time reliability, and ensure the corridor remains economically vibrant.

This project is not only vital for Anoka County—it is a strategic investment in regional and national mobility. TH 65 serves as a key north-south route for commuters, freight, and emergency services, and its modernization will deliver long-term benefits that extend far beyond the immediate area. By funding this project, the U.S. Department of Transportation will help unlock economic opportunities, enhance safety for thousands of daily travelers, and ensure that this critical corridor continues to serve as a reliable link for commerce and community growth.

We appreciate your consideration of this important project and urge your support through federal funding. Should you have any questions, please contact justin.bergerson@co.isanti.mn.us or 763-689-1870.

Justin R Bergerson

Justin Bergerson, PE
North Trunk Highway 65 Corridor Coalition Member
Isanti County Highway Engineer

Cc: Joe MacPherson P.E.; Anoka County Chief Officer, Transportation & County Engineer
Jorge Bernal, P.E.; Anoka County Engineering Manger
Ashley Hudson, AICP; Bolton & Menk, Inc Principal Transportation Planner & Funding Practice Area Lead

February 11, 2026

The Honorable Secretary of Transportation
Office of the Secretary of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: Support for Anoka County's FY26 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Application

Dear Secretary of Transportation:

On behalf of the North TH 65 Corridor Coalition ("Coalition"), I am writing to express strong support for Anoka County's BUILD Discretionary Grant application. This funding is critical to replace the at-grade, signalized intersection at Trunk Highway 65 ("TH 65") and CSAH 116 ("Bunker Lake Boulevard") with a grade-separated interchange. The proposed project will construct a new interchange by elevating TH 65 over Bunker Lake Boulevard, construct a roundabout at ramp terminals to streamline traffic operations, and enhance non-motorized connections.

The Coalition is a grassroots partnership of local cities, counties, townships, and transportation stakeholders united by a single mission: advocating for long-term solutions to the safety, mobility, and economic challenges along TH 65. For more than a decade, we have championed infrastructure improvements to address severe congestion, reduce crashes, and support the growing communities from Spring Lake Park north to Kanabec County.

The TH 65 and Bunker Lake Boulevard intersection is one of the most significant bottlenecks and safety concerns on the entire corridor. Upgrading this intersection to a grade-separated interchange is essential to achieving the Coalition's mission of delivering a safer, more efficient transportation system that strengthens community connectivity, supports regional economic growth, and improves quality of life for residents and businesses. Today, the intersection suffers from excessive congestion, limiting the economic potential of the entire corridor. TH 65 is a critical highway connecting residents to more than 33,000 jobs within one mile of the corridor. Without improvements, delays at this location are projected to nearly double by 2045. Grade-separating the intersection, closing direct highway access, and completing local system connections will proactively reduce safety risks, improve travel time reliability, and ensure the corridor remains economically vibrant.

This project is not only vital for Anoka County—it is a strategic investment in regional and national mobility. TH 65 serves as a key north-south route for commuters, freight, and emergency services, and its modernization will deliver long-term benefits that extend far beyond the immediate area. By funding this project, the U.S. Department of Transportation will help unlock economic opportunities, enhance safety for thousands of daily travelers, and ensure that this critical corridor continues to serve as a reliable link for commerce and community growth.

As a county commissioner and Coalition member, I strongly believe this project represents a meaningful investment in the safety and well-being of all residents, businesses, and commuters who rely on this corridor every day. Improving this intersection will reduce crash risk, enhance travel reliability, and create a safer transportation environment for motorists, freight operators, pedestrians, and bicyclists alike. These improvements will deliver lasting benefits for the region by supporting safe mobility, improving daily travel experiences, and strengthening the overall resilience of our transportation network.

Thank you for your consideration of this important project, and we respectfully urge your support through federal funding. Should you have any questions, please contact Todd.Christensen@co.isanti.mn.us or 763-689-3859.

Sincerely, Todd Christensen

Todd Christensen
Isanti County Commissioner, District 4
Member, North Trunk Highway 65 Corridor Coalition

Todd Christensen
Isanti County District 4 County Commissioner
North Trunk Highway 65 Corridor Coalition Member

Cc: Joe MacPherson P.E.; Anoka County Chief Officer, Transportation & County Engineer
Jorge Bernal, P.E.; Anoka County Engineering Manger
Ashley Hudson, AICP; Bolton & Menk, Inc Principal Transportation Planner & Funding Practice Area Lead

METRONORTH
CHAMBER OF COMMERCE

August 18, 2025

Jorge R. Bernal, P.E
Manager, Engineering
Anoka County Transportation Division
1440 Bunker Lake Boulevard NW
Andover, MN 55304

RE: Support for the Trunk Highway 65 & Bunker Lk Blvd Project in Anoka County

Dear Mr. Bernal,

On behalf of the MetroNorth Chamber of Commerce, I am writing in support of Anoka County's pursuit of funding for the MN Highway 65 & Bunker Lake Blvd Project. Highway 65 is a key transportation corridor that serves commercial activity and freight movement throughout the region. Each day, thousands of trucks and delivery vehicles rely on this route to move goods efficiently, making it essential for local businesses and the broader regional economy. However, persistent congestion at the project intersection has become a significant challenge, regularly causing delays that disrupt business operations, hinder supply chains, and inconvenience residents and commuters alike.

The proposed project will provide substantial benefits to Anoka County by transforming the existing at-grade intersection into a grade-separated interchange. By elevating TH 65 over Bunker Lake Blvd, the new design will significantly improve traffic flow, alleviate congestion, and enhance roadway safety for all who travel through this corridor. In addition, the project will address critical gaps in the pedestrian and bicycle networks by improving infrastructure for non-motorized users, creating safer and more accessible routes for those who walk or cycle. This comprehensive approach not only supports current transportation needs but also ensures that future growth and mobility demands can be met in a sustainable manner.

Importantly, this project represents the second phase in a long-term vision to convert the entire Highway 65 Corridor into a freeway, building on the momentum of the recently funded $200 million first phase in Blaine. Completing this next phase is integral to unlocking the full economic potential of the region, promoting job creation, and strengthening the area's transportation network.

We believe that investing in this project is vital for supporting continued economic vitality and quality of life for Anoka County and the greater North Metro area. Thank you for your consideration.

Sincerely,

Lori Higgins

Lori Higgins, President
MetroNorth Chamber of Commerce

MP SYSTEMS, INC. | Our People Are Our Power

09/29/2025

Jorge Bernal
Engineering Manager
Anoka County Highway Department
1440 Bunker Lake Blvd NW
Andover, MN 55304

RE: Support for the Trunk Highway 65 Improvement Project in Anoka County, Minnesota

Dear Mr. Bernal,

I am writing on behalf of MP Systems Inc, a proud member of the Anoka County business community for 13 years, currently employing 89 individuals. I am reaching out to voice our strong support for the Trunk Highway 65 (TH 65) Improvement Project, which we believe is essential for the continued growth and prosperity of both our company and greater business community.

TH 65 serves as a vital corridor for the movement of both goods and people, connecting suppliers, employees, and customers across the county and beyond. However, increasing congestion, especially near the intersection of TH 65 and Bunker Lake Blvd, has led to significant delays and unpredictability in our operations. These transportation challenges impact our ability to receive timely shipments, reliably deliver products, and ensure our staff can commute safely and efficiently.

The proposed improvements—particularly the construction of a new interchange and the elevation of TH 65 over Bunker Lake Blvd—will greatly enhance traffic flow, reduce delays, and improve safety. These changes are not only critical for addressing our immediate transportation needs but are also vital for supporting the long-term economic vitality of Anoka County's business community. With more reliable infrastructure, we can continue to invest in the region, support local jobs, and serve our customers for years to come.

I urge your full support for the Trunk Highway 65 Improvement Project and thank you for your commitment to the needs of businesses and residents alike.

Sincerely,

MP Systems Inc.

Todd Curtis

Director Fleet

MASTER MACHINE INC.
13956 Lincoln Street NE
Ham Lake, MN 55304
Phone (763) 780-5460
Fax (763) 780-5461

8/18/2025

Jorge Bernal
Engineering Manager
Anoka County Highway Department
1440 Bunker Lake Blvd NW
Andover, MN 55304

RE: Support for the Trunk Highway 65 Improvement Project in Anoka County, Minnesota

Dear Mr. Bernal,
I am writing on behalf of Master Machine, Inc. a proud member of the Anoka County business community for 42 years, currently employing 60+ individuals. I am reaching out to voice our strong support for the Trunk Highway 65 (TH 65) Improvement Project, which we believe is essential for the continued growth and prosperity of both our company and greater business community.

TH 65 serves as a vital corridor for the movement of both goods and people, connecting suppliers, employees, and customers across the county and beyond. However, increasing congestion, especially near the intersection of TH 65 and Bunker Lake Blvd, has led to significant delays and unpredictability in our operations. These transportation challenges impact our ability to receive timely shipments, reliably deliver products, and ensure our staff can commute safely and efficiently.

The proposed improvements—particularly the construction of a new interchange and the elevation of TH 65 over Bunker Lake Blvd—will greatly enhance traffic flow, reduce delays, and improve safety. These changes are not only critical for addressing our immediate transportation needs but are also vital for supporting the long-term economic vitality of Anoka County's business community. With more reliable infrastructure, we can continue to invest in the region, support local jobs, and serve our customers for years to come.

I urge your full support for the Trunk Highway 65 Improvement Project and thank you for your commitment to the needs of businesses and residents alike.

Sincerely,

Master Machine, Inc.

Janet Buzzell, Owner

13941 Lincoln Street, Suite 100
Ham Lake, MN 55304
P: 763-781-0280 | F: 763-780-5360
www.unlimitedwelding-fab.com

8/28/25

Jorge Bernal
Engineering Manager
Anoka County Highway Department
1440 Bunker Lake Blvd NW
Andover, MN 55304

RE: Support for the Trunk Highway 65 Improvement Project in Anoka County, Minnesota

Dear Mr. Bernal,

I am writing on behalf of Unlimited Welding & Fabrication a proud member of the Anoka County business community for 17 years, currently employing 25 individuals. I am reaching out to voice our strong support for the Trunk Highway 65 (TH 65) Improvement Project, which we believe is essential for the continued growth and prosperity of both our company and greater business community.

TH 65 serves as a vital corridor for the movement of both goods and people, connecting suppliers, employees, and customers across the county and beyond. However, increasing congestion, especially near the intersection of TH 65 and Bunker Lake Blvd, has led to significant delays and unpredictability in our operations. These transportation challenges impact our ability to receive timely shipments, reliably deliver products, and ensure our staff can commute safely and efficiently.

The proposed improvements, particularly the construction of a new interchange and the elevation of TH 65 over Bunker Lake Blvd—will greatly enhance traffic flow, reduce delays, and improve safety. These changes are not only critical for addressing our immediate transportation needs but are also vital for supporting the long-term economic vitality of Anoka County's business community. With more reliable infrastructure, we can continue to invest in the region, support local jobs, and serve our customers for years to come.

I urge your full support for the Trunk Highway 65 Improvement Project and thank you for your commitment to the needs of businesses and residents alike.

Sincerely,

Unlimited Welding & Fabrication
Joseph Kliever
President

Pavement Resources

09/24/2025
Jorge Bernal
Engineering Manager
Anoka County Highway Department
1440 Bunker Lake Blvd NW
Andover, MN 55304

RE: Support for the Trunk Highway 65 Improvement Project in Anoka County, Minnesota

Dear Mr. Bernal,

I am writing on behalf of Pavement Resources, a proud member of the Anoka County business community for over 20 years, currently employing 10+ individuals. I am reaching out to voice our strong support for the Trunk Highway 65 (TH 65) Improvement Project, which we believe is essential for the continued growth and prosperity of both our company and greater business community.

TH 65 serves as a vital corridor for the movement of both goods and people, connecting suppliers, employees, and customers across the county and beyond. However, increasing congestion, especially near the intersection of TH 65 and Bunker Lake Blvd, has led to significant delays and unpredictability in our operations. These transportation challenges impact our ability to receive timely shipments, reliably deliver products, and ensure our staff can commute safely and efficiently.

The proposed improvements—particularly the construction of a new interchange and the elevation of TH 65 over Bunker Lake Blvd—will greatly enhance traffic flow, reduce delays, and improve safety. These changes are not only critical for addressing our immediate transportation needs but are also vital for supporting the long-term economic vitality of Anoka County's business community. With more reliable infrastructure, we can continue to invest in the region, support local jobs, and serve our customers for years to come.

I urge your full support for the Trunk Highway 65 Improvement Project and thank you for your commitment to the needs of businesses and residents alike.

Sincerely,

Jeff Kirkeby

Pavement Resources

President

Athens
TOWNSHIP • MINNESOTA

August 19, 2025

Jorge R. Bernal, P.E
Manager, Engineering
Anoka County Transportation Division
1440 Bunker Lake Boulevard NW
Andover, MN 55304

RE: Support for the Trunk Highway 65 & Bunker Lk Blvd Project in Anoka County

Dear Bernal,

On behalf of Athens Township, I am writing to express support for Anoka County's pursuit of funding for the Trunk Highway 65 & Bunker Lk Blvd Project. This funding is crucial for reconstructing the at-grade signalized intersection of Highway 65 (TH 65) and Bunker Lake Blvd (CSAH 116). The project will create a new interchange, elevating TH 65 over Bunker Lake Blvd, and include supporting highway and local system improvements, such as addressing gaps in the non-motorized network.

Athens Township is located along the southern edge of Isanti County, just north of Ham Lake and the proposed TH 65 project. We are a community who values the feeling of small-town living while still being within easy driving distance of the Twin Cities and surrounding suburbs.

TH 65 is a lifeline for our community as the only continuous north/south corridor of its size and capacity connecting all of Isanti County to the Twin Cities' urban core and the northern suburban communities. Currently, the intersection of TH 65 and Bunker Lake Blvd is widely recognized as a significant bottleneck for freight, where heavy congestion and delays routinely disrupt commercial carriers and shippers. Without improvements, the anticipated increases in travel time delays will have a significant impact on the ability for our community to access regional jobs and essential service centers.

The project will greatly benefit the trunk highway network our community relies on. Thank you for the opportunity to express my support for this important project. I appreciate your consideration and encourage your support of the TH65/Bunker Lake Boulevard Interchange project.

Sincerely,

Michael Jungbauer
Zoning Administrator

Office of the Sheriff
ANOKA COUNTY
SHERIFF BRAD WISE

August 18, 2025

Jorge R. Bernal, P.E
Manager, Engineering
Anoka County Transportation Division
1440 Bunker Lake Boulevard NW
Andover, MN 55304

RE: Support for the Trunk Highway 65 & Bunker Lk Blvd Project in Anoka County

Dear Bernal,

As the Sheriff of Anoka County, I am writing in support of Anoka County's pursuit of funding for the Trunk Highway 65 & Bunker Lake Blvd Project. This funding is crucial for reconstructing the at-grade signalized intersection of Highway 65 (TH 65) and Bunker Lake Blvd (CSAH 116). The project will create a new interchange, elevating TH 65 over Bunker Lake Blvd, and include supporting highway and local system improvements, such as addressing gaps in the non-motorized network.

The City of Ham Lake contracts with the Anoka County Sheriff's Office to provide police protection for its residents and businesses. Our office is dedicated to serving the community with a commitment to preserving public trust. Established in 1857, the Sheriff's Office has grown to include a team of approximately 300 staff and volunteers who provide law enforcement services to 21 urban and rural cities within the county.

The crash and fatality rates that travelers are exposed to along TH 65 are three times higher than the state average. At the intersection of TH 65 and Bunker Lake Blvd, there have been 83 crashes in the last five years that our deputies have responded to, including one fatality, one crash involving a bicyclist, and six serious injury crashes. Responding to serious and fatal crashes can have a profound mental impact on our deputies. This is becoming increasingly concerning, given the police shortage that Minnesota is currently experiencing.

Crashes further contribute to congestion in the corridor today. The travel time delays experienced during peak hours are expected to double from 24 minutes to 40 minutes by 2045. Increased peak-hour delay is concerning our deputies because it results in delayed response time to incidents in the community. Prompt and efficient officer response is vital in mitigating the impact of the crash, providing assistance to the injured, and ensuring additional crashes don't occur.

Thank you for the opportunity to express our support for this important project. I appreciate your consideration and encourage your support of the TH65/Bunker Lake Boulevard Interchange project.

Sincerely,

Brad Wise

13301 Hanson Blvd NW, Andover, MN 55304-4009 • (763) 324-5000
www.anokacounty.us/sheriff

City of Ham Lake

Trunk Highway 65 and Bunker Lake Boulevard Project

Appendix F

Supporting Documentation

	All figures in thousands 000's	Fund	GO Bonding 5/17/2026	General Fund 5/17/2026	Extensions	
148	**Department of Transportation**					148
149						149
150	Local Road Improvement Fund Grants	GO/TF	47,000			150
151	Local Bridge Replacement Program	GO/TF	25,000			151
152	Local Road Improvement - Township Roads	GO/TF	3,000			152
160	Highway Railroad Grade Crossing-Warning Devices	GO	1,000			160
171	Safe Routes to School Infrastructure Program (SRTS)	GO	1,000			171
181	Interchange at TH 10, TH 61 and CSAH 22 in St. Paul Park	GF		400		181
182	Trunk Highway 610 - Hortman Memorial Signage	GF		750		182
183	Local Road Improvement Planning Mississippi Crossing in North Metro	GF		2,900		183
184	Radar Infrastructure Grants	GF		500		184
185	**Grants to Political Subdivisions**					185
186	Anoka County - TH 65 & Bunker Lake Blvd	GO	4,300			186
187	Benton County - Mayhew Lake Road (CSAH 1) Safety Improvements	GO	3,000			187
192	City of Columbus - Hornsby Street Northeast	GO/TF	250			192
193	Cook County - Gunflint Trail Improvements	GO	1,000			193
195	Dakota County - County Road 50 Improvements	GO	6,000			195
200	Douglas County - I-94 and CSAH 17 Interchange	GO/TF	1,500			200
202	Faribault County - Welk Drive in Blue Earth	GO	500			202
204	City of Frazee - North River Drive	GO	1,850			204
206	City of Forest Lake / Washington Co. - Highway 61 Improvements	GO	2,755			206
209	City of Freeport - Interstate 94 Interchange	GO	6,000			209
210	City of Fridley - Road Extension & Bridge over BNSF Tracks	GO	2,000			210
215	City of Independence - Highway 12	GO	4,000			215
218	City of Karlstad - Municipal Airport	GO	6,500			218
219	City of Lake Park - Local Road	GO	2,000			219
223	City of Minneapolis - Pedestrian Access and Safety Improvements	GO	115			223
225	City of North Branch - I-35 and 400th Street Interchange Project	GO	1,000			225
226	City of Oakdale - Pedestrian Bridge over I-694	GO	3,750			226
227	Olmsted County - Interchange at CSAH 3, CSAH 5, and TH 14	GO/TF	5,600			227
228	Olmsted County - Interchange at CSAH 3, CSAH 5, and TH 14	THF	2,400			228
229	Pope County - 210th Ave Reconstruction	GO/TF	5,000			229
232	City of Redwood Falls - Preservation of Historic Swayback Bridge	GO	1,300			232
233	City of Richfield - Nicollet Avenue Reconstruction	GO	2,000			233
235	City of Savage - Hwy 13 Reconstruction Project	GO	3,000			235
237	Scott County - I-35 & CSAH 2	THF	1,200			237
241	City of Slayton 34th Street Reconstruction	GO	2,000			241
242	City of Stewartville - 15th Ave NE Improvements	GO	3,096			242
243	City of St. Louis Park - Oxford & Louisiana Area Infrastructure	GO	5,100			243
249	Stearns County - 332st Street Between CSAH 4 & CSAH133	GO	3,000			249
251	City of Stillwater - Washington Avenue Intersection	GO	4,300			251
256	City of Waconia - Trunk Highway 5 Phase 2 Reconstruction	GO	4,700			256
260	Washington County - County Road 19A and 100th Street South	GO	9,600			260
261	Washington County - CSAH 18 & CSAH 19 Intersection	GO	500			261

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

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Freight
Brian Martinson
Non-motorized

October 1, 2024

Jack Forslund
Anoka County Transportation Division
1440 Bunker Lake Boulevard NW
Andover, MN 55304-4005

RE: NOTICE OF AWARD
2024 Regional Solicitation Project Selection
SP# 002-716-026

Dear Mr. Forslund,

Thank you for submitting transportation project proposals in the 2024 regional solicitation process. A total of 127 applications to the Regional Solicitation met the qualifying criteria. Teams of transportation professionals from around the region scored the responses to the weighted criteria and ranked the projects by their total score. Fifty-nine projects were selected to receive federal funding through the Regional Solicitation. An additional 17 projects were selected to receive Active Transportation sales tax funds.

Anoka County has been approved for federal STBG funding for the following project and program year:

20330	TH 65/Bunker Lake Boulevard Interchange	$10,000,000	2028

The selected projects have been approved for inclusion in a future region's Transportation Improvement Program (TIP) and State TIP. **In the meantime, you should contact Colleen Brown, Federal Aid Program Manager, at the MnDOT Metro State Aid Office at colleen.brown@state.mn.us to arrange a meeting and begin developing your projects.**

Awarded projects must consider a range of project alternatives during the environmental process. The preferred alternative that comes out of the environmental process may be different than the project awarded funding by TAB. As such, project sponsors may need to submit a request for a scope change and/or a TIP amendment to the TAB and Metropolitan Council, which may result in a reduced award. **The TAB strongly encourages project sponsors to make every effort to get their projects ready for bid opening in the program year. Please refer to the base schedule in the attached program year policy.**

If your project involves a bridge or underpass on a Trunk Highway, please contact Arielle Ehrlich of the MnDOT Bridge Office; Arielle.ehrlich@state.mn.us before selecting a consultant for design. State policy allows the MnDOT Bridge Office the opportunity to design bridges on the Trunk Highway system. If the Bridge Office decides not to do the bridge design, the Local Agency may then select a consultant to perform the design.

If you have any questions, please contact TAB Coordinator Elaine Koutsoukos at elaine.koutsoukos@metc.state.mn.us.

Sincerely,

James Hovland, Chair

COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING—Continued

Agency	Account	Recipient	Project	State	Amount ($)	Requesters		Origination
						House	Senate	
Department of Transportation	Highway Infrastructure Programs	MI	Reconstruction of the Houghton Canal Road, Stanton Township, Houghton County	MI	5,100,000	Bergman		H
Department of Transportation	Highway Infrastructure Programs	MI	Cross Street and Prospect Street Bridge Rehabilitation	MI	250,000	Dingell	Peters	H
Department of Transportation	Highway Infrastructure Programs	MI	Silverwood Road from Clifford Road to Castle Road Resurfacing Project	MI	3,112,000	McClain	Peters	H
Department of Transportation	Highway Infrastructure Programs	MI	State Park Drive Rehabilitation Project	MI	850,000	McDonald Rivet		H
Department of Transportation	Highway Infrastructure Programs	MI	Frances Road Bridge Replacement over Butternut Creek	MI	850,000	McDonald Rivet		H
Department of Transportation	Highway Infrastructure Programs	MI	Patterson Avenue Resurfacing	MI	250,000	Scholten	Peters	H
Department of Transportation	Highway Infrastructure Programs	MI	Non-motorized, Shared-use Crossing over I–96 at Forest Hill Avenue, SE	MI	250,000	Scholten		H
Department of Transportation	Highway Infrastructure Programs	MI	Countywide Bridge Repair Project	MI	2,000,000	Walberg		H
Department of Transportation	Highway Infrastructure Programs	MI	North River Road Safety Improvement Project	MI	5,000,000	Walberg		H
Department of Transportation	Highway Infrastructure Programs	MI	Reconstruction of Mound Road from 8 Mile to I–696	MI	750,000		Peters	S
Department of Transportation	Highway Infrastructure Programs	MI	Saginaw Road Bridge Reconstruction Project	MI	955,000		Peters	S
Department of Transportation	Highway Infrastructure Programs	MI	Red Run Park Bridge Installation Project	MI	1,000,000		Peters	S
Department of Transportation	Highway Infrastructure Programs	MI	Detroit/Wayne County Port Authority—Detroit Windsor Tunnel Roadway Column Rehabilitation and Infrastructure Upgrades	MI	1,613,000		Slotkin	S
Department of Transportation	Highway Infrastructure Programs	MI	City of Mt. Pleasant Mill and Overlay—Preston and Bradley	MI	500,000		Slotkin	S
Department of Transportation	Highway Infrastructure Programs	MN	Dakota County I–35 Bridges and CH 50 Interchange Project	MN	2,000,000	Craig	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	Town Line Road Reconstruction	MN	1,500,000	Emmer	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	Heatherwood Road Infrastructure & Multi-Modal Improvements	MN	7,000,000	Emmer	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	Minnesota State Highway 65 & Bunker Lake Blvd Project	MN	7,000,000	Emmer	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	CSAH 19 & CSAH 123 Intersection Improvements	MN	1,500,000	Emmer	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	Highway 24—Clearwater	MN	3,700,000	Emmer	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	Interchanges on U.S. Highway 14 at CSAH 3 and CSAH 5	MN	2,000,000	Finstad	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	Weir Drive Reconstruction Phase II	MN	1,350,000	McCollum	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	CH 18 and Settlers Ridge Parkway Reconstruction	MN	250,000	McCollum		H
Department of Transportation	Highway Infrastructure Programs	MN	Highway 169 & County Road 130 Interchange Mobility Project	MN	850,000	Morrison	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	Main Street (CSAH 150) Reconstruction	MN	850,000	Morrison	Klobuchar, Smith	H
Department of Transportation	Highway Infrastructure Programs	MN	Trunk Highway 610 & East River Road Full Access Interchange	MN	250,000	Morrison	Klobuchar, Smith	H

EMPLOYMENT AND ECONOMIC DEVELOPMENT

December 5, 2025

Mike Gamache
Board of Commissioners Chair, Anoka County
2100 3rd Avenue
Anoka, MN 55303

Dear Chair Gamache:

I am pleased to inform you that Anoka County's application for the Transportation Economic Development Infrastructure (TEDI) Program grant has been approved in the amount of $1,000,000. We are pleased to provide this financial assistance to the county for the Highway 65 & Bunker Lake Boulevard project in Ham Lake. All parties involved in the preparation of the county's application can be proud of this award.

DEED's Community Finance staff will follow up with details of your DEED funding award and will assist you and your staff in achieving your business and community development goals. Please note that a grant agreement needs to be executed before the project may begin.

For additional information, please contact Jeremy LaCroix at 651.259.7457 or by e-mail at jeremy.lacroix@state.mn.us.

Finally, let me extend my congratulations to you and your staff for developing an approach that will effectively address your business and community development needs.

Regards,

Matt Varilek
Commissioner

CC: Senator Cal Bahr
Representative Peggy Scott

Trunk Highway 65 & Bunker Lake Boulevard
Crash Data Analysis (2020-2024)

A five-year (2020-2024) crash analysis was completed for the Trunk Highway 65 and Bunker Lake Boulevard intersection. The analysis included calculating and reviewing intersection and segment crash rates, as well as predominant crash types, proximate causes, and trends. Highway 65 experienced a fatal and severe injury crash rate three times greater than similar corridors statewide, indicating geometric design, access, and traffic control issues.

Table 1: Trunk Highway 65 & Bunker Lake Boulevard Crash Rates

Intersection	Total Crashes	Severe Crashes (K+A)	Observed Crash Rate	Statewide Average	Critical Crash Rate	Critical Index
Hwy. 65 and Bunker Lk. Blvd.	70	2	0.74	0.693	0.93	0.80
Hwy. 65 and 131st Ave.	4	0	0.05	0.145	0.21	0.23
Bunker Lk. Blvd. and Johnson St.	8	0	0.31	0.145	0.45	0.70

Highway 65 and Bunker Lake Boulevard: The project intersection is signalized and experienced a crash rate of 0.74 crashes per MEV and a critical index of 0.80. Highway 65 has two left-turn lanes, two thru lanes, and one free right-turn lane in the northbound direction and one left-turn lane, two thru lanes, and one free right-turn lane in the southbound direction. Bunker Lake Boulevard has one left-turn lane, one thru lane, and one right-turn lane in the eastbound and westbound directions. There was a total of 70 crashes at the project intersection over five years (2020-2024). Of the 70 crashes, 43 (61%) were rear-end crashes, of which 29 (67.44%) occurred on the northbound or southbound approaches. More than half of rear-end crashes occurred during the AM and PM peaks, indicating that congestion is likely a contributor.

Pedestrian and Bicycle Crashes: A 10-year analysis found 1 bicycle-related crash. This is low given the level of demand, as most avoid non-motorized travel due to the highly unsafe and uncomfortable conditions. The PEL study found that the Highway 65 and Bunker Lake Boulevard intersection received a failing rate for pedestrian and bicycle travel. Pedestrians and bicyclists face long signal cycle lengths and crossing distances, exacerbated by high vehicle volumes, which contribute to unsafe conditions.

Safety Improvements – The Proposed Solution

The Minnesota State Highway 65 & Bunker Lake Boulevard Project would implement a grade-separated crossing of Highway 65 over Bunker Lake Boulevard, along with associated roadway improvements. The project would add a peanut roundabout between the on- and off-ramps of Highway 65 at Bunker Lake Boulevard, and multi-use trails would be added on both sides of Bunker Lake Boulevard. Both are proven safety countermeasures that will contribute to a significant reduction in crashes; roundabouts can reduce crashes by 78% (CMF 211), and separated walkways can create a 65-89% reduction in crashes involving pedestrians.

Grade separating Highway 65 over Bunker Lake Boulevard will improve safety, as most project-area crashes are rear-end collisions believed to be caused by significant congestion during the a.m. and p.m. peak periods. With reduced congestion and reliable travel times throughout the project corridor, it is anticipated that the ongoing disregard for traffic devices and failure to yield will be addressed. During a.m. and p.m. peak periods, most crashes and near misses are caused by impatient drivers making risky moves to avoid the ongoing delays and unreliable travel times. The Minnesota State Highway 65 & Bunker Lake Boulevard Project will reduce crashes educe overall crashes by nearly 40%. Risk factors contributing to fatal and serious injury crashes will be nearly eliminated by the project. The improved intersection will also maintain mobility and safety with the inclusion of ramp metering. Which will maintain mobility during peak periods and reduce crashes by 14% (CMF 11029)

A new frontage road connection east of Highway 65, between 131st Avenue NE and Eveleth Street NE, will mitigate the need to disconnect two direct local road access points onto Highway 65. This will eliminate dangerous conflict points between future free-flow Highway 65 traffic and slower-speed local route movements. Eveleth Street NE connects directly to Bunker Lake Boulevard to the north, meaning the new frontage road connection will ensure that local trips stay on the local system rather than using the highway system for short trips. The new frontage road connection will also help mitigate traffic volume increases on Aberdeen Street NE, which is built to local/residential standards and was only intended to support access to adjacent townhomes and businesses. Eliminating direct highway access can reduce fatal and injury crashes along arterial roadways by 25% (CMF 179).

Improvements to Bunker Lake Boulevard include capacity expansion with the addition of another through lane, access management with a reduced conflict intersection at Johnson Street NE, and intersection operations improvements with a new roundabout at Lincoln Street NE. These improvements to Bunker Lake Boulevard and the adjacent local system will ensure proper traffic distribution on the local system and reduce conflicts with County

Highway 116 (Bunker Lake Boulevard), which will see increased traffic volumes and flow with the new interchange at Highway 65 and Bunker Lake Boulevard.

The envisioned Highway 65 & Bunker Lake Boulevard Intersection will separate all travel modes, including fast-moving highway traffic, local vehicle traffic, and non-motorized modes. The safety of non-motorized users is prioritized through countermeasures that enhance visibility and separation. Pedestrian crossing lengths will be greatly reduced to a maximum of 28'. The project includes six Rectangular Rapid Flashing Beacons, which can reduce pedestrian crashes by 47% (CMF 9024). Crossing locations will also protect pedestrians with refuge islands, which shorten crossing distances and provide physical protection, reducing pedestrian crashes by 56% (CMF 9024).