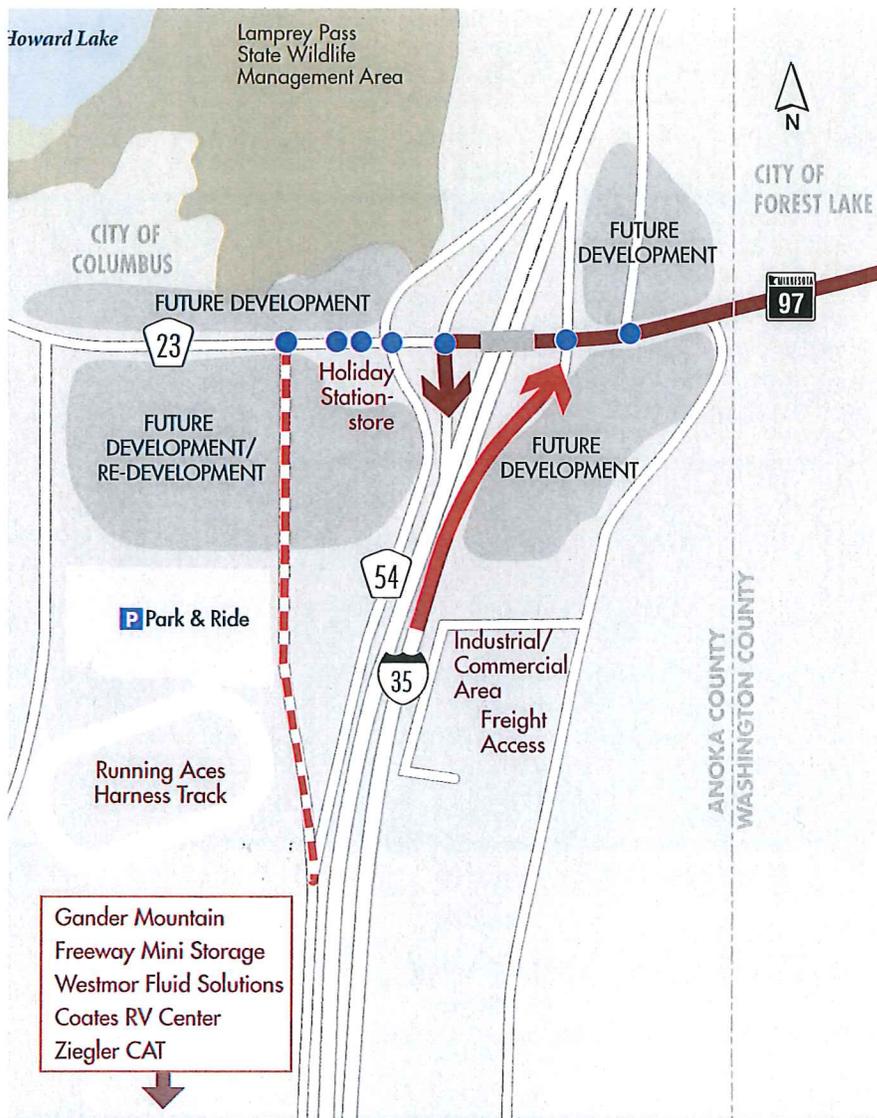


# Moving Forward

## CSAH 23/TH 97 at I-35 Interchange

The I-35 interchange at County Highway 23 and State Highway 97 has been a topic of concern for some time. Not only is the existing bridge functionally obsolete, it is in dire need of replacement. A partnership of the surrounding cities, counties, and the Minnesota Department of Transportation has been discussing how to address traffic safety and traffic operations at this location, particularly as residential and commercial growth in the area has increased pressure on this interchange.

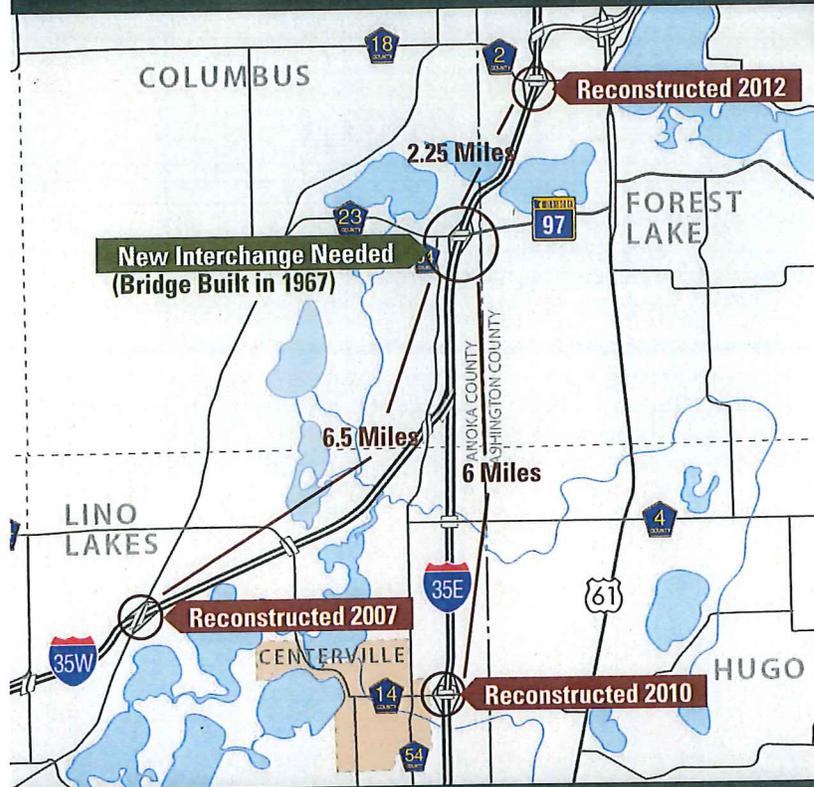


- ← Morning traffic backs up for over a mile trying to access I-35
- ← Evening traffic exiting onto TH 97 backs up onto freeway
- Multiple access points impede traffic flow and result in high crash rates
- Proposed CSAH 54 realignment will provide a single access point

### 2030 Growth Projections

- 5,000+** households added
- 4,000+** jobs added
- 50%** growth in traffic

# Regional Significance



The CSAH 23/TH 97 interchange serves a large geographic area and is one of only two interchanges that serve the cities of Columbus and Forest Lake as well as southern Chisago County, which depend on it to connect the area to the Twin Cities. All other interchanges shown on the map have been reconstructed recently to meet growth demands.

## Opportunity

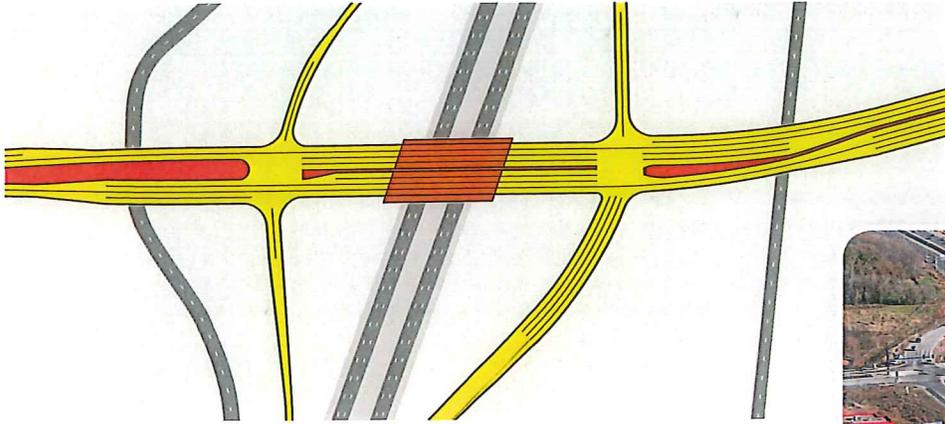
- MnDOT has already programmed \$3 million to rebuild the bridge at this interchange
- Replacing the bridge now will save the I-35 Overlay Project the cost to reconstruct approximately one half mile of the interstate that would otherwise need to be lowered to provide required height clearance
- Recommended interchange fits inside existing MnDOT right of way
- Trunk Highway bonds could be used
- Project partners are committed to the success of this project and have already completed a Process Study to identify the optimum solution for this important interchange

Cost Component	I-35 Interchange Reconstruction	CSAH 54 Realignment
Preliminary engineering and environmental documents	\$960,000	\$480,000
Right-of-Way	\$250,000	\$1,200,000
Final engineering	\$1,440,000	\$720,000
Construction	\$12,000,000	\$6,000,000
Construction administration	\$1,350,000	\$600,000
<b>Totals:</b>	<b>\$16,000,000</b>	<b>\$9,000,000</b>
<b>GRAND TOTAL:</b>	<b>\$25,000,000</b>	

# Solutions

Two interchange configurations have been identified as potential solutions to address the needs of the CSAH 23/TH 97 interchange

## Standard Diamond Interchange

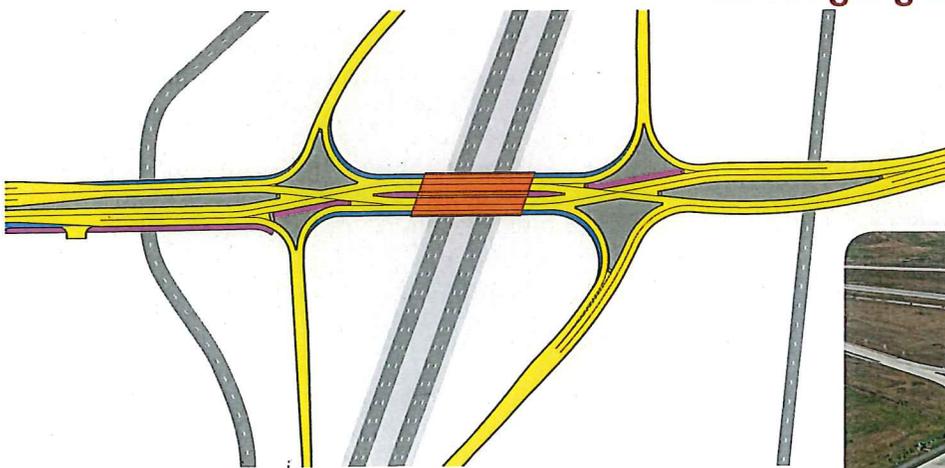


A standard diamond interchange was recently constructed at CSAH 2 at I-35 in Forest Lake to address safety and capacity issues. See photo below.



Benefits	Standard Diamond	Diverging Diamond
Improves Safety	X	X
Reduces Delay/Backups	X	X
Pedestrian Accommodations	X	X
Can be expanded in the future	X	X
Flexibility for redevelopment	X	X

## Diverging Diamond Interchange



MnDOT is constructing diverging diamond interchanges throughout the state. The Elk Run Interchange shown below is one of the first diverging diamond interchanges in Minnesota.



## Outcomes for the Region and Surrounding Cities

Both alternatives provide a long-term interchange solution for CSAH 23/TH 97 that will:

- Improve quality of life
- Promote new development
- Improve safety and reduce congestion
- Maintain and improve access to existing commercial development areas

# Collaboration



Traffic trying to access I-35 in the morning backs up for over a mile on TH 97.

The process to identify a recommended solution for the CSAH 23/TH 97 interchange has involved input and collaboration from many agencies and stakeholders over the last **five** years and includes the following:

- Public open houses
- Business owner meetings
- Technical Advisory Committee meetings
- Regulatory agency meetings
- Project website and newsletters



*We need your support. The time is now!*

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Visit the project website at:  
[projects.srfconsulting.com/CSAH23/](http://projects.srfconsulting.com/CSAH23/)