

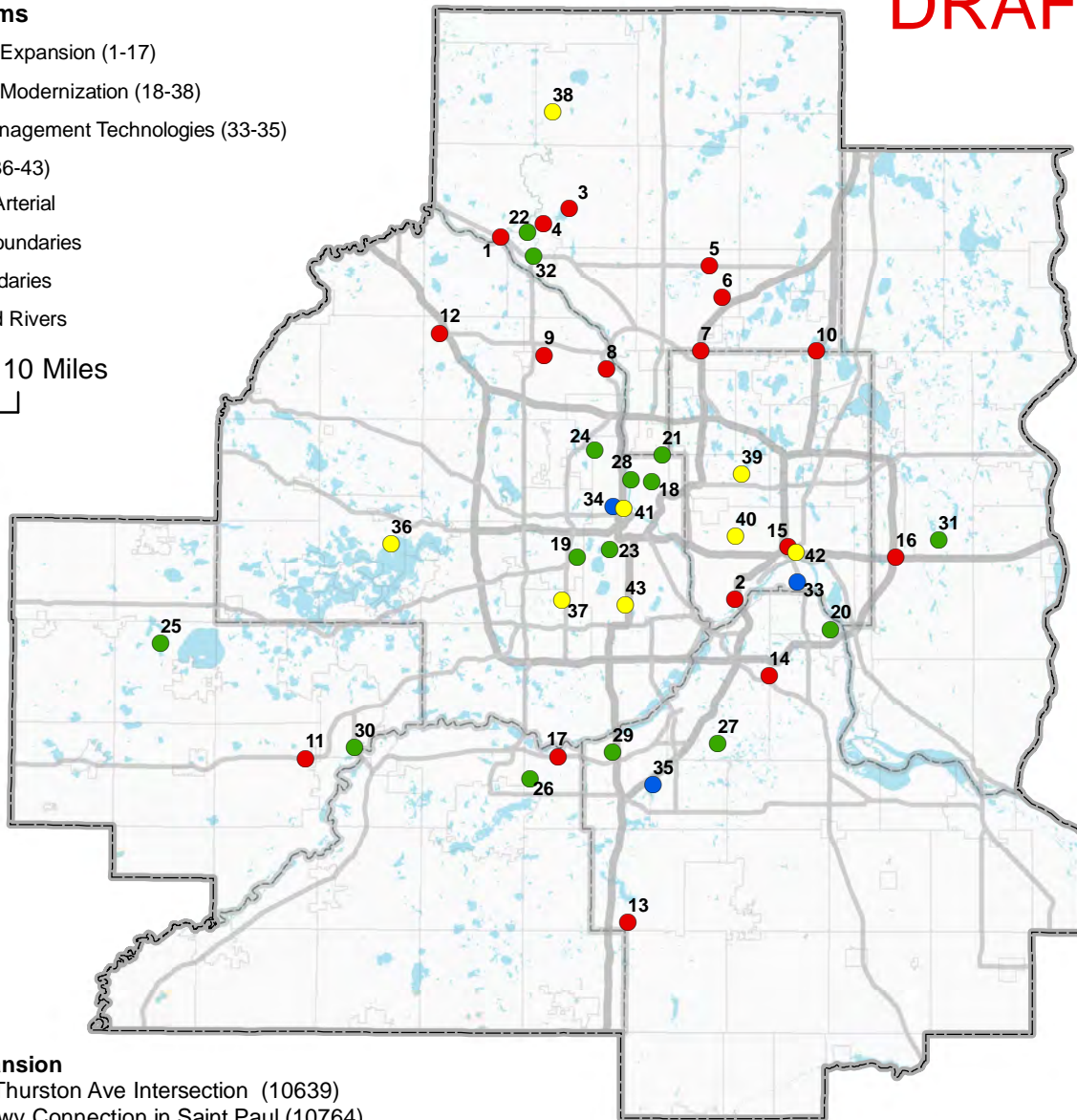
Locations of 2018 Submitted Applications for Regional Solicitation Roadway Projects

DRAFT

Reference Items

- Roadway Expansion (1-17)
- Roadway Modernization (18-38)
- Traffic Management Technologies (33-35)
- Bridges (36-43)
- Principal Arterial
- ▭ County Boundaries
- ▭ City Boundaries
- ☁ Lakes and Rivers

0 2.5 5 10 Miles



Roadway Expansion

1. Hwy 10 and Thurston Ave Intersection (10639)
2. Lexington Pkwy Connection in Saint Paul (10764)
3. Round Lake Blvd Roadway Expansion in Andover (10818)
4. 7th Ave Expansion in Andover (10821)
5. 125th Ave N Expansion in Blaine (10822)
6. Lexington Ave NE Expansion in Blaine (10823)
7. I-35W and 85th Ave Interchange in Blaine (10824)
8. 85th Ave Roadway Expansion Project in Brooklyn Park (10830)
9. West Broadway Ave Roadway Expansion in Brooklyn Park (10832)
10. I-35E/County Road J Interchange (10873)
11. US Hwy 212 Expansion from Cologne to Carver (10883)
12. County Rd 610/I-94 Interchange in Maple Grove (10914)
13. County Rd 70 Expansion in Lakeville (10919)
14. Lone Oak Rd/ 70th St West Expansion in Eagan and Inver Grove Heights (10936)
15. Troutbrook Road in Saint Paul (10972)
16. Helmo/Bielenberg Bridge in Oakdale and Woodbury (11001)
17. Hwy 13 and Dakota Avenue Freight Access and Mobility Project in Savage (11045)

Roadway Modernization

18. Lowry Ave NE Reconstruction in Minneapolis (10614)
19. Minnetonka Blvd Reconstruction Project in St. Louis Park (10615)
20. Concord St Improvements in South St. Paul (10741)
21. 37th Ave NE Reconstruction in Minneapolis, Columbia Heights, and St. Anthony (10777)
22. Bunker Lake Blvd and Ferry St Intersection in Anoka and Ramsey (10817)

23. Hennepin Ave Reconstruction in Minneapolis (10828)
24. Osseo Rd Reconstruction in Minneapolis (10831)
25. 70th St Reconstruction in Carver County (10884)
26. McColl Dr Reconstruction in Savage and Shakopee (10887)
27. Pilot Knob Rd and Cliff Rd Intersection in Eagan (10906)
28. Marshall St NE Reconstruction in Minneapolis (10937)
29. Cliff Rd at I-35W South Ramps Improvement Project (10969)
30. Hwy 41 Improvements in Downtown Chaska (10971)
31. 10th St and Keats Ave Roundabout in Lake Elmo (11002)
32. Hwy 169/Hwy 47 and Hwy 10 Interchange in Anoka (11039)

Traffic Management Technologies

33. West Side Signalized Intersection Control Enhancements (10587)
34. ITS Upgrades and Enhancements in Minneapolis (10907)
35. County Road 38 Roadway System Management in Dakota County (11034)

Bridges

36. Shoreline Dr Bridge in Orono (10650)
37. Vernon Ave Bridge in Edina (10676)
38. Viking Boulevard Bridge in Oak Grove (10816)
39. County Road C Bridge in Roseville (10900)
40. Lexington Pkwy Bridges in Saint Paul (10910)
41. Washington Ave N Bridge in Minneapolis (10926)
42. Kellogg Blvd Bridge in Saint Paul (10992)
43. Nicollet Avenue Bridge in Minneapolis (11019)



Highway 10 and Thurston Avenue Interchange



Applicant, Location, &

Route: City of Anoka in Anoka County for Hwy 10 and Thurston Avenue



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**



Funding Information:

STP Requested Award Amount: \$7,000,000
Local Match: \$2,000,000
Project Total: \$30,782,800.00



Additional Funding Sources:

- Anoka County
- MnDOT
- MN Transportation Economic Development Program
- MnDOT Highway Freight Program

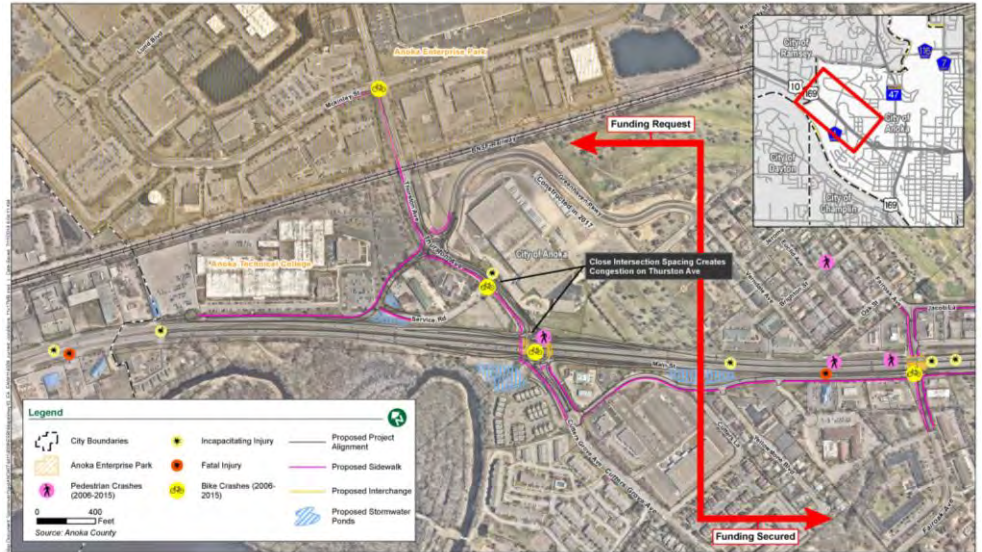


Project Benefits:

- Integrates and extends existing and planned infrastructure
- Supports regional commerce through efficient freight movement
- Promotes non-motorized transportation in an area that provides jobs and services
- Reduces conflict points and crash potential
- Improves intersection spacing and capacity
- Improves connections to regional destinations

Project Description

This project will remove the traffic signal at Hwy 10 and Thurston Ave and replace it with a grade-separated, full-access, roundabout interchange. The four-way stop on Thurston to the north of Hwy 10 will be moved approximately 500' to the north and also replaced with a roundabout.



Existing Delays on Thurston Ave north of Hwy 10 traffic signal inhibit movement of goods from over 70 businesses

Project Benefits

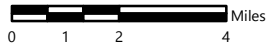
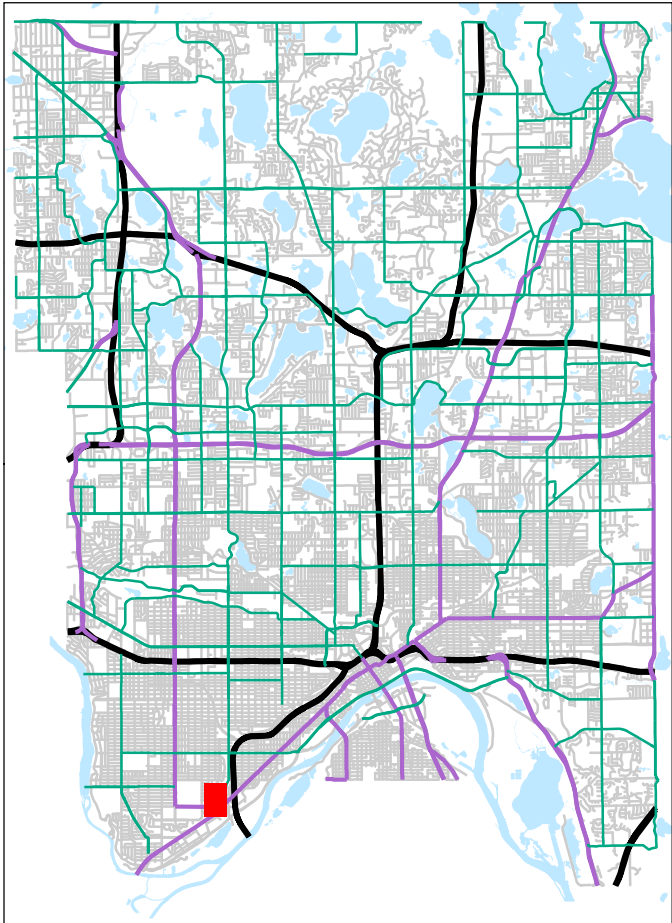
The project will address heavy traffic volumes, severe back-ups, and traffic delays that now negatively impact accessibility and safety for pedestrians and bicyclists as well as vehicle traffic. Improvements will address capacity, reliability, safety, local connectivity, and walkability along Hwy 10 and Thurston Ave. The new interchange will support Hwy 10 and Thurston Ave's role in the regional transportation network and economy.

Other Information

In January 2017, the Metropolitan Council awarded \$7M of Regional Solicitation federal funding for improvements to Hwy 10/169 at Fair Oak Ave. This application is for improvements just to the west of Fair Oak Ave on Hwy 10 at Thurston Ave. This project, as submitted, is consistent with the Highway 10 Access Planning Study and all subsequent planning efforts. This will provide funding for the Thurston Ave segment; other segments have been funded. As implemented, the project will address safety and congestion issues while yielding a strong return on investment.

Lexington Parkway Extension between Shepard Rd & W 7th St

Map Produced 6/14/2018 by Ramsey County Public Works



- Interstate
- US & MN Highway
- County Road
- Municipal Street
- Project Location





PROJECT NAME: CSAH 9 (Round Lake Blvd. NW) Expansion to 4-lanes

GEOGRAPHIC LIMITS: 0.7 miles. From north of 150th Lane NW to CR 20 (157th Avenue NW)

PROJECT LOCATION: City of Andover, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$2,898,400

TOTAL PROJECT COST: \$3,623,000

PROJECT DESCRIPTION

CSAH 9 (Round Lake Blvd. NW) has experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway with intersection access modifications. The improved 4-lane section would match that which currently exists on CSAH 9 south of 150th Lane NW and north of CR 20, effectively removing the traffic bottleneck between these points. The expansion project will also include a multiuse trail east of the roadway, which will represent an extension of the trail from the south.



EXISTING GEOMETRY: 2-lane Undivided
Daily Traffic Capacity: 15,000*

PROPOSED GEOMETRY: 4-lane Divided
Daily Traffic Capacity: 34,000*

PROJECT BENEFITS

Elimination of Traffic Bottleneck:

Eliminates the 2-lane bottleneck section that exists between the 4-lane sections of north and south of project

Reduction in Congestion:

- 2017: 13,900 volume is approaching 15,000 capacity (LOS E)
- 2040: 20,300 volume EXCEEDS 15,000 capacity (LOS F)

0.8 more miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

OTHER INFORMATION:

Roadway was last reconstructed in 1980



SOURCE: Bing Maps, ACHD

Round Lake Blvd NW

* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.



PROJECT NAME: CSAH 7 (7th Avenue NW) Expansion to 4-lanes

GEOGRAPHIC LIMITS: 1.7 miles. From north of CSAH 116 (Bunker Lake Blvd. NW) to CR 20 (157th Avenue NW)

PROJECT LOCATION: City of Andover, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$6,593,600

TOTAL PROJECT COST: \$8,242,000

PROJECT DESCRIPTION

CSAH 7 (7th Avenue NW) experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway with intersection access modifications. The improved section would match that which currently exists on CSAH 7 to the south, effectively removing the traffic bottleneck between these points. The expansion project will also include a multiuse trail along the east side of the roadway, which will be an extension of the trail from the south. The proximity of the trail to a library, school, and park will make this particularly beneficial.



EXISTING GEOMETRY: 2-lane Undivided
Daily Traffic Capacity: 15,000*

PROPOSED GEOMETRY: 4-lane Divided
Daily Traffic Capacity: 34,000*

PROJECT BENEFITS

Elimination of Traffic Bottleneck:

Eliminates the 2-lane bottleneck section that exists between the 4-lane sections of north and south of project

Reduction in Congestion:

- 2017: 14,600 volume is approaching 15,000 capacity (LOS E) with significant peak hour congestion.
- 2040: 17,200 volume EXCEEDS 15,000 capacity (LOS F)

1.6 additional miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

Improved Pavement Quality (PQI), which is currently 56 out of a possible 100 rating

OTHER INFORMATION:

Roadway was last reconstructed in 1977



* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.



PROJECT NAME: CSAH 14 (125th Avenue NE) Expansion to 4-lanes
GEOGRAPHIC LIMITS: 1.2 miles. From east of Harpers Street to CSAH 17 (Lexington Avenue NE)
PROJECT LOCATION: City of Blaine, Anoka County
APPLICANT: Anoka County Highway Department
FUNDING REQUEST: \$3,604,000
TOTAL PROJECT COST: \$4,505,000

PROJECT DESCRIPTION

CSAH 14, a Principal Arterial, is currently a two-lane undivided roadway that has experienced substantial traffic growth in recent years and requires expansion to a four-lane divided roadway and access modifications. The improved section would match that which currently exists on CSAH 14 to the west, and will effectively eliminate the traffic bottleneck between this point and CSAH 17 to the east. The expansion project will also include a multiuse trail adjacent to the roadway, which will represent an extension of the trail from the west.

GEOMETRY

EXISTING: 2-lane Undivided Daily Traffic Capacity: 15,000*

PROPOSED: 4-lane Divided Daily Traffic Capacity: 34,000*



PROJECT BENEFITS

Elimination of Traffic Bottleneck:

Eliminates the 2-lane bottleneck section that exists between the 4-lane section west of the project and the 4-lane section on CSAH 17, south of project's eastern termini.

Reduction in Congestion:

- 2017: 12,100 volume is approaching 15,000 capacity (LOS D)
- 2040: 20,200 volume FAR EXCEEDS 15,000 capacity (LOS F)

1.2 additional miles of Multiuse Trail will be provided to safely accommodate pedestrians and bicyclists.

OTHER INFORMATION:

This section of CSAH 14 is on the National Highway System (NHS)



SOURCE: Bing Maps, ACHD

125th Ave NE

* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity,⁵ when volume exceeds capacity the roadway is congested.



PROJECT NAME: CSAH 17 (Lexington Avenue NE) Expansion to 6-lanes

GEOGRAPHIC LIMITS: 2.3 miles. From north of Pheasant Ridge Ave. NE to CSAH 14 (125th Avenue NE)

PROJECT LOCATION: City of Blaine, Anoka County

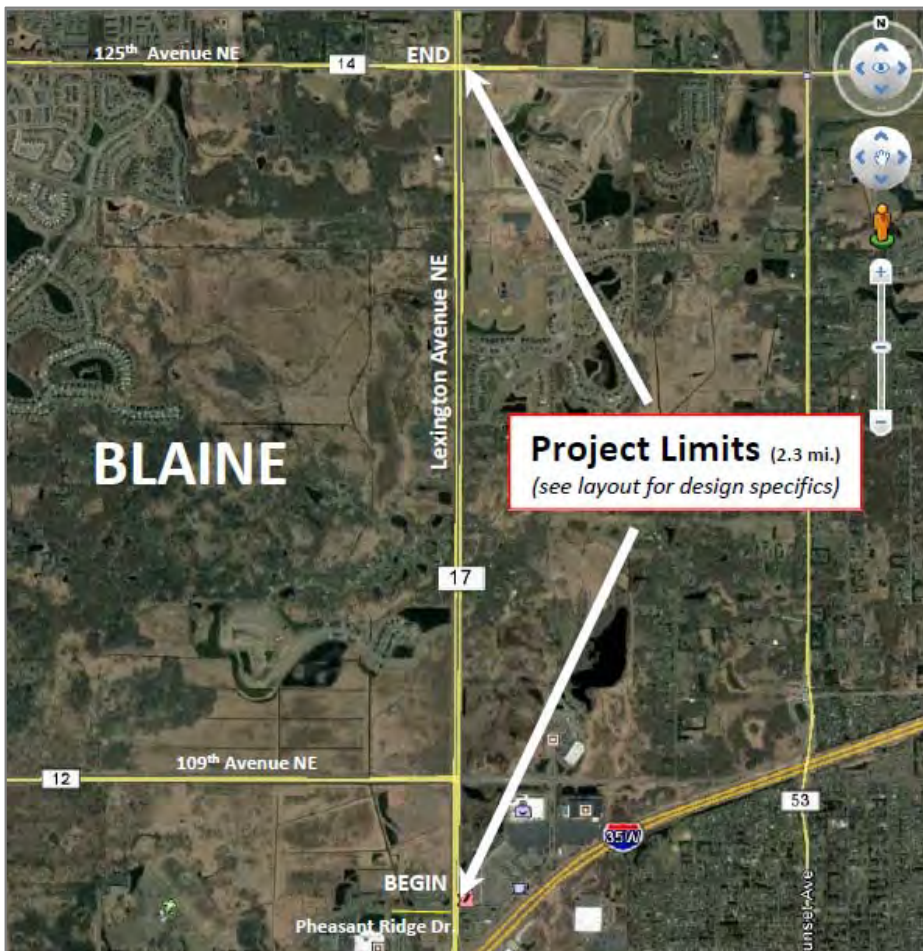
APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$5,132,000

TOTAL PROJECT COST: \$6,415,000

PROJECT DESCRIPTION

CSAH 17, an A Minor Expander, is currently a four-lane divided roadway that has experienced substantial traffic growth in recent years and needs expansion to a six-lanes, for which the roadway was originally designed. The median of the existing roadway was designed so that the roadway could easily be expanded to the inside. The expansion project will also include turn-lane treatments at major intersections.



GEOMETRY

EXISTING: 4-lane Divided
Daily Traffic Capacity: 34,000*

PROPOSED: 6-lane Divided
Daily Traffic Capacity: 53,200*

PROJECT BENEFITS

Reduction in Congestion:

- 2017 Daily Traffic: 23,600 (LOS C)
- 2040 Daily Traffic: 37,500 EXCEEDS 34,000 capacity resulting in LOS F travel conditions.

Streetside View Looking Northeast from 114th Lane NE



SOURCE: Bing Maps, ACHD

* Daily Capacity of the roadway was obtained directly for the roadway from the Met Council Regional Activity Based Model. For simplicity, when volume exceeds capacity the roadway is congested.

Project Summary

Project Name – I-35W and CSAH 32/85th Avenue Interchange Expansion

Applicant – Anoka County

Project Location – CSAH 32/85th Avenue at I-35W in the City of Blaine, Anoka County

Total Project Cost – \$7,650,850

Requested Federal Dollars - \$6,120,680

Before Photo –



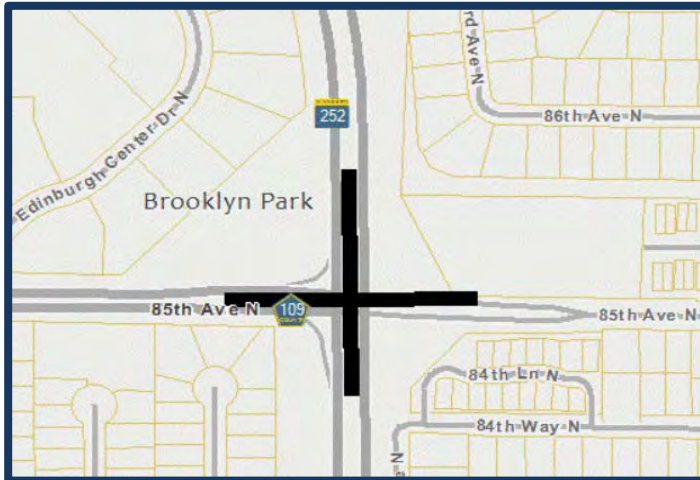
CSAH 32 LOOKING NORTHWEST (FUTURE ON-RAMP LOCATION)

Project Description – County State Aid Road (CSAH) 32 is an urban, divided, four-lane roadway, classified as an A-Minor Expander located in Anoka County. The proposed project would provide access to I-35W northbound via a new on-ramp from CSAH 32. Major job centers (i.e. Medtronic) and large low-income residential housing areas (manufactured home parks) are located along the CSAH 32 corridor. The City of Blaine’s Comprehensive Plan Update has identified several areas of planned commercial and industrial land uses which would generate high volume of heavy commercial vehicles. The regional area is comprised of mixed-use developments where a lack of a northbound on ramp makes for inefficiencies in the regional transportation network.

Project Benefits – The proposed I-35W and CSAH 32 On-Ramp will provide the following benefits:

- Alleviate traffic on the supporting local transportation network
- Greatly reduce the risk of severe crashes for vehicles/non-motorized users by providing Interstate access for freight traffic.
- Underserved residents will benefit from better access to the area’s jobs and transit routes via the new On-Ramp.

Project Location



Existing Conditions



Project Overview

Project Name: CSAH 109 (85th Ave) Expansion Project
Roadway: CSAH 109 (85th Ave)
Project Termini: At TH 252
Project Location: City of Brooklyn Park

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$7,000,000
Total Project Cost: \$26,307,000

Project Information

The proposed project will convert the existing at-grade intersection to an interchange to improve safety and mobility along the TH 252 between I-694 and TH 610. The existing intersection experiences routine congestion and high crash rates (especially those resulting in injuries).

Brooklyn Center, Brooklyn Park, Hennepin County, and MnDOT have been working towards identifying improvements along the TH 252. This project addresses one of the six existing at-grade intersections along the corridor. Recently, Corridors of Commerce funding was awarded for mobility and safety improvements along TH 252, and this application seeks to further minimize local costs for the project.

Project Benefits

The proposed interchange will provide significant safety and mobility benefits along the TH 252 corridor. Elimination of an at-grade intersection will offer more reliable travel times and allow TH 252 to better accommodate changes in traffic volumes (typically caused by poor weather or crash events). Furthermore, the interchange will eliminate unnecessary stops for through vehicles along TH 252, providing a significant reduction in crashes (especially rear-end crashes resulting in injuries).

Additionally, the project will include off-road facilities for non-motorized users that provides a more direct connection across TH 252 when compared to the nearby bridge that requires a longer travelling path.

Project Summary

Project Name – West Broadway Avenue (CSAH 103) Roadway Expansion

Applicant – City of Brooklyn Park

Project Location – West Broadway Avenue from 85th Avenue to 93rd Avenue in the City of Brooklyn Park, Hennepin County

Total Project Cost – \$ 13,965,399.00

Requested Federal Dollars - \$7,000,000

Before Photo –

WEST BROADWAY AVENUE (LOOKING NORTH)

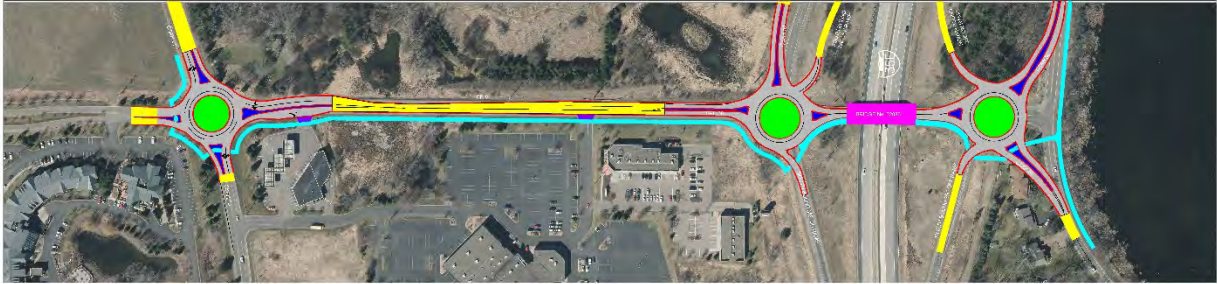


Project Description – West Broadway Avenue (County State Aid Highway 103) is primarily a rural, two-lane undivided, 60-year-old roadway classified as an A-Minor Expander (from 85th Avenue to 93rd Avenue) and an A-Minor Reliever (from 93rd Avenue to Trunk Highway (TH) 610) located in Hennepin County. The West Broadway Reconstruction project is directly related to the Bottineau Light Rail Transitway (BLRT) Project that will provide for transit improvements in the highly traveled northwest area of the Twin Cities. The proposed roadway improvements will widen West Broadway Avenue from a two-lane roadway to a four-lane roadway with turn lanes, upgrade traffic signals and lighting, and provide multi-use trails along both sides of West Broadway Avenue including ADA improvements and count down timers. The proposed project will also perform the grading for the future BLRT project.

Project Benefits – The proposed West Broadway Avenue Expansion project will provide the following benefits:

- Provide final grading throughout the project limits for the future track of the BLRT Project.
- Relocate all overhead electric assets to underground.
- Enhance safety and mobility for all users.
- Address aged pavement conditions
- Underserved residents will benefit from better access to the area’s jobs and improved transit facilities/routes.

COUNTY ROAD J (ASH STREET, COUNTY ROAD 81)
CENTERVILLE ROAD TO OTTER LAKE ROAD





Carver County

US 212 Expansion from Cologne to Carver



Project Information

Project Location:
Dahlgren Township, Carver County; between the City of Cologne (CSAH 36) & the City of Carver (CSAH 11)

Federal Funding Request:
\$7,000,000

Total Project Construction Cost:
\$39,340,000

Project Benefits

Mobility

- Expand rural, undivided 2-lane highway to divided 4-lane expressway
- Fix congestion & freight bottleneck

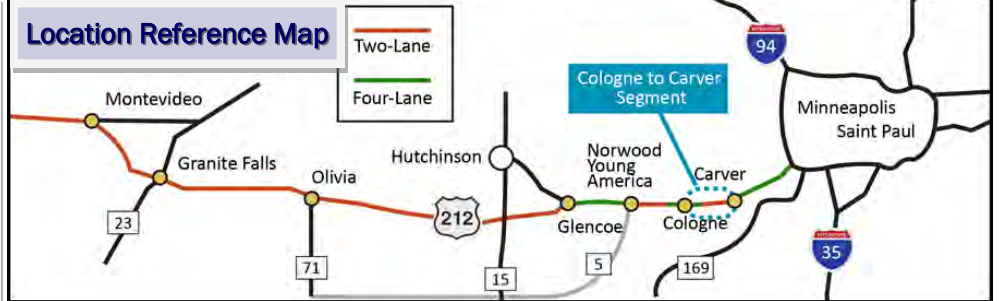
Modernization & Safety

- Upgrade original roadway constructed in 1930
- Implement Reduced Conflict Intersections & access management
- Widen shoulders
- Median installation
- Snow fence implementation

Existing Conditions Pictures



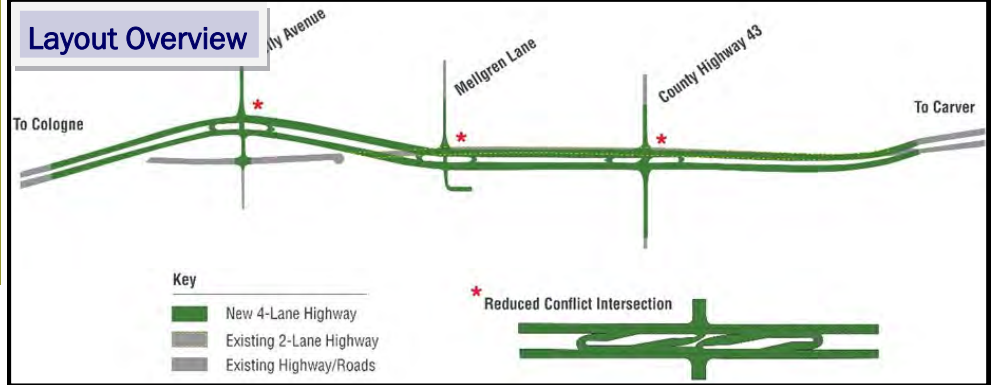
Location Reference Map



Project Description

The US 212 Expansion project in Carver County between the cities of Cologne (CSAH 36) and Carver (CSAH 11) will expand the existing Principal Arterial from a rural two-lane undivided highway to a four-lane divided expressway. The project will address safety issues through the implementation of Reduced Conflict Intersections, median, and wider shoulders. Portions of the existing highway will be utilized where possible to reduce project costs and minimize right of way acquisition. The project design provides a cost effective high-benefit solution to address safety and enhance access and mobility for the US 212 corridor. This funding request is the final funding piece needed.

Layout Overview



Regional Significance

US 212 is a vital corridor on the National Highway System (NHS), identified as a Critical Rural Freight Corridor, facilitating freight movements between rural Minnesota, South Dakota, Wyoming, and Montana. US 212 accommodates a high volume of heavy commercial vehicles at approximately 16 percent. Freight trucking in western Minnesota accounts for 67 percent of all outbound freight and 93 percent of all inbound movements. Implementing this project can help reduce heavy commercial vehicle operational costs by over 15 percent. In addition, this roadway segment needs pavement improvements in order to maintain a state of good repair. US 212 from Cologne to Carver was originally constructed in 1930, with no expansion or reconstruction completed on the corridor since that time.

Contact Information

Lyndon Robjent, P.E. | PW Director/County Engineer | Phone: 952-466-5200
Carver County Public Works | 11360 Highway 212, Suite 1 | Cologne, MN 55322

2018 Metropolitan Council Regional Solicitation CSAH 610 Expansion – Project Summary



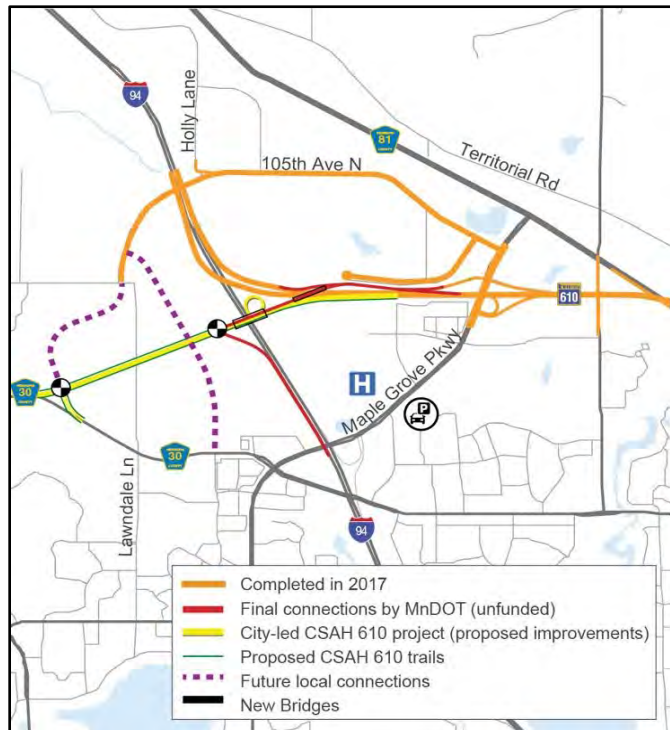
Project Name: CSAH 610 Expansion

Applicant: City of Maple Grove

Contact: John Hagen, PE, PTOE,
Transportation Operations Engineer

Email/Phone: jhagen@maplegrovern.gov
(763) 494-6364

Location Map:



Project Details:

- Total Project Cost = \$20,477,000
- Requested Award Amount = \$7,000,000
- Construction Dates: Begin by June 2020
- Consistent with local & regional plans
- Preliminary plans completed
- State environmental documents completed
- Technical analysis complete for interstate access (update required)
- Right of way needs identified & ready for acquisition

Project Description:

The CSAH 610 project includes construction of a new four-lane divided A-Minor Arterial Expander roadway between CSAH 30 and TH 610. The project will complete the missing roadway movements in the I-94 interchange area, including a westbound I-94 to westbound CSAH 610 loop and an I-94 bridge on CSAH 610 connecting CSAH 30 to TH 610. CSAH 30 will be realigned to form a new signalized intersection with CSAH 610, and a traffic signal will be installed at the proposed CSAH 610/Eastbound I-94 on-ramp intersection. The project will also construct a multiuse trail along the south side of CSAH 610 that will connect to existing multiuse trails on CSAH 30 and Maple Grove Parkway and provide a safe, convenient, and grade-separated pedestrian and bicycle crossing of I-94. The project is the next phase of the MnDOT TH 610 project that was recently constructed with Corridors of Commerce funding and is one of the few remaining **A-Minor Arterial Expander roadways in the Met Council's 2040 Transportation Policy Plan that are planned, but not constructed.**

Project Benefits:

- Improvements in regional accessibility and mobility by relieving congestion and travel delays on CSAH 30 and Maple Grove Parkway will promote growth and increase business demand, freight operations, and employment opportunities in the surrounding corridor.
- Reduction of existing traffic volumes on CSAH 30 and Maple Grove Parkway will provide the needed capacity for improving transit services and increasing access and mobility to nearby schools, employment centers, healthcare facilities, commercial areas, and the Blue Line LRT.
- Provides an additional pedestrian and bicycle route and serves as a connection between CSAH 30 and the Medicine Lake Regional Trail and will provide the missing RBTN connection between existing RBTN Corridors and Alignments west and east of I-94 making it easier and safer for Maple Grove residents to cross I-94 connect to the regional bicycle system.
- Will fulfill regional plans for expansion, while supporting infrastructure investments that are currently being made by MnDOT in the area.

Project Overview

Dakota County, in cooperation with the City of Lakeville is reconstructing County State Aid Highway (CSAH) 70 from Kensington Boulevard/Kenrick Avenue to Cedar Avenue in the City of Lakeville. The purpose of the project is to improve safety and operations, and accommodate increasing traffic volumes (including truck traffic).

Work on the project is anticipated to include:

- Expanding the highway from a 3-lane to a 4-lane divided roadway
- Constructing turn lanes at major intersections along the corridor
- Improving drainage along the corridor
- Managing access along the corridor
- Reconstructing signals to accommodate the additional lanes

Project Benefits

The expansion of CSAH 70 will provide several benefits to the corridor and the area. The proposed project will:

- Add capacity to a major truck and business area that continues to grow
- Reduce delays along the corridor
- Address various drainage issues that exist

Project Funding

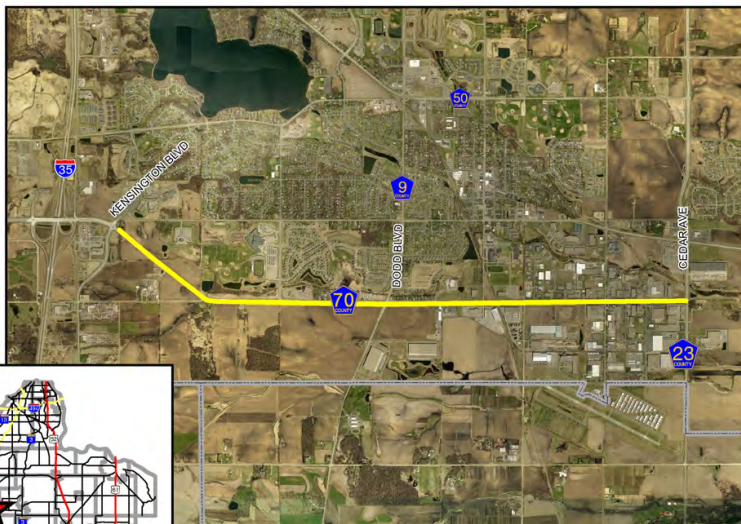
- Based on Dakota County 2018-2022 Capital Improvements Program
 - Estimated Costs
 - Design = \$1,750,000
 - Right of Way = \$2,250,000
 - Construction = \$17,500,000
 - Total Project Cost = \$21,500,000*
- *Dakota County is requesting \$7,000,000 in federal funds for construction in the 2018 FAST federal funding application

Project Schedule

- Design – 2018-2019
- Right of Way acquisition – 2019-2020
- Construction – 2020-2021

For More Information

- Contacts:
 - Aaron Warford, Bolton & Menk
952-890-0509
aaronwa@bolton-menk.com
 - Jacob Rezac, Dakota County Project Manager
952-891-7981
jacob.rezac@co.dakota.mn.us
 - Zach Johnson, City of Lakeville Engineer
952-985-4501
zjohnson@lakevillemn.gov



**County Project 70-23
from Kensington Blvd.
to Cedar Ave.**

Project Overview

Dakota County, in cooperation with the Cities of Eagan and Inver Grove Heights is reconstructing County State Aid Highway (CSAH) 26 from Trunk Highway (TH) in the City of Eagan to TH 3 in Inver Grove Heights. The purpose of the project is to improve safety and operations, and accommodate increasing traffic volumes.

Work on the project is anticipated to include:

- Expanding the highway from a rural 2-lane with minimal shoulders to a 4-lane divided roadway
- Shifting the CSAH 26 & 63 intersection and realigning CSAH 63
- Constructing turn lanes at public road intersections along the corridor
- Improving drainage along the corridor
- Managing access along the corridor

Project Benefits

The expansion of CSAH 26 will provide several benefits to the corridor and the area. The proposed project will:

- Add capacity to a residential and business area that continues to grow
- Reduce delays and increase safety along the corridor
- Address various drainage issues that exist
- Install multi-use trails along both CSAH 26 & 63

Project Funding

- Based on updated CSAH 26 Costs (to be included in Dakota County 2019-2023 Capital Improvements Program)
 - Estimated Costs
 - Design = \$1,700,000
 - Right of Way = \$15,160,000
 - Construction = \$16,840,000
 - Total Project Cost = \$33,700,000*
- *Dakota County is requesting \$7,000,000 in federal funds for construction in the 2018 FAST federal funding application

Project Schedule

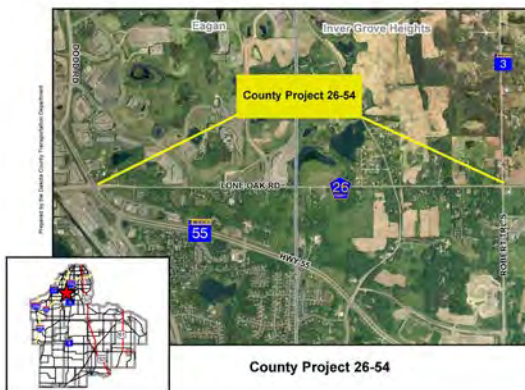
- Design –2019
- Right of Way acquisition – 2019-2020
- Construction – 2020-2021

For More Information

- Contacts:
Jenna Fabish, Dakota County Project Manager
952-891-7984
jenna.fabish@co.dakota.mn.us

John Gorder, City of Eagan Engineer
651-675-5645
JGorder@cityofeagan.com

Scott Thureen, City of Inver Grove Heights Public Work Director
651-450-2571
sthureen@invergroveheights.org



PROJECT SUMMARY

Project Name: Troutbrook Road

Applicant: City of Saint Paul, Minnesota

Project Location

NE ¼ SW ¼ Sec. 32 T29 R22

County: Ramsey

City: Saint Paul

Route: from 0.1 miles east of switch back for northbound US52 off-ramp to University Avenue (MSAS 137)/Lafayette Road (MSAS113) intersection (inclusive of work in intersection). See enclosed route map.

Total Project Cost: \$5,700,000.00

Requested Award Amount: \$4,500, 000.00

Project Purpose

The project proposed within this application will provide a new four lane roadway between two major roadways. One, the off-ramp to a Principle Arterial, the recently reconstructed US52 bridge, and the other an A-Minor arterial called University Avenue/MSAS 134. The project will provide a more direct connection between the highway (US52) and a major east/west arterial that runs the entire width of the City. The proposed project includes an off-street shared use trail that is a component of a larger trail system being pursued by the City and the region.

It should be noted that the recently reconstructed off-ramp from US52 was designed to accommodate the project as proposed in this application. There was even consideration of making the connection as part of the US52 project. The Troutbrook Road project, which has been planned since 1980, is considered Phase 1 of a multiphase project that will eventually connect to Warner Road/Ramsey County 36 adjacent to the Mississippi River. The purpose of the connection would be to create a downtown bypass, primarily for trucks. The future phase(s) will also provide a benefit of adding additional sections to the Trout Brook regional shared use trail.

In addition making truck access easier from US52 into the core of the city, a direct connection between the highway and University Avenue will also provide many other less tangible, but no less important, benefits such as: easy access to job centers, easier access to the many cultural destinations along University Avenue, improved access to light rail, easier access to the soon-to-be completed Minnesota United Soccer stadium, and easier access to numerous colleges such as Metropolitan State and Saint Paul College.

One last item to note: due to the unavailability of a completed traffic model, questions 5A and 5B were left without answers.

Project Summary – Roadway Expansion Category

Project Name: Helmo/Bielenberg Bridge

Applicant: Washington County

Route: new Bridge over I-94 from Helmo Avenue in Oakdale to Bielenberg Drive in Woodbury

Cities Where Project Is Located: City of Oakdale, City of Woodbury

Requested Award Amount: \$4,400,000

Total Project Cost: \$5,500,000

Project Description:

The proposed project is a new bridge connection across Interstate 94 (I-94) from Helmo Avenue in Oakdale to Bielenberg Drive in Woodbury that includes two to three lanes for high volume general purpose traffic and a ten-foot pedestrian and bicycle lane with buffer. The bridge as a whole also includes two dedicated Bus Rapid Transit (BRT) lanes to be constructed and funded through the METRO Gold Line Bus Rapid Transit (BRT) project. The roadway, bike and pedestrian lanes proposed in this application are not funded by Gold Line.

The new bridge relieves one of the most congested intersections in Washington County, CSAH 13 (Radio Drive/Inwood Avenue), in the heart of Oakdale and Woodbury commercial districts. Relieving congestion on -CSAH 13 benefits commuters, freight haulers, transit and express service users by reducing delay at the intersection of the I-94 south ramps and CSAH 13. A reduction in congestion also means a reduction in air pollution from idling exhaust, a result of congestion.

The bridge design was created in close collaboration with the Gold Line Project and MnDOT to ensure it complements the bus rapid transit lanes and does not preclude potential future installation of a southbound I-694 to eastbound I-94 interchange.

A pedestrian and bicycle lane will connect existing trails to the north and south of I-94, closing a critical bike and pedestrian gap created by the interstate. In addition, Bus Rapid Transit Oriented Development (BRTOD) plans have identified Gold Line corridor-wide walk and bike access routes that in general follow the Gold Line alignment between Woodbury and Saint Paul. The Helmo/Bielenberg Bridge connection is a crucial component linking the rest of the corridor-wide trail with major destination centers in Woodbury.

The roadway, pedestrian and bicycle connections provided by the new bridge were identified in the 2030 Oakdale and Woodbury Comprehensive Plans, and building these connections in conjunction with Gold Line BRT, a major east metro transportation investment, creates efficiencies and cost savings for the region.

Continued and coordinated transportation investments in a congested and rapidly growing corridor benefits the east metro as a whole, and better situates the cities of Oakdale and Woodbury to meet their planning goals in 2040 and beyond.

One Page Summary

Project Name: TH 13 and Dakota Avenue Freight Access and Mobility Project

Applicant: Scott County

Project Location: City of Savage

Route: From 0.5 miles N OF MN901B /MN 13 TO Quentin Avenue

Requested Award Amount: \$5,750,000

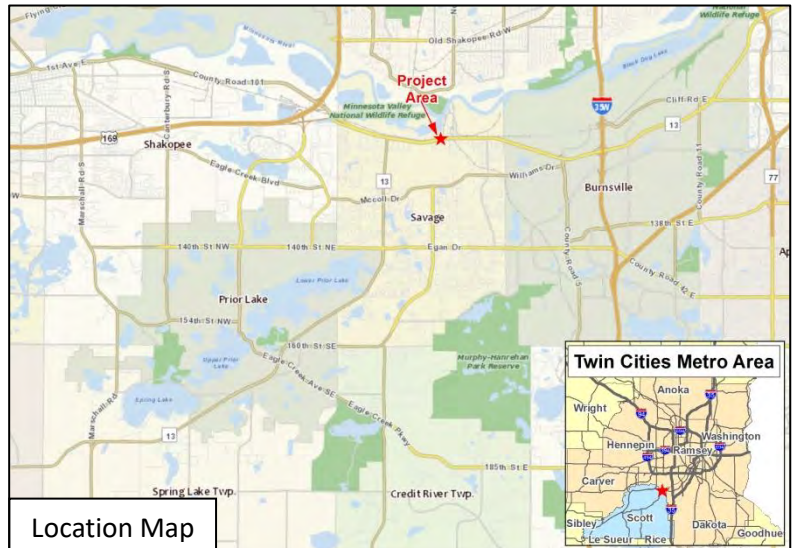
Total Project Cost: \$25,940,000

Project Description: The proposed TH 13 Port Access and Mobility Project includes the construction of a grade separation, frontage roads, and accompanying access ramps at the intersection of Minnesota State Trunk Highway 13 and Dakota Avenue (referred to as TH 13/Dakota Avenue). TH 13/Dakota Avenue is currently an at-grade unsignalized intersection. The project will provide a supporting road network that removes direct access to TH 13 and offers alternate routes and safer access to TH 13 for truck traffic

generated from the adjacent Ports of Savage and industrial uses. The supporting road network and the underpass connecting Dakota Avenue will facilitate movement across TH 13 and allow for right-in right-out access through the use of access ramps on to TH 13 at Yosemite Avenue.

This project is located in the city of Savage along TH 13 (Principal Arterial) and provides direct access to the Ports of Savage. The Ports of Savage consists of five separate private ports off the Minnesota River and two rail corridors served by three railroad companies. Over three million tons of material was shipped through the Ports of Savage in 2016 from major operators. Since 2000, the Ports have moved as much as five million tons of products per year. Operators have indicated that they are operating at under fifty percent capacity and congestion and delay on TH 13 is a significant factor in the level of commodities moving into and out of the Ports. Today the Port is accessed via the at-grade intersections of Dakota, Yosemite, and Lynn Avenues along TH 13. This project will directly serve three private ports.

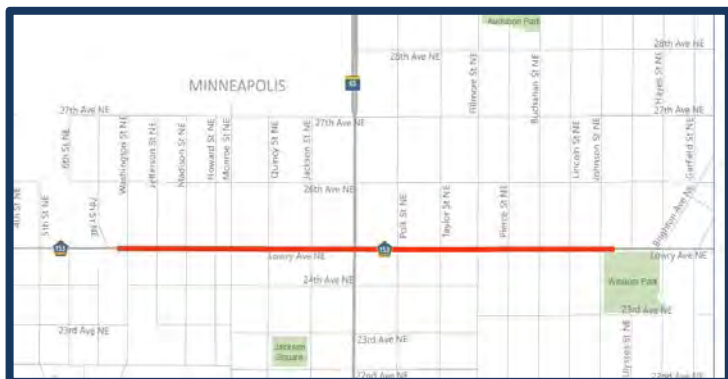
Project Benefits: Reduced intersection conflicts (left turns) with grain trucks and other large commercial vehicles ([Link](#)). Acceleration lanes for commercial vehicles. Improved corridor mobility. Improve access to the three Ports of Savage businesses which serves as a major intermodal hub for agricultural products in Minnesota. Remove grain trucks from stacking up and waiting on TH13 to gain access to the Port facilities.



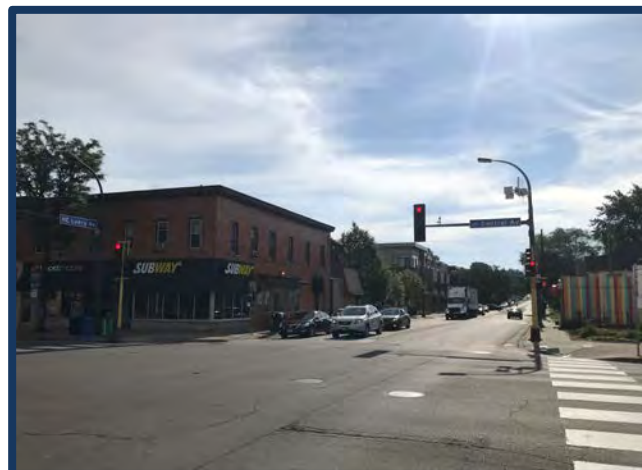
**2018 REGIONAL SOLICITATION
HENNEPIN COUNTY, MINNESOTA**



Project Location



Existing Conditions



Project Overview

Project Name: CSAH 153 (Lowry Ave NE) Reconstruction Project
Roadway: CSAH 153 (Lowry Ave NE)
Project Termini: From Washington St NE to Johnson St NE
Project Location: City of Minneapolis

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$7,000,000
Total Project Cost: \$10,490,000

Project Information

The proposed project will reconstruct CSAH 153 (Lowry Ave NE) to extend the service life of the roadway. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. It is anticipated that the existing roadway configurations (four-lane on the west end and two-lane with on-street parking on the east end) will be modified to improve safety and mobility along the corridor. Specific safety improvements will be included; such as the upgrading of traffic signal systems to include mast arms and dedicated left-turn phasing, providing traffic calming elements to minimize pedestrian exposure to vehicles, and enhancing the pedestrian environment by providing a boulevard.

Project Benefits

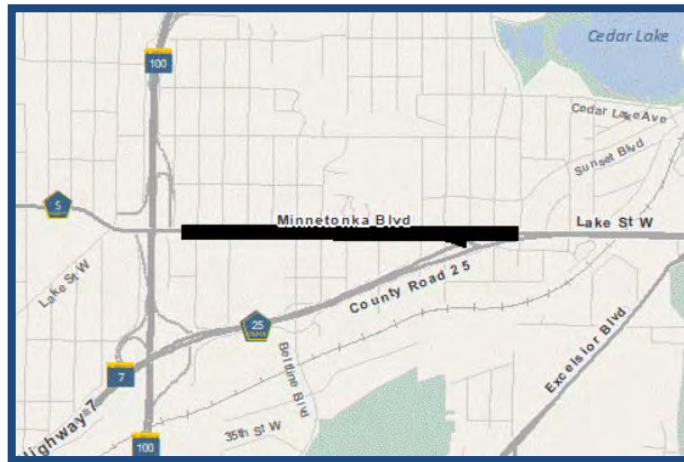
The existing CSAH 153 (Lowry Ave NE) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extended over the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.

**2018 REGIONAL SOLICITATION
HENNEPIN COUNTY, MINNESOTA**



Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 5 (Minnetonka Blvd) Reconstruction Project
Roadway:	CSAH 5 (Minnetonka Blvd)
Project Termini:	From TH 100 SB Ramps to France Ave
Project Location:	City of St. Louis Park

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$7,000,000
Total Project Cost:	\$8,913,000

Project Information

The proposed project will reconstruct CSAH 5 (Minnetonka Boulevard) to extend its service life. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. The existing four-lane configuration will be converted to a three-lane configuration to improve safety along the corridor. The intersection at Ottawa Avenue will experience significant benefits in terms of traffic operations (through the introduction of dedicated left-turn lanes and Flashing Yellow Arrows) and pedestrian accessibility (through the upgrading of pedestrian ramps and installation of Accessible Pedestrian Signals).

Project Benefits

The existing CSAH 5 (Minnetonka Boulevard) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extend of the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.

Concord Street (TH 156) Improvements

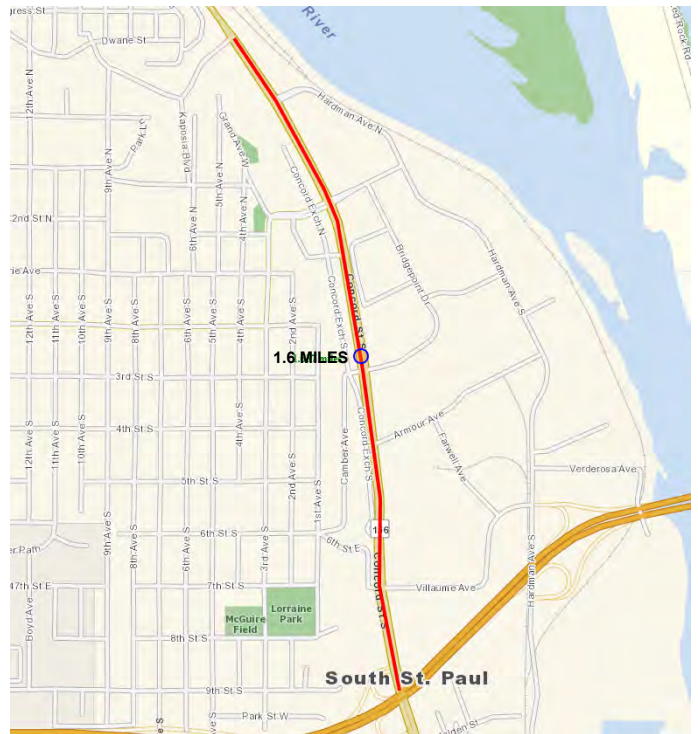
Project Summary

Project Location: City of South St. Paul
I-494 to Wentworth Avenue

Total Project Cost: \$ 10,557,500
Request Award: \$ 5,000,000

Project Description:

The proposed improvements include 1.6 miles of roadway, sidewalk, and storm sewer construction. A concrete pavement rehabilitation is proposed from I-494 to Armour Avenue where the roadway will remain a 4-lane section. Full bituminous reconstruction is proposed from Armour Avenue to Wentworth Avenue where a 2-lane section is proposed. 6-foot bike-able shoulders are proposed in the 2-lane section to safely accommodate on-street bikes. A continuous sidewalk network is proposed along both sides of Concord Street to improve pedestrian safety and connectivity. ADA upgrades will be implemented to accommodate additional pedestrian improvements.

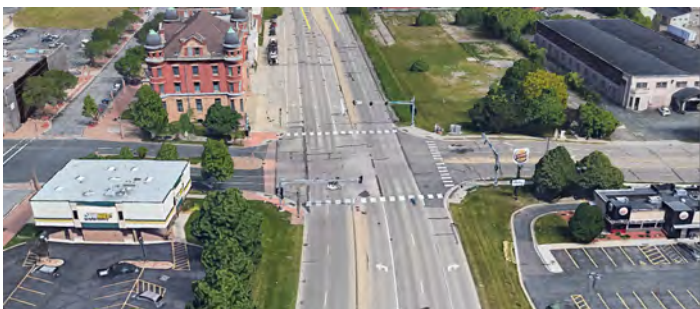


Regional Significance: MnDOT Trunk Highway System (TH 156)
Tier 1 Regional Truck Freight Corridor
Tier 1 Priority Regional Bicycle Transportation Corridor
Connects Southpoint Terminal to I-494
Connects disadvantaged communities to regional manufacturing area

Project Benefits: Improve safety along the corridor
The project includes continuous sidewalks and bike-able shoulders along both sides of Concord Street for pedestrian and bike safety. Access management at minor intersections are proposed to better control traffic movements and increase vehicle safety.

Increase mobility along the corridor
The project will provide bike and pedestrian connectivity throughout the corridor and correct non-ADA compliant sidewalks. Better connections to local businesses and destinations will be provided.

Revitalize the corridor
The project will upgrade the deteriorating roadway, curbs, and sidewalks providing momentum for private redevelopment opportunities with public investment. The last significant improvement to the roadway was in the 1970's when the roadway was designed to function as a highway through the City. This project aims to better promote connections within the City as it redevelops.



Before (Concord at Grand Ave)

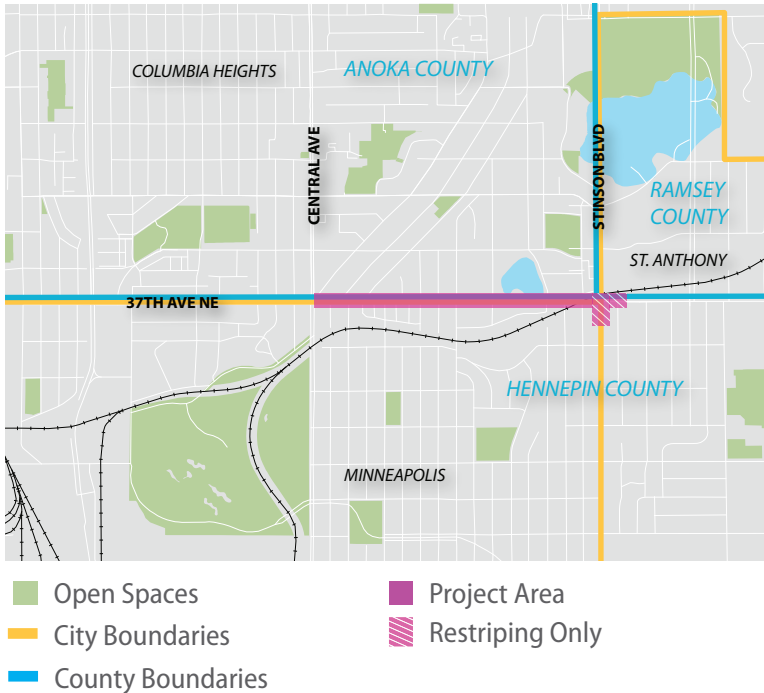


After (Concord at Grand Ave) 20

37th Avenue NE Reconstruction Project



Project map:



Project area existing conditions:



37th Avenue NE looking west, just west of intersection with Stinson Boulevard

Prepared by:



Applicant:

City of Minneapolis and City of Columbia Heights

Route:

37th Avenue NE from Central Avenue to Stinson Boulevard NE

Cities where project is located:

Minneapolis, Columbia Heights, and St. Anthony

Counties where project is located:

Hennepin and Anoka

Requested award amount:

\$7,000,000

Total TAB eligible project cost:

\$8,830,000

Project description:

The proposed project will reconstruct 37th Avenue NE from Central Avenue to Stinson Boulevard using a freight-focused complete streets design. 37th Avenue NE is a critical first/last mile connection to industrial and commercial freight-generating businesses in Minneapolis and Columbia Heights, but there are many aspects of the existing design that make it difficult for trucks to operate safely and reliably in the area. These safety issues are addressed directly by this project through the addition of left-turn lanes, new sidewalks, bicycle facilities, and the removal of on-street parking. The project will also restripe the northbound and westbound approaches to the 37th Avenue NE/Stinson Boulevard intersection to provide dedicated left-turn lanes.

Project benefits:

- Improves safety for all users of 37th Avenue NE
- Connects two employment centers and two Tier 2 truck corridors
- Provides substantial investment and transportation benefit in a community that includes senior housing and is above the regional average for population in poverty or population of color



CSAH 116/Bunker Lk Blvd & MN 47/Ferry St Intersection Improvements



Applicant, Location, &

Route: Anoka County is applying for funds for CSAH 116 & MN 47 in the Cities of Ramsey & Anoka



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**



Funding Information:

STP Award Requested:
\$1,868,000
Local Match: \$467,000, Anoka County
Project Total: \$2,335,000



Project Benefits:

- Improves connections to regional destinations
- Integrates and extends existing and planned infrastructure
- Supports regional commerce through efficient freight movement
- Promotes non-motorized transportation in an area that provides jobs and services
- Reduces conflict points and crash potential

Project Description

The proposed improvements, including the addition of left-turn lanes - to the CSAH 116 and MN 47 intersection will increase capacity by better accommodating all traffic, and left-turns in particular. The project will also widen a bridge on CSAH 116 that crosses an oxbow of the Rum River, to the east of MN 47. The widened bridge will to accommodate a turning lane on westbound CSAH 116 for vehicles turning north onto MN 47/Ferry Street.

Non-motorized accommodations in the project area are currently discontinuous and do not connect to land uses that typically generate pedestrian or bicycle traffic. The project includes constructing a portion of trail along Bunker Lake Blvd that will close an existing gap. This trail will be part of the Central Anoka Regional Trail alignment, which is identified as a gap in Anoka County’s trail network as documented in the County’s draft 2040 Transportation Plan.



Project Benefits

New left turn lanes will better accommodate left turn movements from MN 47 onto CSAH 116 and will reduce queuing in thru lanes due to left turning vehicles. Lengthening of turn lanes will also reduce queues lengths on both roadways, by removing vehicles waiting to turn from thru-lanes. The new and improved sidewalk and trail accommodations will improve access to Rivers’ Bend Park in the City of Ramsey and the entire County’s regional trail network.

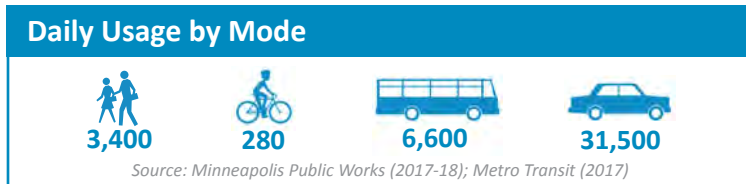
Hennepin Ave - Douglas Ave to W Lake St

Roadway Reconstruction/Modernization and Spot Mobility

City of Minneapolis
 Estimated Project Total: \$17.4 M
 Requested Amount \$7 M

The reconstruction of Hennepin Ave presents an opportunity to modernize a major corridor in the heart of the Twin Cities. The stretch connecting Douglas Ave near Downtown to W Lake St in Uptown was built over 60 years ago and is in need of full reconstruction. In addition to infrastructure deficiencies, the corridor suffers from congestion, crash rates far exceeding the critical and average crash rates, and inadequate pedestrian, bicycle and transit facilities.

Despite current roadway conditions, Hennepin Ave is heavily used by all modes, with particularly high pedestrian and transit usage. It is the “main street” of a major tourist destination with shopping, dining, entertainment, and access to the Chain of Lakes. With planned development in this high density residential area and the future E and B line rapid bus routes, the Hennepin Ave corridor will likely see substantial increases to the already high daily usage rates. The enhanced service will bring reliable and efficient transit service between Uptown, a Metropolitan Council identified Job Concentration Center, and Areas of Concentrated Poverty with greater than 50% residents of color.



While the project will meet requirements with respect to flow, operation, level of service and access management, it will include improvements to pedestrian, bicycle and transit facilities making them more convenient and inviting travel options, thereby increasing corridor throughput. To meet the needs of the diverse and growing community, the Hennepin Avenue right-of-way will be redistributed to align with the City’s Complete Streets Policy. The project will prioritize people walking, the most vulnerable travelers, through expanded sidewalks exceeding today’s widths and meeting guidance from the Minneapolis Street Design Guidelines. Not only will the project add more space for pedestrians requiring assistance to navigate the corridor and provide more space for transit users, it will upgrade all intersections with ADA improvements and shorten the crosswalks with curb extensions on most cross streets.



The project will include provisions for intersecting bicycle routes through intersection delineation, markings and include space for racks and bike share. The ability to include bicycle facilities on a portion of the corridor or a parallel route is also being analyzed to connect facilities between Lake Street, the Midtown Greenway and the protected bikeways at 26th/28th Street.

Person throughput for this vibrant commercial corridor will also be increased through the inclusion of peak period dedicated transit space along the corridor. Layouts analyzed to date include



four general traffic lanes with segments of dedicated curbside space during peak periods to operate transit, including rapid bus which will bring amenities and faster more reliable service to the corridor attracting more transit users. This Roadway Modernization project complements the separate Transit Modernization effort led by Metro Transit to upgrade future E Line stations, amenities and buses. While both projects have independent utility and benefits, both agencies are committed to coordinating project efforts to ensure synchronized construction timelines resulting in less disruption and lower costs as well as the best possible multimodal solution. In example, in spring of 2018 the City and Metro Transit partnered to conduct a pilot of bus-only lanes on Hennepin Avenue which will inform the design. Preliminary results showed improvements to both transit and vehicular traffic flow during peak travel times.

Project Benefits

- Preservation and modernization of existing infrastructure
- Opportunity to apply the City’s Complete Streets Policy to prioritize the most vulnerable users
- Improved user safety to support the City’s commitment to Vision Zero
- Increased transit efficiency and reliability to move the most people through the corridor
- Expanded access to economic opportunity for low-income communities and communities of color through more reliable and efficient transit service to a Job Concentration Center
- Improved access to active transportation and recreation opportunities, benefiting physical and mental health
- Completion of one of the final segments of Hennepin Avenue within the City’s jurisdiction

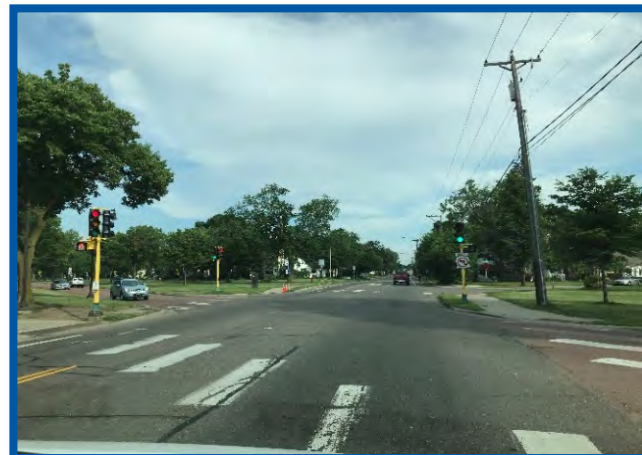
**2018 REGIONAL SOLICITATION
HENNEPIN COUNTY, MINNESOTA**



Project Location



Existing Conditions



Project Overview

Project Name: CSAH 152 (Osseo Rd) Reconstruction Project
Roadway: CSAH 152 (Osseo Rd)
Project Termini: From CSAH 2 (Penn Ave) to 49th Ave
Project Location: City of Minneapolis

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$6,120,000
Total Project Cost: \$7,650,000

Project Information

The proposed project will reconstruct CSAH 152 (Osseo Rd) to extend its service life. Improvements will include (but are not limited to): new pavement, sidewalk, bikeway, streetscaping, curb, drainage structures, and traffic signals. The project includes numerous safety improvements, including the upgrading of traffic signal systems to include mast arms and dedicated left-turn phasing, enhancing of pedestrian crossings to minimize exposure to vehicles, and filling of sidewalk gaps to provide continuous off-street pedestrian facilities.

Project Benefits

The existing CSAH 152 (Osseo Rd) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extended over the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.



Carver County

CSAH 30 Reconstruction from TH 25 to CSAH 10

Project Information

Project Location:
Waconia Township, Carver County;
connecting the City of Mayer & the
City of Waconia

Federal Funding Request:
\$2,413,920

Total Project Cost:
\$3,017,400

Project Description

The proposed project includes the reconstruction and modernization of CSAH 30 (70th Street) from TH 25 (Ash Avenue South) to CSAH 10 in Carver County. CSAH 30 is currently a two-lane A-Minor Connector rural highway with 12-foot lanes and two-foot gravel shoulders. The improvements will upgrade CSAH 30 to state aid standards, which includes a full depth reclamation of the 12-foot travel lanes and shoulder widening to eight-foot shoulders. Lighting will also be upgraded at key intersections. The extra shoulder width and flattened in-slopes will improve safety for motorists, bicyclists, heavy commercial vehicles, farming equipment and provide a safe emergency stopping area for vehicles.

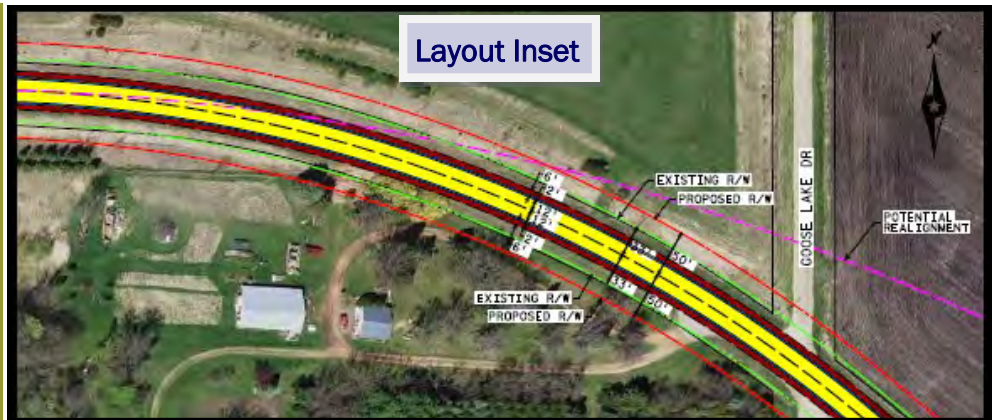
Project Benefits

Modernization and Safety

- Upgrade to State Aid standards
- Widen shoulders from 2 ft. to 8 ft.
- Upgrade lighting
- Add right turn lane

Multimodal

- Connect to Regional Trail
- Widen shoulders for multimodal uses



Existing Conditions Pictures



Regional Significance

CSAH 30 is a major east west connector in Carver County that links two the standalone communities of Mayer and Waconia. The City of Waconia is located on the eastern edge of the project area and is growing rapidly. CSAH 30's rural significance is related to its access to major north-south A Minor Connectors (TH 25 and CSAH 10), which link to the regional transportation network. TH 25 and CSAH 10 serve as one of the few continuous north-south routes in rural Carver County that provide access to TH 5 (A Minor Connector), US 212 (Principal Arterial), and TH 7 (Principal Arterial).

Contact Information

Lyndon Robjent, P.E.
Public Works Director/County Engineer

Carver County Public Works
11360 Highway 212, Suite 1
Cologne, MN 55322
Phone: 952-466-5200

Project Name: CSAH 16 Modernization



Applicant: Scott County

Project Location: CSAH 16 between CSAH 18 and TH 13 in Savage and Shakopee

Total Project Cost: \$5,120,000

Requested Federal Award Amount: \$4,096,000

Local Match: \$1,024,000 (20% of total)

Project Description:

Scott County is proposing the reconstruction of CSAH 16 (McColl Drive) from an undivided two-lane rural roadway to a divided two-lane urban roadway with turn lanes at intersections. The project will enhance both capacity and safety by managing access and turning movements with the installation of a raised center median and converting direct driveway accesses to right-in/right-out only. Pavement condition and drainage issues along CSAH 16 will also be addressed. The improved CSAH 16 will also complete sidewalk and trail gaps on both sides of CSAH 16, completing multimodal links between Shakopee and Savage and better connecting adjacent neighborhoods to the local trail networks.

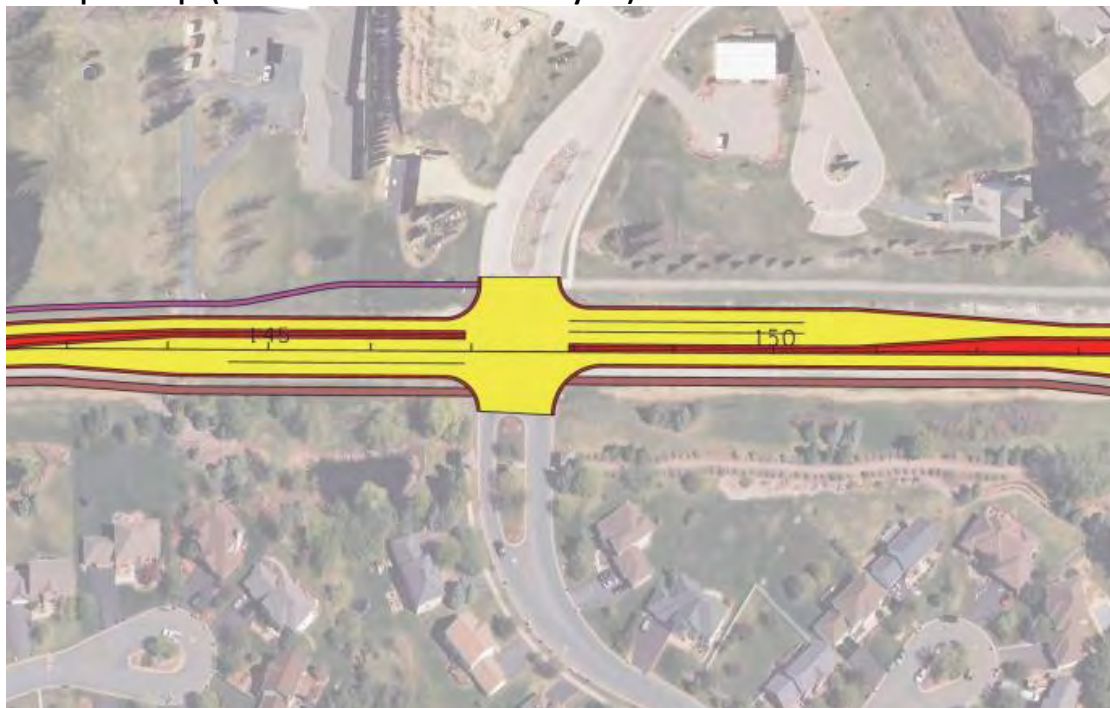
Project Benefits:

- Serves a reliever function to TH 13/CSAH 101 between Savage and Shakopee
- Reduce risk of serious injury crashes with installation of raised center median
- Address vertical and horizontal geometric issues
- Modernize roadway and stormwater management
- Access to regional and local bikeways
- Improve comfort and safety for bicyclists and pedestrians

Key Connections:

- Southbridge Park and Ride
- Regional and local bikeway system
- Minnesota Valley State Trail
- Bloomington Ferry Bridge (alt. route)
- RBTN (Tier 1 & Tier 2 access)

Concept Excerpt (see attachments for entire layout):





PILOT KNOB ROAD (HWY 31) & CLIFF ROAD (HWY 32) IMPROVEMENTS

LOGO

LEGEND

- EXISTING ROADWAY
- EXISTING SIDEWALK
- EXISTING BIKEWAY
- EXISTING UTILITIES
- PROPOSED ROADWAY
- PROPOSED SIDEWALK
- PROPOSED BIKEWAY
- PROPOSED UTILITIES

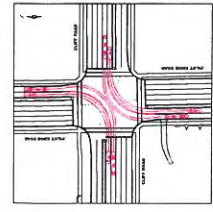
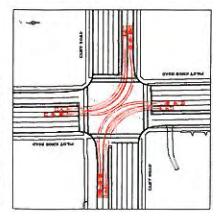
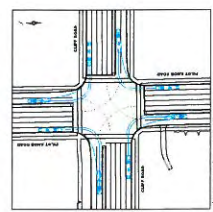
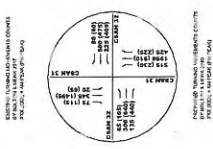
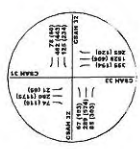
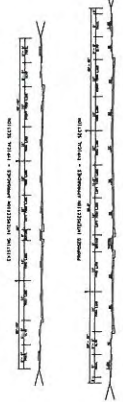
Scale

North Arrow

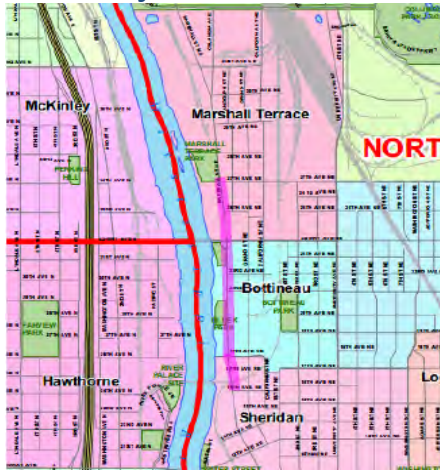
EAGAN

BOLTON & HENK

TYPICAL SECTIONS



Project Location



Existing Conditions



Project Overview

Project Name: CSAH-23 (Marshall Street) Reconstruction Project
Roadway: CSAH-23 (Marshall Street)
Project Termini: From 16th Avenue NE to 27th Avenue NE
Project Location: City of Minneapolis

Solicitation Information

Applicant: Hennepin County
Funding Requested: \$6,604,000
Total Project Cost: \$8,255,000


Project Information

The proposed project will reconstruct CSAH 23 (Marshall Street) to extend its service life. Construction items include reconstruction of the roadway with underground utilities, curb and gutter (incl. catch basins), traffic signals, BNSF at-grade railroad crossing, ADA compliant sidewalks and pedestrian ramps. Also included is the addition of an enhanced bikeway with high levels of separation from traffic, and streetscaping / landscaping elements. Striping will be reconfigured for turn / parking lanes and lighting will be added.



Project Benefits

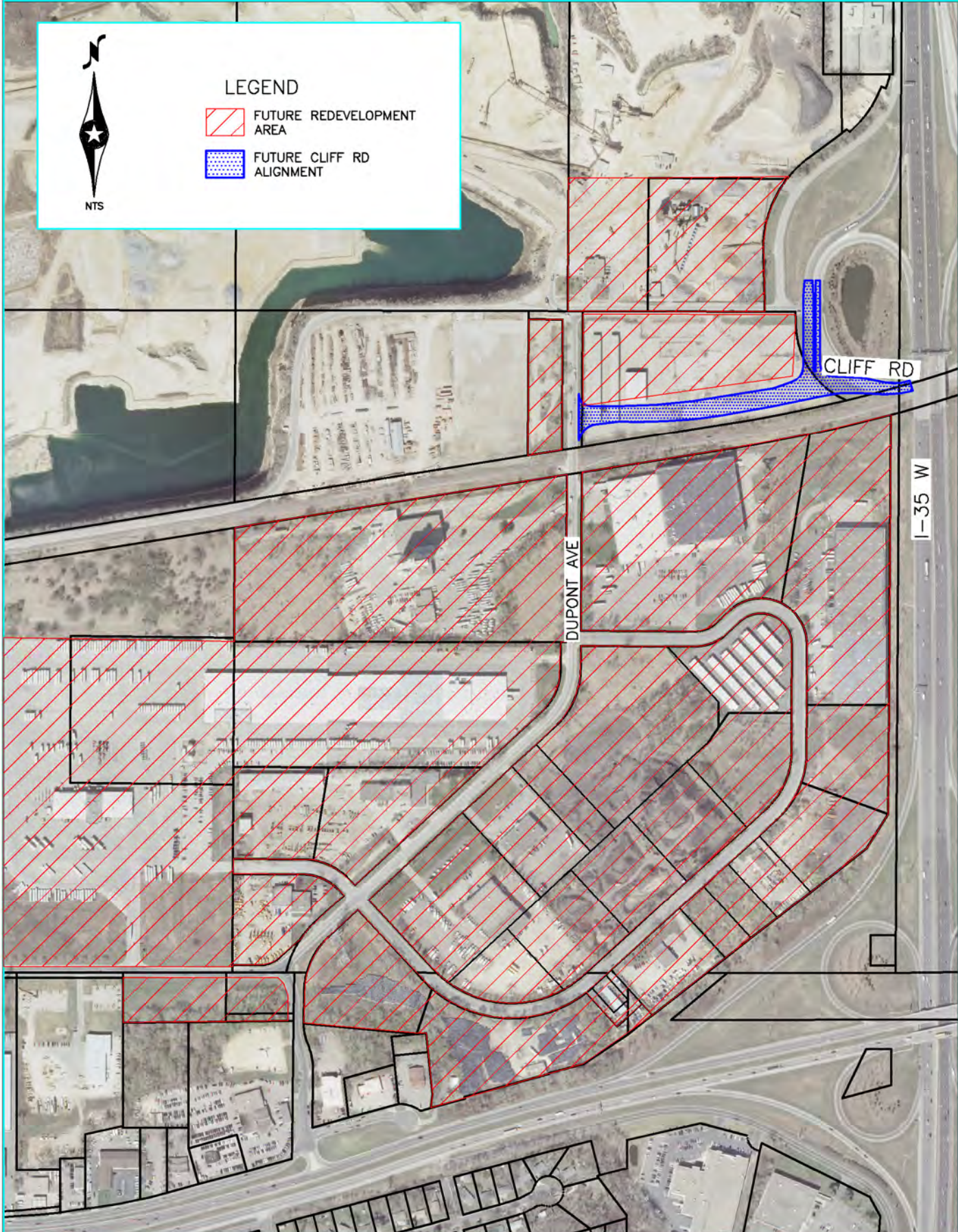
The existing CSAH 23 (Marshall Street) roadway has reached the end of its useful life and warrants a full reconstruction. Routine maintenance activities (such as a pavement overlay) are no longer effective in preserving critical roadway assets. Previous overlays extend into the existing gutter, reducing the benefits provided by the curb in terms of drainage and safety.

An enhanced bikeway facility is planned to expand multi-modal options in the corridor. Additionally, various defects (cracking, discontinuities, and settlement) and obstructions (utility poles, signs, and signal equipment) are present within the sidewalk. This project will address these issues and improve mobility and accessibility for pedestrians.



LEGEND

-  FUTURE REDEVELOPMENT AREA
-  FUTURE CLIFF RD ALIGNMENT



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN WILLMAR, MN
 CHASKA, MN RAMSEY, MN MAPLEWOOD, MN BAXTER, MN ROCHESTER, MN
 AMES, IA SPENCER, IA DES MOINES, IA FARGO, ND

CITY OF BURNSVILLE, MINNESOTA
 CLIFF ROAD / I-35 W SOUTH INTERSECTION IMPROVEMENTS
 POTENTIAL REDEVELOPMENT AREA



Downtown Chaska Highway 41 Improvements



Project Location:

Highway 41 and 61 in
Downtown Chaska



Federal Funds Request:

Federal Amount: **\$7,000,000**
Match Amount: \$6,180,000
Project Total: \$13,180,000
Match Percentage: 47%



Local Investments:

Over \$100M in public investment in downtown has been occurring and is still ongoing.

- \$30M in downtown infrastructure over the past five years
- \$28M in Firemen’s Park, Chaska Curling Center, and Event Center
- \$20M to redevelop a city block known as City Square West (2020)
- The City, County, State will have a combined investment of \$25M in highway and pedestrian improvements in 2022

The Highway 41 corridor provides one of four Minnesota River crossings in the southwestern metro connecting Highway 169, County Highway 61, and Highway 212. Highway 41 is a principal arterial roadway carrying 18,800 vehicles per day through downtown Chaska. 2,250 (12%) of these are heavy commercial vehicles. The highway is an important freight corridor for the region, designated as a Tier Three corridor in the Metropolitan Council’s Truck Freight Corridor Study, which connects to County Highway 61 which is also a Tier Three corridor. The majority of truck movements on Highway 41 are a result of the river crossing, regional freight demands, gravel and sand mining, landfill traffic, and seasonal grain deliveries from western Minnesota to the Ports of Savage.

Locally, Highway 41 serves as the “Main Street” for downtown Chaska known as Chestnut Street. The existing facilities are not ADA compliant and unprotected crossing expose pedestrians to large amounts of traffic over long crossing distances. The community feels the four-lane undivided roadway is a dividing barrier. Pedestrian and bike crashes are common in the area, with one fatal pedestrian crash occurring within a 10-year history.

The Downtown improvements will provide significant safety and mobility benefits through this constrained downtown environment. These safety and mobility benefits include the;

- Addition of turning lanes at all public street intersections
- Removal of on-street parking
- Elimination of weaving traffic
- Significant reduction in blocked travel lanes due to turning traffic
- Significant operation improvements at the Highway 61/ 41 intersection
- A more consistent travel speed through Downtown

The City of Chaska has been working with MnDOT and Carver County for the past three years on developing this vision for Downtown Chaska. In the fall of 2017, the project team received the APA Partnerships in Planning Award highlighting the extensive partnership to achieve the vision.



Crash rate is 80% greater than average



High pedestrian activity on the corridor

Project Summary: CSAH 19 at CSAH 10 roundabout project in the City of Lake Elmo

This application is a request for \$1,809,200 in funding to construct a roundabout at the intersection of CSAH 19 (Lake Elmo Avenue) at CSAH 10 (10th Street) in the City of Lake Elmo.

The proposed project is a roundabout at the intersection of County State Aid Highway (CSAH) 19 (an A-Minor Expander) and CSAH 10 (an A-Minor Reliever) in Lake Elmo. The intersection is located at the entrance to Lake Elmo Park Reserve and is currently a four way stop. Many guests visit the park on evenings and weekends. As a result, congestion at the intersection is greater during off peak rather than peak hours.

Lake Elmo Park Reserve is an important asset and major destination for Washington County and the entire metropolitan area. The park is the most visited in Washington County which is an important distinction in a county known for its natural beauty and open spaces. Over 600,000 people visited the park annually. In addition, counts done in 2017 show that nearly 37% of park visitors traveled 11 miles or more to access the park. This includes over 17% who drove between 11 and 25 miles, approximately 10% who drove 26-50 miles, and nearly 10% who drove 50 miles or more to access the park.

Also noteworthy is the percentage of visitors accessing the park from areas with high populations of color or low-income. According to 2017 counts, 20% of park visitors came from East Metro zip codes with communities that contain large percentages of populations in poverty or of color. Such communities include the east side of Saint Paul and the city of Landfall. The county offers free admission to the park on Tuesdays throughout the year as well as free passes to families and veterans who qualify for community assistance in order to increase accessibility. Additionally, a 2017 report on special events revealed that the park has a large presence of minority families that routinely use the facilities to host family gatherings, often exceeding 300 guests.

As a result of the park's importance to the county, it remains critical for it to maintain an easily accessible, inviting, and safe entrance. The proposed roundabout would help accomplish all three of these goals. For vehicles the roundabout would help increase traffic flow and safety through traffic calming measures. In addition, pedestrians and bicyclists would benefit from sidewalk connections and pedestrian refuge islands to make crossing the busy intersection safer. Due to these positive impacts, Lake Elmo and metro residents as a whole would benefit from the construction of a roundabout at CSAH 19 and CSAH 10.



Applicant, Location, &

Route: MnDOT applying for funds to modify the interchange at TH 169/TH 47 & TH 10 in the City of Anoka



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization & Spot Mobility**



Funding Information:

STP Requested Award Amt: \$7,000,000
Local Match: \$20,100,000
Project Total: \$27,100,000



Project Benefits:

- Integrates and extends existing and planned infrastructure
- Improves intersection capacity
- Supports regional commerce through efficient freight movement
- Reduces conflict points and crash potential
- Improves connections to regional destinations
- Promotes non-motorized transportation to areas that provide jobs and services

TH 169/TH 47 and TH 10 Interchange Modification Project

Project Background

Exit ramps at the TH 169/TH 47/Ferry St and TH 10 interchange are too short to accommodate the maximum queue lengths experienced during morning and afternoon peak hours. Queues frequently extend onto the TH 10 mainline, blocking the lane for through traffic. Left turning traffic at the EB ramp of TH 47 and TH 10 operates at LOS F during the morning peak hour. This interchange underserves traffic demands during peak travel hours which pushes nearly 1,000 vehicles per peak periods onto other routes.

Between 2013 and 2015, there were 68 crashes at the EB TH 10 ramp and TH 47 intersection. Over half of these were rear-end crashes and the majority involved NB vehicles. The crash index at this location is 1.61. Compared to similar intersections statewide, this intersection operates outside the normal range. The crash rate is 2.4 times higher than the statewide average for similar intersections.

Trunk Highways 169 and 10 are both Principal Arterials and TH 47 is an A-Minor Connector. All roads are identified as tiered freight corridors in the Metropolitan Council’s Regional Truck Freight Highway Corridor Study (2017). TH 10 is a Tier One corridor, TH 169 is Tier Two, and TH 47 is Tier Three.



Project Description & Benefits

The proposed interchange project will replace the existing diamond interchange with a single point urban interchange (SPUI). This new interchange will enhance traffic operations, increase capacity, and improve roadway safety. The project will improve overall access to this part of Anoka, including the downtown, located less than ½ mile south of the interchange and the City’s Northstar Transit Station. The project will also update existing non-motorized transportation facilities by upgrading the existing sidewalk along TH 169/TH 47.

This project is the result of MnDOT’s TH 169/TH 47/Ferry St and TH 10 Interchange Improvements Study, the results of which will be published in summer 2018.

WEST SIDE TRAFFIC SIGNAL CONTROL ENHANCEMENTS

PROJECT ELEMENTS AND BENEFITS

The West Side Traffic Signal Control Enhancements Project would reconstruct and modify traffic signals, install fiber-optic interconnect, and install traffic cameras in the City of Saint Paul’s West Side. The proposed elements of the project and some of the benefits of each include:

- Reconstruction of the two traffic signals on Concord St. (TH 156) at the junction with US 52.
 - Built in the 1970s, these two signals are consistent maintenance issues, and require significant staff time to maintain operation.
 - Replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, flashing yellow arrows, audible pedestrian push buttons, countdown timers, and twelve-inch indications.
- Installation of fiber-optic interconnect to multiple signals along Robert St. (TH 952 A), Smith Ave. (TH 149), Plato Blvd. (CSAH 40), Cesar Chavez St. (MSAS 235) and Concord St, and upgrade of traffic signal controllers where needed.
 - Installation of interconnect will allow the City to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings.
 - Installation of fiber-optic interconnect will allow for the coordination of closely spaced signals along these corridors, reducing stops and delay while improving safety.
 - Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.
- Retrofitting flashing yellow arrows in place of existing protected/permissive signals at the intersections on Cesar Chavez St. at Robert St. and State St. (MSAS 201)/George St. (MSAS 139).
 - Flashing yellow arrows have been shown to reduce crash frequency at intersections.
 - The installation of flashing yellow arrows at the intersection of Cesar Chavez St., State St./George St. is expected to reduce confusion caused by unorthodox signal phasing.
- Installing audible pedestrian push buttons at the intersection of Cesar Chavez St., State St./George St.
 - The installation of audible push buttons will provide valuable wayfinding of a complex, five-legged intersection to the visually impaired.
- Installation of traffic cameras at multiple locations in the area.
 - The ability to remotely observe traffic conditions, combined with the other improvements, will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents.

APPLICATION DETAILS

APPLICANT

Mike Klobucar
City of Saint Paul
Department of Public Works

651.266.6208
mike.klobucar@ci.stpaul.mn.us

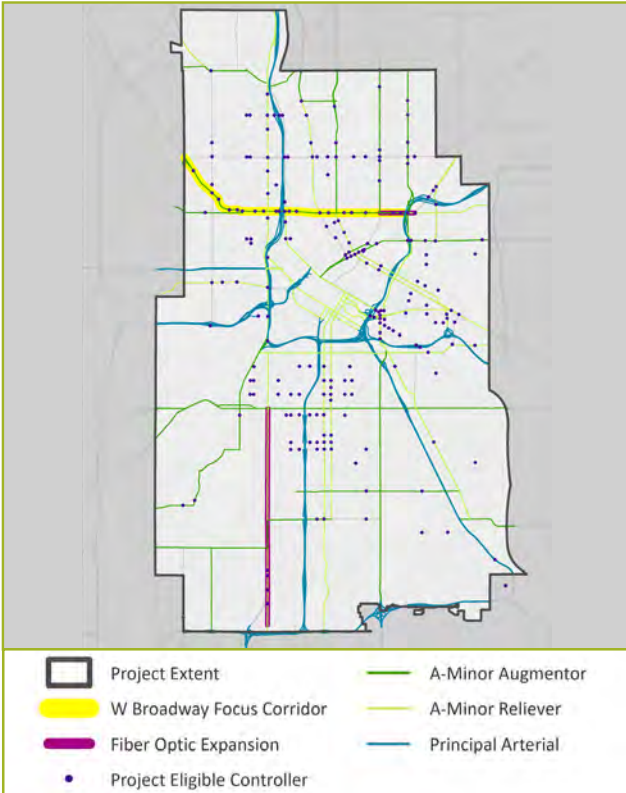
PROJECT COST

Total project cost: \$1,832,000

Federal request amount: \$1,465,600

MINNEAPOLIS ITS UPGRADES AND ENHANCEMENTS

PROJECT MAP:



BEFORE PHOTO:



PREPARED BY:



APPLICANT:

City of Minneapolis

PROJECT AREA:

- City of Minneapolis
- Focus Corridor: W Broadway Avenue

CITY WHERE PROJECT IS LOCATED:

Minneapolis

COUNTY WHERE PROJECT IS LOCATED:

Hennepin

REQUESTED AWARD AMOUNT:

\$3,000,000

TOTAL PROJECT COST:

\$3,750,000

PROJECT DESCRIPTION:

The proposed project will upgrade and enhance existing traffic management and intelligent transportation systems (ITS) in areas throughout the city of Minneapolis. The City of Minneapolis is collaborating with Hennepin County, MnDOT, and Metro Transit to enhance the city's traffic control system, with a focus on West Broadway Avenue. The City's ITS currently serves roadway users throughout the metro area, providing services such as arterial dynamic message signs (DMS), real-time surveillance cameras (CCTV), and transit signal priority (TSP) capabilities. Upgrades to ITS, such as expanded remote access and operations, installing new traffic signal controllers and cabinets, conflict monitors, video detection system, additional CCTV devices, vehicle-to-infrastructure (V2I) devices, improvements to the Traffic Management Center (video server, video wall), dedicated short range communications (DSRC) radio (high-volume wireless data transmission), and investing in fiber optic cable to increase bandwidth and reliability, will result in a nimble traffic control system with the ability to adapt to daily and non-recurring traffic events. Once implemented, ITS enhancements will improve interfacing among the Police, Public Works, and Public Safety officials – integrating traffic monitoring with safety. In this way, upgrades will help keep the city's street and highway network functioning efficiently and with more flexibility and multipurpose use. The focus on West Broadway Avenue will improve operations on a key multimodal arterial connecting north and northeast Minneapolis – increasing safety and efficiency for transit, freight, bicycle, pedestrian, and general traffic.

PROJECT BENEFITS:

- Improves operational efficiency for all modes of travel on the city's streets
- Improves safety for all users of the city's streets
- Improves functionality and flexibility of the city's existing ITS network
- Prepares the city for near-future connected vehicle technology

Project Overview

To provide a safe and efficient transportation system, Dakota County and the Cities of Burnsville and Apple Valley are proceeding with the County Road 38 Roadway System Management project. The project is fiber optic cable installation for traffic signal interconnection as well as signal equipment upgrades to improve traffic operations along CSAH 38 from CSAH 5 to CSAH 31. The project will enhance traffic management, improve traffic flow, reduce congestion and reduce vehicle emissions.

Work on the project is anticipated to include:

- Installation of fiber optic cable and equipment for traffic signal interconnection
- Fiber connection and/or other communication equipment installation at signals
- Traffic signal controller and/or cabinet replacement at signals
- Traffic signal revisions: installation of flashing yellow arrow left turn signal indications at signals
- Installation of Pan/Tilt/Zoom cameras for traffic monitoring

Project Benefits

The roadway system management project will provide several benefits to the corridor and the area. The proposed project will:

- Increase safety by reducing delay
- Maintain infrastructure in a state of good repair by updating traffic signal equipment
- Reduce congestion by increasing traffic throughput
- Improve corridor efficiency and reliability through traffic signal retiming
- Create environmental sustainability by reducing vehicle emissions

Project Schedule

- Design: 2020 & 2021
- Right of Way Acquisition: Not Anticipated
- Construction: 2022

For More Information

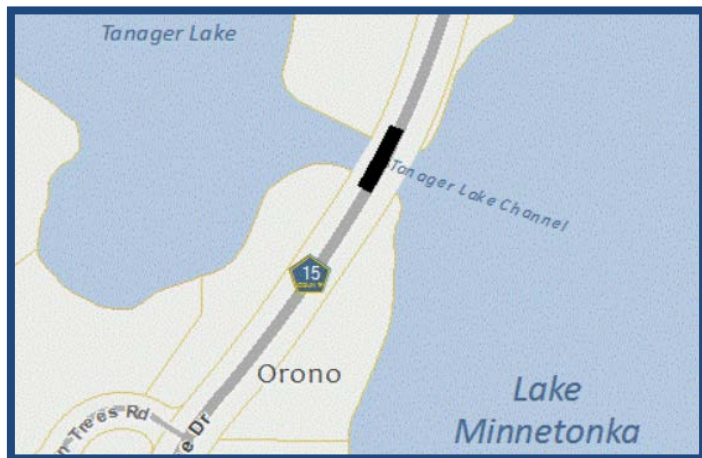
- Contact:
Sarah Tracy, Dakota County Assistant Traffic Engineer
952.891.7177
sarah.tracy@co.dakota.mn.us



**2018 REGIONAL SOLICITATION
HENNEPIN COUNTY, MINNESOTA**



Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 15 (Shoreline Drive) Bridge Replacement Project
Roadway:	CSAH 15 (Shoreline Drive)
Project Termini:	At Tanager Channel / Browns Bay
Project Location:	City of Orono

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$2,200,000
Total Project Cost:	\$2,750,000

Project Information

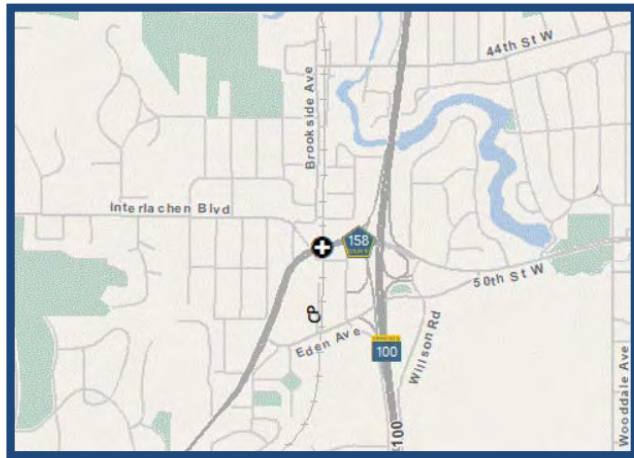
The proposed project will replace the existing Tanager Bridge (#27592) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

The existing Tanager Bridge (built in 1979) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (including pile bents and beams) are exhibiting deterioration.

The new bridge will remove current weight restrictions and accommodate all types of users (especially freight and emergency vehicles). The Tanager Bridge is a critical east/west route through the Lake Minnetonka Area, therefore, it's critical to maintain this asset for the travelling public.

Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 158 (Vernon Avenue) Bridge Replacement Project
Roadway:	CSAH 158 (Vernon Avenue)
Project Termini:	At Canadian Pacific Railroad
Project Location:	City of Edina

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$7,000,000
Total Project Cost:	\$9,150,000

Project Information

The proposed project will replace the existing Vernon Avenue Bridge (#4510) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

The existing Vernon Avenue Bridge (built in 1927) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (including columns, pier caps, deck, and slab) are exhibiting deterioration.

The new bridge will remove current weight restrictions and accommodate all types of users (especially freight and emergency vehicles). The Vernon Avenue Bridge is a critical east/west route through the Gradview District Area, therefore, it's critical to maintain this asset for the travelling public.

1-Page Information Sheet: CSAH 22 Bridge Widening in Oak Grove

PROJECT NAME: CSAH 22 (Viking Blvd) Bridge widening in Oak Grove

PROJECT LOCATION: City of Oak Grove, Anoka County

APPLICANT: Anoka County Highway Department

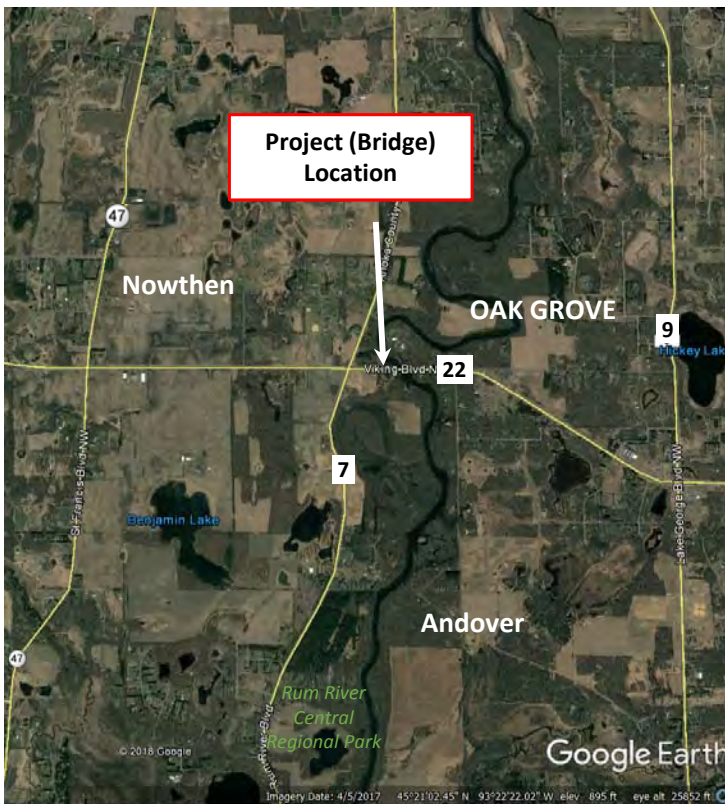
FUNDING REQUEST: \$1,436,296

TOTAL PROJECT COST: \$1,795,370

PROJECT DESCRIPTION

This project is for the rehabilitation and widening of the CSAH 22 (Viking Boulevard) bridge over the Rum River in the city of Oak Grove. This A Minor Arterial Connector roadway currently carries 6,800 vehicles per day. The pavement width on the bridge is 28 feet which provides two 12-foot travel lanes. However, there are no shoulders or other accommodations for bicyclists or pedestrians.

The bridge will be rehabilitated with a wider design that would provide eight-foot shoulders to safely accommodate bicyclists and pedestrians. Widening of the piers and abutments will be required to support the widened bridge cross section.



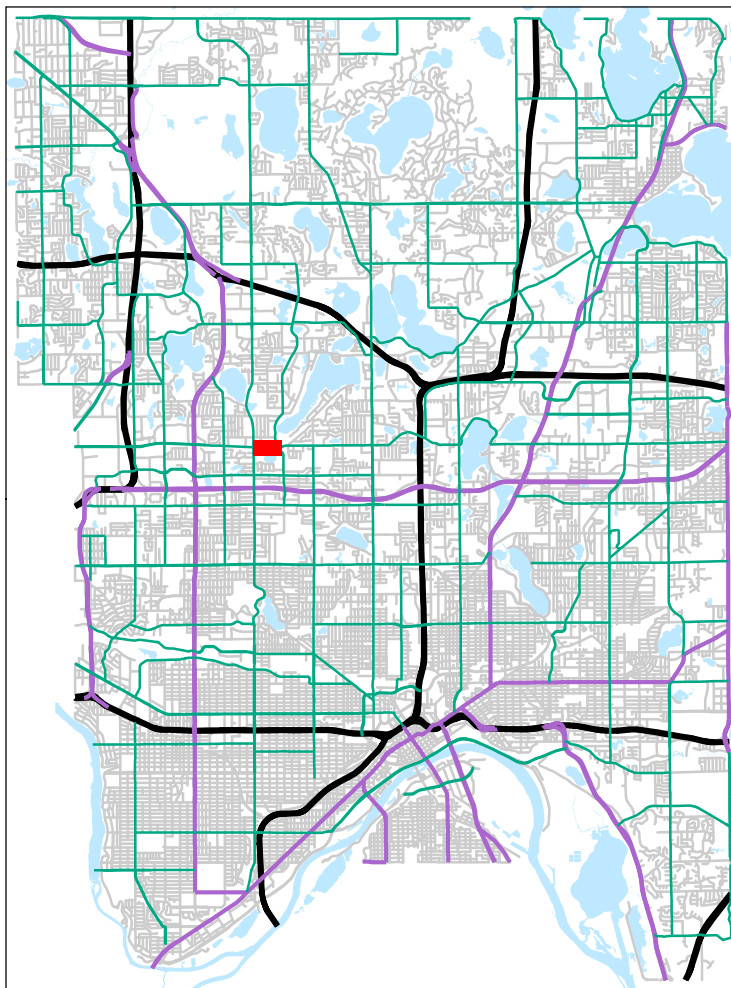
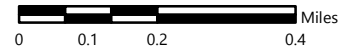
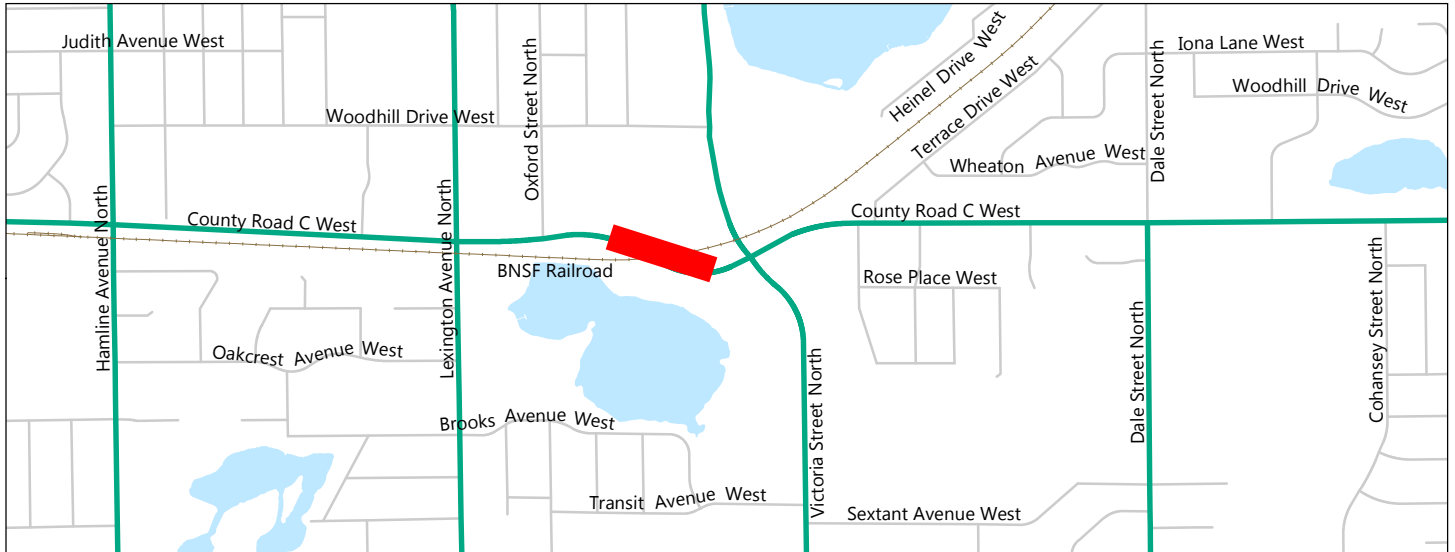
PROJECT BENEFITS

- Extend the life of the bridge (current sufficiency rating of 62.4)
- Reduced pedestrian and bicyclist exposure
- Enhanced pedestrian and bicyclist connectivity
- Improved access between parks, open space, and population centers

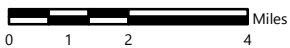


County Road C (23) Bridge over BNSF RR

Map Produced 6/12/2018 by Ramsey County Public Works



- Interstate
- US & MN Highway
- County Road
- Municipal Street
- Project Location

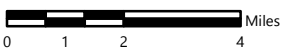
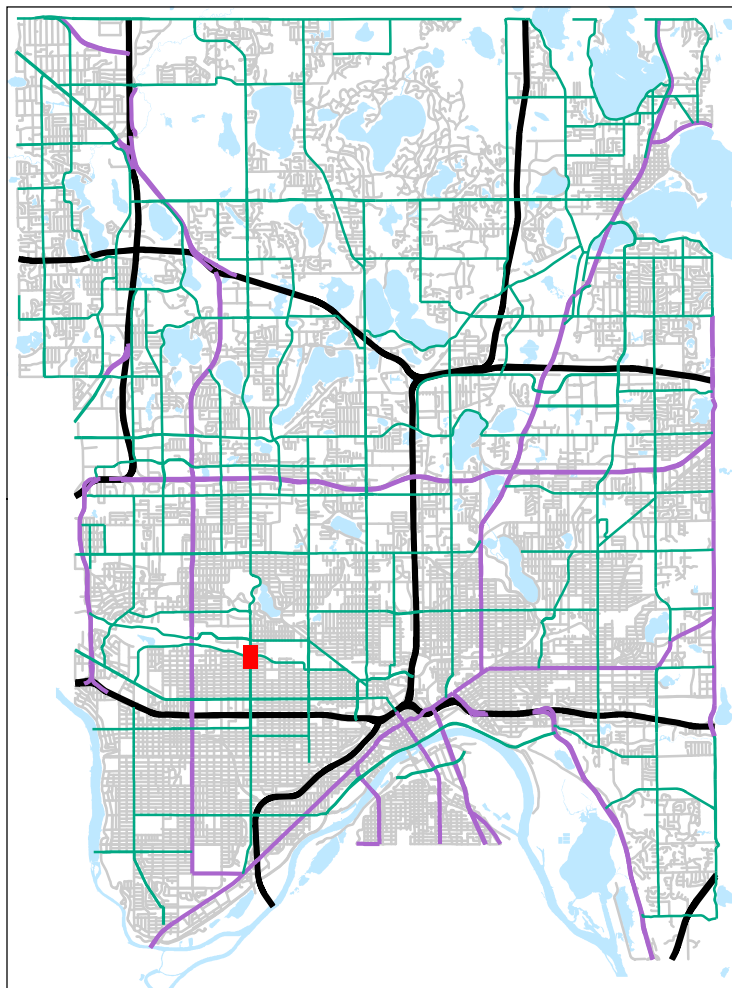
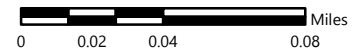
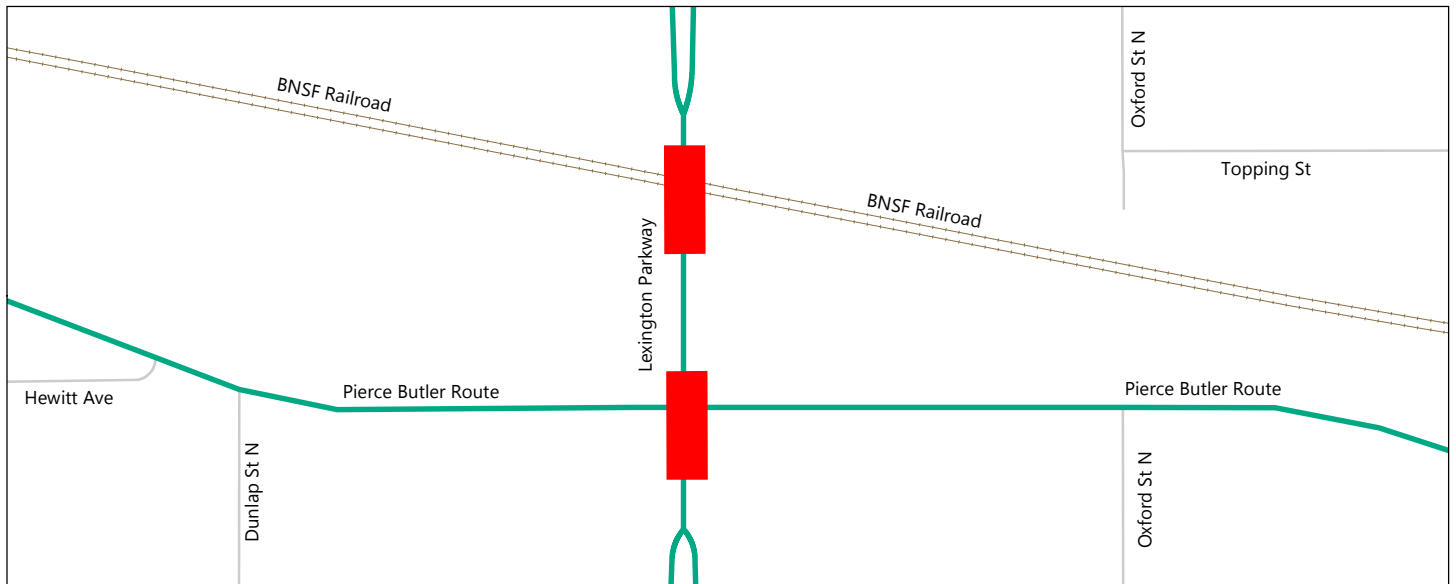


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Prepared by Ramsey County Enterprise GIS | RCGISMetaData@Co.Ramsey.MN.US
CoRdCBRoverBNSFR18 6/12/2018

Lexington Parkway (51) Bridge over Pierce Butler Rt & BNSF RR

Map Produced 6/12/2018 by Ramsey County Public Works

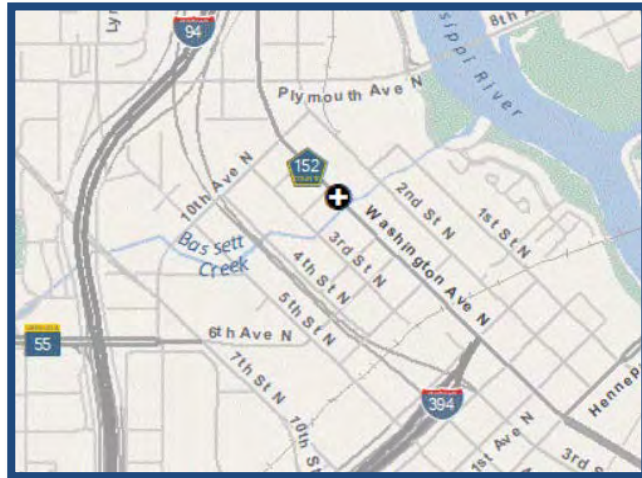


- Interstate
- US & MN Highway
- County Road
- Municipal Street
- Project Location

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LexPkwyBRoverPrcButler&BNSF 6/12/2018

Project Location



Existing Conditions



Project Overview

Project Name:	CSAH 152 (Washington Ave N) Bridge Replacement Project
Roadway:	CSAH 152 (Washington Ave N)
Project Termini:	At Bassett Creek
Project Location:	City of Minneapolis

Solicitation Information

Applicant:	Hennepin County
Funding Requested:	\$2,312,000
Total Project Cost:	\$2,890,000

Project Information

The proposed project will replace the existing Bassett Creek Bridge (#91333) to extend its service life. Improvements will include a new bridge structure and modifications to the roadway approaches that are impacted by the project.

Project Benefits

The existing Bassett Creek Bridge (built in 1923) has reached the end of useful life and warrants replacement. Routine maintenance activities (such as sealing, coating, and minor patching) are no longer effective in preserving this critical bridge asset. Various bridge elements (masonry arch and concrete floor) are exhibiting significant deterioration.

The new bridge will accommodate all types of users (especially freight and emergency vehicles). Washington Ave N is a critical north/south route through the North Loop Area, therefore, it's critical to maintain this asset for the travelling public.

PROJECT SUMMARY

Project Name: Replacement of Kellogg/3rd Street Bridge No. 62080 and 62080A
Applicant: Brent Christensen, applying on behalf of Saint Paul Public Works
Route: MSAS 158 (Kellogg Boulevard – Third Street)
Township/City/County: City of Saint Paul, MN
Requested Award Amount: \$7,000,000
Total Project Cost: \$63,903,000



Photo 1. Cantilever pier cap cracking & deterioration. (no traffic loads can be supported by cantilevers)



Photo 2. Outbound traffic backup across bridge (photo taken west of bridge, with US Hwy 52. above)

Project Description:

This project is to reconstruct Kellogg Boulevard / Third Street retaining walls, approach roadway and Bridge Nos. 62080 and 62080A over Ramsey County Regional Rail Authority (RCRRA), BNSF Railway, Bruce Vento Nature Sanctuary, Commercial Street, and Minnesota Department of Transportation (MnDOT) Trunk Highway I-94.

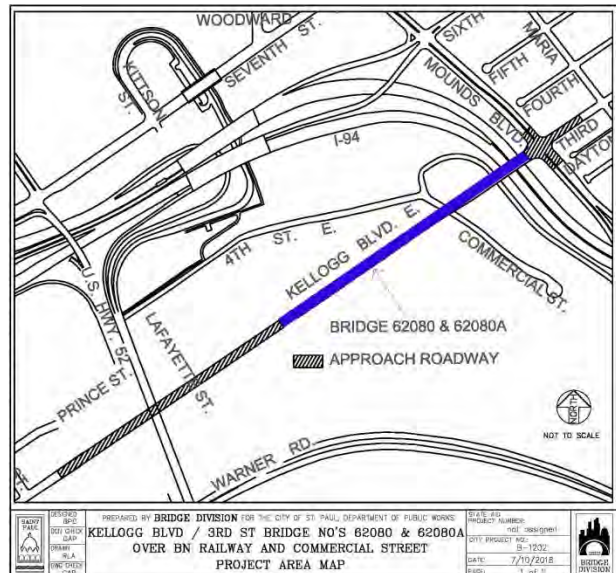
List of Project Benefits:

Improved bike/ped/ADA facilities, access between job centers and under-represented populations, road and intersection safety improvements, mass transit accommodations, improved traffic level of service, and restoration of bridge capacity, serviceability, and functionality as major downtown route and freeway access connection.

Other Pertinent Information:

In 2014 a structural evaluation determined that the deteriorated pier cap cantilevers could not support any live load under the current MnDOT-approved analysis method. The bridge was temporarily closed to allow for installation of concrete barriers that restrict all modes of traffic to the center portion of the pier caps. The bridge reopened as a reconfigured three vehicular lane bridge (two inbound and one outbound) with substandard 1.75’ shoulders and a substandard 6 foot bicycle/pedestrian walk.

The City has started the design of the new bridge using local funds and is actively pursuing State legislative funding assistance.



Nicollet Avenue South over Minnehaha Creek

Applicant: City of Minneapolis



Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

Requested Award Amount = \$7,000,000

Project Cost = \$22,200,000

Project Description

This project is for the rehabilitation of Bridge No. 90591. The 16-span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor reliever roadway. The bridge was built in 1923, repaired in 1973, has a sufficiency rating of 65.8 and is functionally obsolete. It is 63 ft. wide, has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks.

MnDOT traffic data indicates that the AADT in 2015 was 8,900. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Metro Transit is in the planning stages of providing a future Bus Rapid Transit (BRT) line along Nicollet Avenue South including the bridge. An on-street bikeway was added to Nicollet Avenue South and Bridge 90591 in 2016.

The bridge was last inspected by the City of Minneapolis on August 8, 2017. Cracks, concrete spalls and exposed reinforcement were found on the underside of the deck, floor beams, spandrel columns, and pier walls. The arches have cracks where they were previously repaired as do the floor beam cantilevers. Leaking joints and continuous exposure to water and salt has caused concrete delamination and reinforcing steel corrosion in the structure. The condition of the bridge satisfies Section 15 of MnDOT Bridge Design Manual, which directs owners to reduce the capacity of bridges due to deterioration - this is a strong possibility in the near future. The funds from the Metro Council regional solicitation will go toward the repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation will allow the bridge to successfully continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, repairs of concrete surfaces and structures, new floor beams, sidewalk replacement, new joints, a new drainage system, and a new lighting system.

Project Benefit

The bridge supports Nicollet Avenue over Minnehaha Creek and Parkway in a beautiful park-like setting. This portion of the parkway is heavily used, providing a scenic route for over 1000 cyclists and over 600 pedestrians per day as well as many kayakers, rafters and canoers who utilize the creek. This cost effective rehabilitation will save taxpayers millions of dollars and improve the safety conditions for drivers, bicyclists, pedestrians and kayakers. Repairing the bridge will improve the sufficiency rating and functional capacity of the bridge for increased roadway usage such as for the proposed Nicollet Avenue BRT. Repairs will maintain the structure as an important historic resource and will improve the aesthetics of the bridge, enhancing the livability and quality of life for Minneapolis residents and parkway/trail/creek users.